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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name **Big Four Depot**
other names/site number **157-333-37272**

2. Location

street & number **200 N. 2nd Street** N/A not for publication
city or town **Lafayette** N/A vicinity
state **Indiana** code **IN** county **Tippecanoe** code **157** zip code **47901**

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. See continuation sheet for additional comments.)

[Signature] **5.2.03**
Signature of Certifying official/Title **Indiana Department of Natural Resources**
State or Federal agency and bureau

Date

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register
 See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other, (explain:)

[Signature]
Signature of the Keeper

Date of Action

[Signature]
Edson A. Beall

6/22/03

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building
- district
- site
- structure
- object
- landscape

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: Rail-Related

Current Functions
(Enter categories from instructions)

TRANSPORTATION: Rail-Related
TRANSPORTATION: Road-Related (vehicular)

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN: Romanesque

Materials
(Enter categories from instructions)

foundation CONCRETE
walls BRICK
STONE: Limestone
roof STONE: Slate
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- Criteria A through G with checkboxes and descriptions.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

Period of Significance

1902-1952

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Buckeye Chum Company

9. Major Bibliographic References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- Documentation checkboxes: preliminary determination, previously listed, determined eligible, designated landmark, recorded by Historic American Buildings Survey, recorded by Historic American Engineering Record.

Primary location of additional data:

- Location checkboxes: State Historic Preservation Office, Other State agency, Federal agency, Local government, University, Other.

Name of repository:

10. Geographical Data

Acreage of Property 8 acres

UTM References (Place additional UTM references on a continuation sheet.)

1	16	508870	4474020	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			

See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Laura Thayer

organization _____ date 09-12-2002

street & number 4950 South 150 East telephone 812/ 372-6806

city or town Columbus state IN zip code 47201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name City of Lafayette

street & number 20 N. 6th Street telephone 765/ 476-8404

city or town Lafayette state IN zip code 47901

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Section No. 7 Page No. 1 Big Four Depot

The Big Four Depot is located in Lafayette in Tippecanoe County in northwest Indiana. Lafayette is located on the Wabash River. The building is located in the James F. Riehle Plaza, a site developed in the mid-1990s specifically for the purpose of accommodating the depot at a new location. The move was part of a major railroad relocation project, described in more detail in the Statement of Significance.

Riehle Plaza is a focal point at the edge of downtown Lafayette, between the Wabash River, and Ferry, Second, and Main Streets. As a station for Amtrak, Greyhound, and local transit, it functions as a transportation hub, and also serves as a community gathering place (photo 1). It is composed of a large oval of pavers, enclosed by a low wall, and bordered by grass lawns and trees. The depot is slightly elevated above the plaza to the west, and has a wide set of steps leading up to it (photo 2). Only the raised terrace that supports the depot is included in the historic boundaries for the property, and not the entire plaza.

To the north of the plaza is a landscaped parking lot, and to the south is an allee of trees with ramps gradually leading up to the level of the depot. On the continued alignment of the allee is an open stair leading up to a pedestrian bridge that overlooks the new rail corridor. On the opposite side of the bridge, a stair leads down to the Amtrak loading platform. The pedestrian bridge also links to the John T. Myers Bridge, a former state vehicular bridge which was renovated for pedestrian use as part of the Railroad Relocation Project. The Myers bridge crosses the Wabash River, linking Lafayette and West Lafayette and connects to a segment of the Wabash Heritage Corridor Trail, a proposed greenway along the Wabash River.

The Big Four Depot is a long, narrow structure, approximately 113 feet in length by 33 feet in width. A one story building, it is on an elevated site to accommodate a new basement level which is open to the new rail corridor on the west (photo 5). The roof is hipped with slightly flared, wide eaves supported by large wood brackets that spring from stone supports (photo 6). It is covered with slate shingles. There are two gable-roofed dormers, one each on the east and west sides of the roof, and a chimney, trimmed in limestone quoins, near the south end of the east side (photo 2). Openings in each dormer resemble a Palladian window, with a round-arched light flanked on each side by a flat-arched vent. Dressed limestone surrounds the openings.

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Section No. 7 Page No. 2 Big Four Depot

The historic structure is faced in rubble-faced limestone from the base of the building up to a smooth limestone belt course that extends around the building to the bottom of the window openings (photo 3). The upper part of the façade is faced in pressed brick, with narrow mortar joints, laid in stretcher bond.

The main façade faces east (photo 2), and is divided into seven bays defined by eave brackets. The center bay contains the entry, which has double, paneled oak and glass doors, and a dressed limestone surround with quoin detailing. The flanking bays contain single windows. Other bays have paired windows. Windows have single light openings with transoms of clear, diamond, leaded glass. A rolled molding separates the sash and the transom (photo 3). Window and surrounds are similar to the surround for the main entry. The dressed limestone and quoin detail is repeated at the corners of the building.

Detailing on the other façades is very similar to that on the main façade. The south end contains a double door entry in the center, which is flanked by single windows (photo 4).

The west façade is arranged like the east façade, except that the center bay contains a bay window, and is flanked by single, paneled oak and glass doors (photo 5). New ramps access these doors. The bay window is similar in detail to other windows. This is the side of the depot that faces the tracks. Above the single window to the north of the bay window is a simple wood sign, 7 inches high, with "LAFAYETTE."

The north end of the historic structure has a group of three windows (photo 6).

The depot's new lower level is visible on the west and north sides (photos 5 and 6). The west façade of this level has a platform that echoes the historic platform above. Pre-cast concrete columns wrapped at the west end of the platform correspond to the bays of the depot, and support the depot level above. The recessed façade is composed of glass and concrete columns. The design is simple and does not compete with the historic depot.

The lower level of the west end is similar, with columns that support the upper level, with a glazed façade between. The entrance to the Amtrak and bus station is in the center of this level (photo 6).

The interior of the historic depot retains its historic configuration except for the baggage room and the restroom area. The central part of the building contains

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Section No. 7 Page No. 3 Big Four Depot

a large waiting room (photos 7 and 8). There is a vestibule at the main entrance which was added in the 1980s (photo 8). At the opposite side of the room is the original stationmaster/telegrapher office. A small office in the southeast corner of the waiting room was added in the early 1900s.

The waiting room represents approximately one-half of the historic depot area. The baggage room on the south end, and the office/restroom area on the north end each represent about one-quarter. As part of the relocation/rehabilitation project, the baggage room has been divided into a small office and stair hall, with a stairway to access the new lower level (photo 9).

The office/restroom area consists of a north-south corridor with a new office and men's and women's restroom on the east side, and an historic office on the west side. The restrooms open off the waiting room. Historically, there were only two restrooms on the east side of the corridor, with the men's restroom opening off the waiting room, and the women's off the corridor. It is likely that the corridor and the historic office were originally one large room, probably a women's waiting room.

The waiting room has a terrazzo floor with an elaborate floral border. Walls are narrow vertical wood paneling. Woodwork includes oak baseboards, cove moldings, a chair rail, and picture molding. Door and window surrounds are fairly elaborate, with recessed panels on vertical member, and architrave moldings. The stationmaster office has two windows for ticket sales. These have shallow counters supported by brackets. The ceiling is hipped, echoing the roof shape. Ceiling materials are painted wood sections, separated by dark wood strips. Original furnishings in this room include wood benches.

The office in the northwest corner of the building is similar in detailing to the waiting room: wood paneling, oak woodwork, wood ceilings. There is a bank of shelves and drawers built into the south wall, with two square ticket windows opening onto the waiting room.

The lower level of the building is divided into the station area on the north end, and office space on the south end. The historic depot and the new lower level are connected only by the new, concrete stairway in the former baggage area (photo 9). In this area, the contrast between old and new materials is seen. Materials on the lower level are simple: carpet, drywall, and acoustical ceiling tiles (photo 10).

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Section No. 7 Page No. 4 Big Four Depot

The depot has a reasonably good physical integrity, both inside and outside. For the most part, the historic configuration and materials of the structure have been retained and are in excellent condition. The new lower level addition has been designed to be simple and unobtrusive, so as not to compete with the original building.

The depot's new location provides a physical context that is similar to its historic setting. The depot is sited along a rail corridor as it was originally, in a simple setting that is compatible with the historic and architectural character of the building.

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Section No. 8 Page No. 5 Big Four Depot

The Big Four Depot is significant under Criterion A in the area of Transportation and under Criterion C in the area of Architecture. The building was constructed in 1902 for the two New York Central lines that extended through Lafayette, the Big Four (Cleveland, Cincinnati, Chicago & St. Louis) and the L.E. & W. (Lake Erie and Western).

The depot is an outstanding example of an early 20th century passenger depot. It represents a standard design built throughout the New York Central system in the Midwest, and exhibits influences of the Richardsonian Romanesque, Arts and Crafts, and Neoclassical styles.

The period of significance for the building is 1902-1952, which coincides roughly with the period of "Railroad Dominance: 1900-50," one of the four eras of railroad history in Indiana identified by Francis Parker in *Indiana Depots: A Threatened Heritage*.¹

The building was moved in 1994 as part of a major railroad relocation project. It meets Criterion Consideration B because its primary significance is for its architecture. It is also the surviving property in Tippecanoe County most importantly associated with the Big Four and L.E. & W. railroads which were important to the transportation history of Lafayette.

The only other known structure associated with these railroads in the county is the New York Central Bridge over the Wabash River (13217), a Warren Through Truss/Plate Girder built in 1906. This bridge is located a short distance down river from the present location of the depot.

The depot was moved two blocks north to a similar setting along a new rail corridor where it is operated as an Amtrak and bus station. It has an orientation, setting, and general environment that is comparable to those of the historic location and is compatible with the property's significance.

The original location of the depot was a downtown setting adjacent to the railroad tracks. The new location is a similar setting alongside the city's new rail corridor in the same part of downtown Lafayette. The building has the same relationship to the rail corridor as in the historic location, with the platform alongside the tracks, and with the entrance façade facing toward downtown.

¹ Francis Parker, *Indiana Railroad Depots: A Threatened Heritage* (Muncie, IN: Ball State University, 1989).

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The main difference is that in its new setting, the historic structure sits on a new ground story, above the level of the tracks (photo 5).

History

The Big Four Depot was constructed in 1902 alongside the Big Four & L.E. & W. railroad tracks, near the southeast corner of South and Second streets.

A series of Sanborn Insurance Maps shows the evolution of depots along South Street between the Wabash and Erie Canal and Second Street. The 1885 map shows that the Big Four and the L.E. & W. each had a combination freight/passenger depot alongside the tracks. By 1892, the Union Passenger Depot had been constructed between the two earlier depots. The 1907 Sanborn Map shows the new Big Four & L.E. & W. Passenger Depot (the subject of this nomination). The earlier Union Passenger Depot was now being used as a restaurant. The L.E. & W. combination depot had been demolished by this time, and the Big Four combination depot expanded for freight use for both railroads.

Changes in ownership of the depot over the years reflected the frequent mergers and buy-outs that characterized the railroad business. Between 1902 and 1922, the depot was owned by the New York Central, which, at that time, owned the Big Four and controlled the L.E. & W. Later, the depot was under the joint ownership of the New York Central and the Nickel Plate (New York, Chicago, and St. Louis Railroad), after the L.E. & W. was purchased by the latter.

The New York Central merged with the Pennsylvania Central two years before the system declared bankruptcy in 1970. At some point the depot came under control of Norfolk and Western, which had acquired the Nickel Plate line in 1964. Passenger service had been discontinued by 1979, when the building was partially restored and converted to offices for the Railroad Relocation Project. It was transferred to the City of Lafayette in 1983.

As part of the Lafayette Railroad Relocation project, the depot was moved two blocks north and is now a station for Amtrak, Greyhound, and local transit. Offices for the Lafayette Railroad Relocation Project were re-established in the depot in 2000.

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Section No. 8 Page No. 7 Big Four Depot

Transportation Significance

The four eras of railroad history in Indiana are, as defined by historian Francis Parker: Railroad Origins, 1834-1865; Railroad Expansion, 1865-1900; Railroad Dominance, 1900-1950; and Railroad Decline, 1950-present.

The Big Four Depot was built within the period of Railroad Dominance. By the turn of the 20th century, the country's vast railroad network was essentially in place. Railroads were the principal means of shipping and passenger travel for a prosperous, industrial society. As in the rest of the nation, railroads were important in Indiana. By 1920, 28 railroad companies operated in the state. Many of these were associated through the major systems, e.g. New York Central, Pennsylvania, and Wabash. With roughly 1,900 miles of track, the New York Central was the largest of the railroad systems operating in Indiana.

Lafayette was an important railroad center starting in the earliest era of rail transportation in Indiana. Railroads were initially routed through the city because of economic development created by the Wabash and Erie Canal, completed through Lafayette in the 1840s. The first railroad built through the city, in 1852, was the New Albany & Salem, which later became the Monon Line. The Wabash, St. Louis & Pacific, later part of the Wabash system, was completed in 1854.

The Lafayette and Indianapolis Railroad started operations in 1852. Through mergers with other companies, this line evolved into part of the Big Four in 1889. The L.E. & W. was completed to Lafayette in 1874. These two lines represented the aggressive expansion of railroad companies in Indiana in the late 19th century, as they competed to connect to new markets.

Because of its position on four major rail lines, Lafayette became an industrial center. By 1880, with a population of 14,860, it was the fifth largest city in the state. Commerce focused on meat packing and shipping, manufacturing, and wholesaling. Lafayette was also the location of the Monon Railroad construction and repair shops.

This activity generated a large amount of freight and passenger traffic through the city. Also contributing to Lafayette's importance as a rail center was its position between Chicago and points south and east on two main lines of the state's largest railroad system, the New York Central, which controlled the Big Four and the L.E. & W. railroads.

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The Big Four Depot was built at the beginning of the most concentrated period of passenger travel in Indiana, 1900-1930. At the turn of the 20th century, most travel of any distance was accomplished by rail. Few new rail lines were being built at this time; most of the state's rail network had been developed in the late 19th century period of railroad expansion. Improvements after 1900 included larger, more elaborate depots; and faster, more comfortable passenger cars. During this period, a transition was made from wood to steel cars. Military travel during World War I contributed to high ridership during this era.

Interurban railroads started in Indiana in the 1890s. By the first decade of the 20th century, major Indiana cities, including Lafayette, were linked by about 2,000 miles of track. This system represented competition to the railroads in terms of local passenger travel, but steam railroads continued to dominate long-distance travel.

Both systems were able to maintain a profitable market until the Great Depression of the 1930s. Interurban travel dropped dramatically at this time and never recovered; it was replaced by automobile travel. Railroad ridership enjoyed an overwhelming turnabout during World War II. For some time after the war, rail ridership continued as trains were changed from steam to diesel power and streamlined for faster service.

Competition from airlines and the new interstate highway system contributed to the decline in train ridership in the 1950s and 60s. Between 1950 and 1960, the railroad's market share of intercity passenger travel fell from 47 to 29 percent. By 1970, the share was 7 percent.² Freight had always been the more profitable side of the railroad business, but also declined as the trucking industry expanded.

In response to private sector difficulties in retaining railroad passenger routes, the Federal Government organized Amtrak, a national railroad network for passenger travel, in 1971. Lafayette became a station on the Amtrak line between Indianapolis and Chicago. In its new location, the Big Four Depot now serves as a station for this line, as well as for Greyhound and local transit.

² Simons, Richards S. and Parker, Francis H. *Railroads of Indiana*. Bloomington: Indiana University Press, 1997, p.70.

Architectural Significance

The Big Four Depot is an outstanding example of an early 20th century passenger depot. It represents a standard design built throughout the New York Central system in the Midwest, and exhibits influences of the Richardsonian Romanesque, Arts and Crafts, and Neoclassical styles. The architect is unknown. The contractor was Buckeye Chum Company of Sidney, Ohio.

Francis Parker identified several depot types in his statewide survey that resulted in *Indiana Railroad Depots: A Threatened Heritage*. He found combination depots to be the most common type in Indiana. These depots combined all railroad functions - freight, passenger, office - in one building and were common in smaller cities and towns. Passenger depots were constructed in small towns where business was sufficient to warrant a separate facility for passengers. Passenger depots in medium-sized cities, usually county seats, were larger and more elaborate in design.

Terminal passenger depots were usually only seen in the largest cities (though occasionally in smaller cities with high traffic volumes). Terminal depots were the largest of the passenger depots, and were more complex in design to accommodate a large number of tracks and platforms. There are only a handful of these remaining in Indiana, including those in Indianapolis, Fort Wayne, South Bend, and Richmond. These were usually distinctive in appearance, and were often designed by high profile architects rather than selected from a book of standards patterns.

Freight houses functioned for the transfer and storage of freight, and were typically plainer in appearance than passenger depots.

The Big Four Depot in Lafayette may be classified as a medium-sized city depot. At the time the depot was built, Lafayette, a county seat with 18,116 inhabitants, was the tenth largest city in Indiana.

By the turn of the 20th century, passenger depots in small to mid-sized cities had evolved into a very recognizable building type, their design having been dictated by specific requirements. Standard designs were used by most railroads by this time, and buildings tended to be long and narrow to accommodate a track-side platform sufficient to load and unload passengers. Depots were positioned parallel to the tracks, with a bay window in the office for viewing oncoming trains.

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Section No. 8 Page No. 10 Big Four Depot

The railroad engineers who designed the depots drew from a narrow range of architectural styles. By the late 19th century the most commonly seen designs were board-and-batten sided, Stick Style influenced depots for smaller towns, and brick faced, Richardsonian Romanesque depots for medium-sized cities. There were variations, and some depots exhibited the influences of the Neoclassical and Arts and Crafts styles.

The layout for passenger depots was more complex than for combination depots, which were generally divided into two rooms - passenger waiting room and freight room - separated by a ticket office. Passenger depots generally had a baggage room at one end, a waiting room, men's and women's toilets, ticket office, and often a separate business office.

The Big Four Depot is typical of the New York Central's early 20th century vision of a passenger depot for a medium-sized city. According to Francis Parker, at least three similar depots survive in Ohio and Pennsylvania. In Indiana, an almost identical depot is extant along the L.E. & W. at Tipton. It was built the same year, and by the same contractor as the Big Four Depot.

The Big Four Depot suggests the Richardsonian Romanesque style, with its brick wall, rubble stone base, and hip roof with gable dormers. Other details are borrowed from the Arts and Crafts style, including wide eaves supported by large, chamfered wood brackets; tinted, and diamond-shaped panes in upper sashes of windows. The Neoclassical influence is represented in Palladian-like windows on roof dormers, and stone quoins around windows and at the corners of the building.

In spite of being a standardized design, the building was fairly expensive for its time (\$35,000), reflected in high quality materials and attention to detail. The interior is distinctive, with terrazzo floors and oak woodwork.

Francis Parker established an outstanding context for railroad depots in Indiana with his survey and history: *Indiana Railroad Depots: A Threatened Heritage*. Published in 1989, the survey is still a good resource for identifying and evaluating depots. It documented 295 depots, including steam road, interurban, and Amtrak depots. As Parker and co-author Richard Simons noted in their 1997 book, *Railroads of Indiana*, however, fewer than 250 of the depots surveyed actually remained in 1989 by the time the survey was published.

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"Of almost 1,500 steam road depots existing in Indiana in 1914, fewer than 250 remained by 1989. Ninety depots had disappeared in the previous ten years alone. Only 69 depots remained in railroad uses; 10 were museums; and 87 had found new uses in a variety of public and private functions. While 8 depots were under restoration, 51 stood vacant, subject to decay, arson, and neglect."³

Of the 295 depots surveyed, only 94 were passenger depots associated with steam railroads. Of these, approximately 63 were built during the period of significance for the Big Four Depot (1900-1950).

The fact that so many railroad depots have disappeared and are continuing to disappear establishes the rarity of the resource. A sufficient pool of depots should be preserved to represent the various periods of railroad history, the different railroad companies, and different types, styles, and sizes of depots. Since the railroad was an important part of the history of any Indiana city or town associated with it, all railroad resources with a sufficient degree of integrity have the potential to be significant.

Lafayette continued to be an important railroad city after lines in smaller cities and towns had been discontinued. Possibly for this reason, and because the city had several different railroad lines, Lafayette retains a larger number of railroad resources than most cities its size. The Monon Shops, located in the north part of the city, added to the number of railroad-related structures in the area.

In addition to the Big Four Depot, extant railroad resources that were identified in Lafayette in the 1989 Indiana Sites and Structures Inventory are:

- Monon Passenger Depot, 1901, 322 Fifth Street (27119; listed on the National Register of Historic Places as part of the Centennial Historic District)
- New York Central Railroad Bridge over the Wabash River, 1906, Lafayette/West Lafayette (13217)
- Monon Railroad Bridge over the Wabash River, Fairfield Township, c.1905 (25002)
- Monon Train Shop, Monon Railroad Yard, Fairfield Township, c.1890/c.1920 (25012)

³ Simons, Richards S. and Parker, Francis H. *Railroads of Indiana*. Bloomington: Indiana University Press, 1997.

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Other railroad resources that were identified in the Inventory, but have been demolished are:

- Monon Freight Depot, 1878, Salem and Fifth Streets (37144)
- Wabash Passenger Depot, c.1910, 309 Erie Street (37211)
- Monon Train Shed, Monon Railroad Yard, Fairfield Township, 1892/c.1920 (25013)
- Railroad Building, Monon Railroad Yard, Fairfield Township, c.1895 (25014)

Several resources associated with the Lafayette lines of the Big Four and L.E. & W. railroads were extant in other counties at the time of Parker's survey. Those along the Chicago-Indianapolis-Cincinnati line of the Big Four were:

- Combination Depot, New Augusta, 1896
- Combination Depot, Fairland, 1909
- Passenger Depot, Shelbyville, 1949
- Passenger Depot, Shelbyville, 1903

Extant depots along the Sandusky-Peoria line of the L.E. & W. were:

- Freight Depot, Muncie, 1912
- Passenger Depot, Tipton, 1902
- Passenger Depot, Frankfort, 1914
- Freight Depot, Frankfort
- Combination Depot, Otterbein, 1885

Relocation of the Big Four Depot

The Big Four depot was moved in 1995 as part of the Lafayette Railroad Relocation project. The project involved the relocation of two Norfolk Southern lines and a CSX line. Since the 19th century, the city had struggled with the problem of railroad traffic in its downtown. As the Final Section 4(f) Evaluation described, "tracks bisect nearly every east-west artery in the City of Lafayette; and the CSX line, which carries Amtrak, currently runs down the middle of a major downtown street."⁴

The project, now in its final stages, combined these two major railroad lines in the city into one rail corridor parallel to the Wabash River. This consolidation of rail lines, as well as the construction of new overpasses and underpasses for vehicular traffic, eliminated 42 grade crossings.

⁴ Final Section 4(f) Evaluation for the Big Four Depot, Lafayette, Tippecanoe County, Indiana, Lafayette Railroad Relocation Project No. DE-0084(804), February 2, 1994, p.1.

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Section No. 8 Page No. 13 Big Four Depot

The project altered the physical context of the original site of the Big Four Depot by moving the tracks and creating a new elevated ramp just to the north. The site was examined as a possible location for an Amtrak depot, but was determined to be too remote to the new rail corridor for safe boarding. Other site constraints, including size and location, were considered obstacles to alternate uses that were proposed.

Moving the depot to a larger site along the new rail corridor and closer to the mainstream downtown area allowed it to be used for an Amtrak, Greyhound and local transit station, as well as offices. The plaza developed as a setting for the depot is named Riehle Plaza in honor of former Mayor James F. Riehle. Only part of the plaza, the raised terrace that supports the depot, is included in the historic boundaries.

The relocation and rehabilitation of the depot was coordinated with the State Historic Preservation Officer, and was done in accordance with the Department of the Interior's *Moving Historic Buildings*, and the *Secretary of the Interiors Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings*, as required by a Memorandum of Agreement accepted by the Advisory Council on Historic Preservation on June 7, 1993.

The building was documented for the Historic American Buildings Survey prior to relocation, as stipulated in the MOA. Nomination to the National Register of Historic Places is the final step in satisfying the stipulations of the MOA.

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Section No. 9 Page No. 14 Big Four Depot

Final Section 4(f) Evaluation for the Big Four Depot, Lafayette, Tippecanoe County, Indiana, Lafayette Railroad Relocation Project No. DE-0084(804), February 2, 1994.

Indiana Historic Sites and Structures Inventory. *Tippecanoe County Interim Report*. Indianapolis: Historic Landmarks Foundation of Indiana, 1990.

Historic American Buildings Survey Documentation for Big Four Depot, Lafayette, Indiana, 1995 (HABS No. IN-257).

Parker, Francis. *Indiana Railroad Depots: A Threatened Heritage*. Muncie, IN: Ball State University, 1989.

Simons, Richard S. and Parker, Francis H. *Railroads of Indiana*. Bloomington: Indiana University Press, 1997.

National Register of Historic Places
Continuation Sheet

Section No. 10 Page No. 15 Big Four Depot

Verbal Boundary Description

Beginning at a point on the south right of way line of the Norfolk and Southern rail corridor approximately 65 feet east of the alignment of the west side of Main Street; thence southwest approximately 64 feet; thence southeast approximately 163 feet; thence northeast approximately 64 feet; thence northwest approximately 163 feet to the point of beginning.

Boundary Justification

The boundary represents the raised terrace that supports the depot and extends beyond the building approximately 16 feet on the north, east, and south sides, and 35 feet on the west side. The boundary is sufficient to include the historic property and a buffer area.

National Register of Historic Places
Continuation Sheet

Photographs Page No. 16 Big Four Depot

The following information is the same for all photographs:

1. Big Four Depot
2. Lafayette, Tippecanoe County, IN
3. Laura Thayer
4. July 2002
5. Division of Historic Preservation and Archaeology
 402 West Washington Street, Room W274
 Indianapolis, IN 46204

Additional information for individual photographs:

Photo 1

1. View of depot and plaza
6. Camera facing west
7. 1 of 12

Photo 2

1. View of main (east) facade
6. Camera facing west
7. 2 of 12

Photo 3

1. Detail of windows on main
 facade
6. Camera facing southwest
7. 3 of 12

Photo 4

1. View of south facade
6. Camera facing north
7. 4 of 12

Photo 5

1. View of west façade and rail
 corridor
6. Camera facing north
7. 5 of 12

Photo 6

1. View of north facade
6. Camera facing south
7. 6 of 12

Photo 7

1. View of waiting room
6. Camera facing northwest
7. 7 of 12

Photo 8

1. View of waiting room
6. Camera facing northeast
7. 8 of 12

Photo 9

1. View of new stair in former
 baggage room
6. Camera facing northeast
7. 9 of 12

Photo 10

1. View of office space in lower
 level
6. Camera facing northwest
7. 10 of 12

National Register of Historic Places
Continuation Sheet

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6. Camera facing south
7. 6 of 12

Photo 7

1. View of waiting room
6. Camera facing northwest
7. 7 of 12

Photo 8

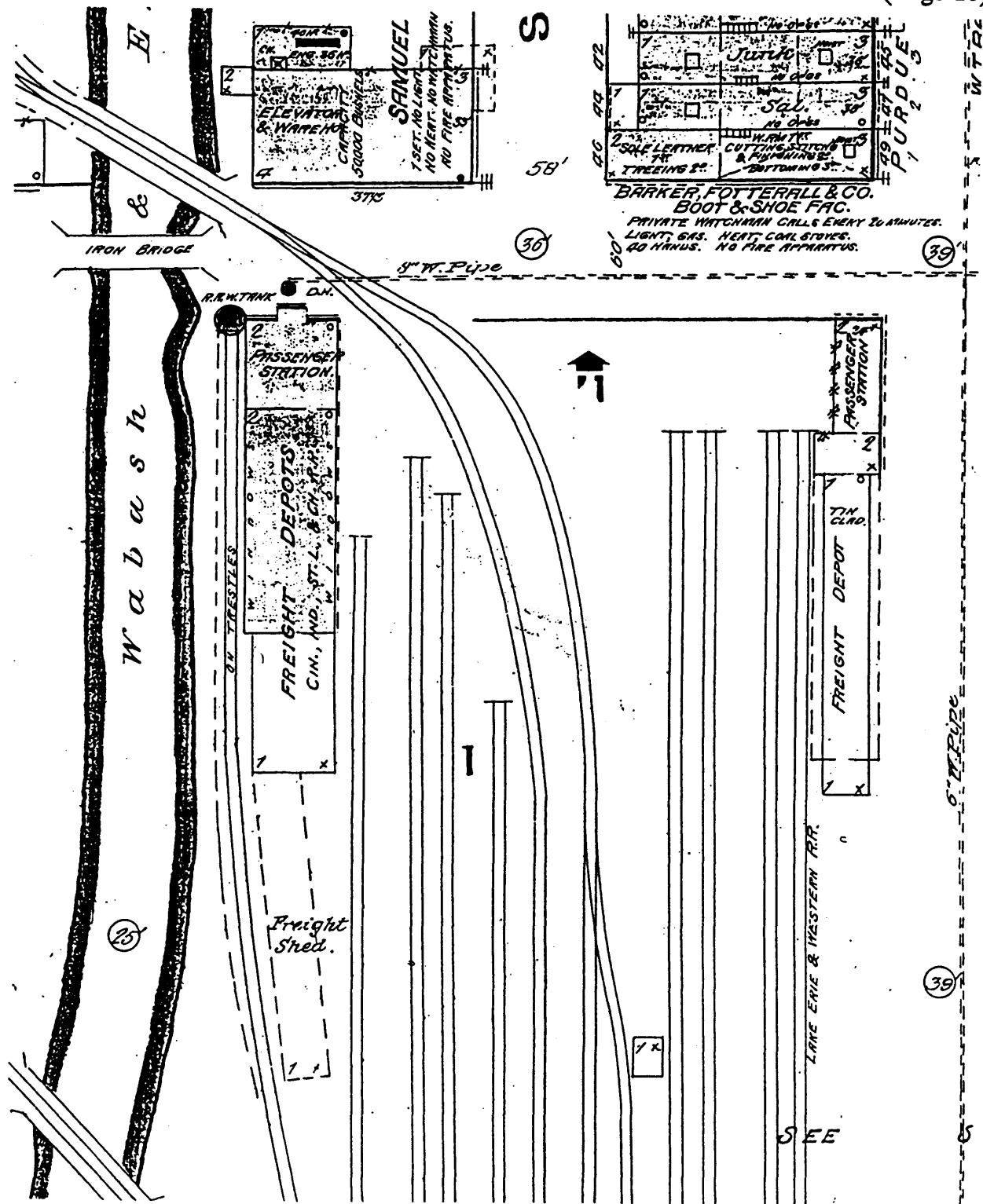
1. View of waiting room
6. Camera facing northeast
7. 8 of 12

Photo 9

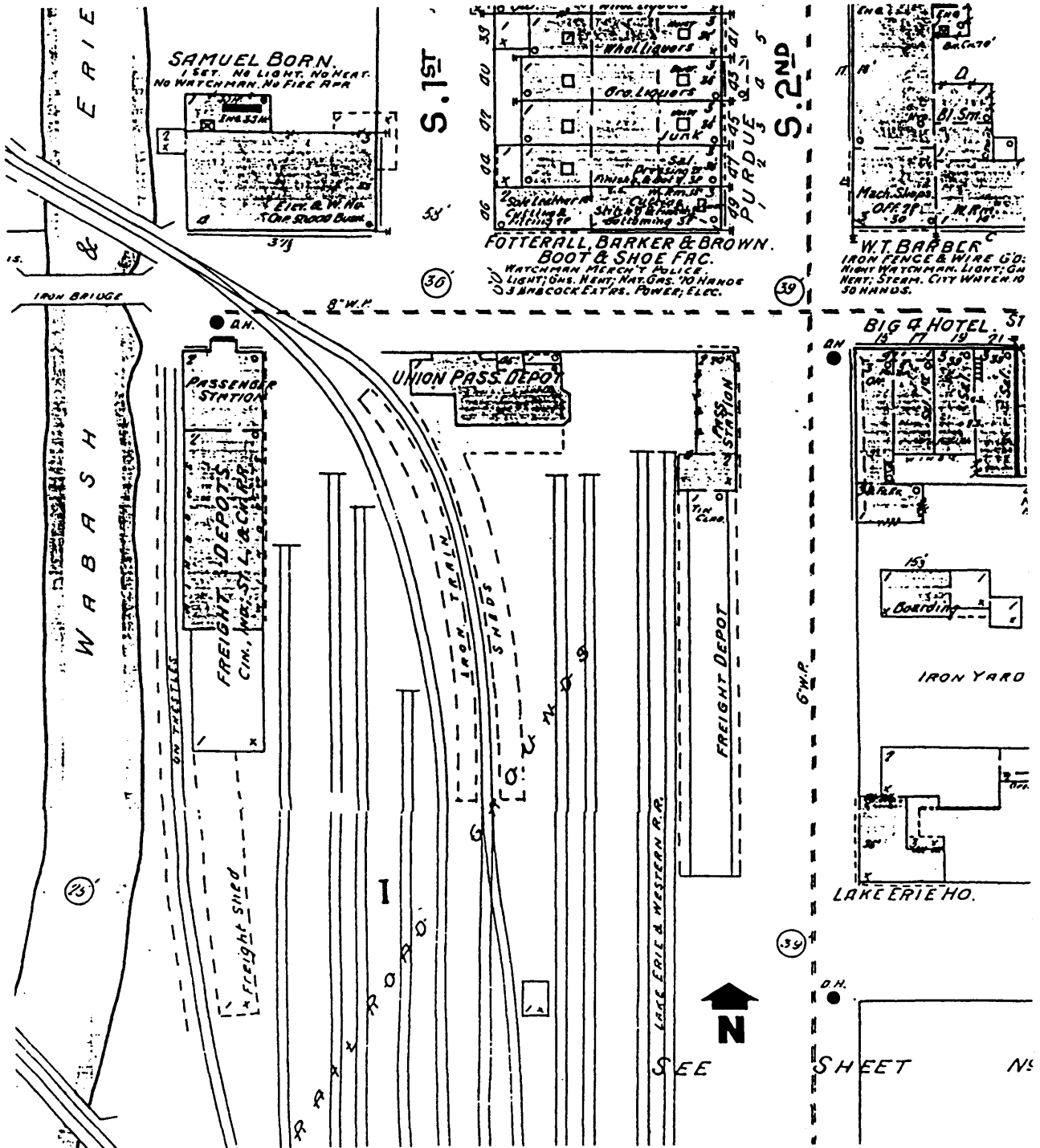
1. View of new stair in former baggage room
6. Camera facing northeast
7. 9 of 12

Photo 10

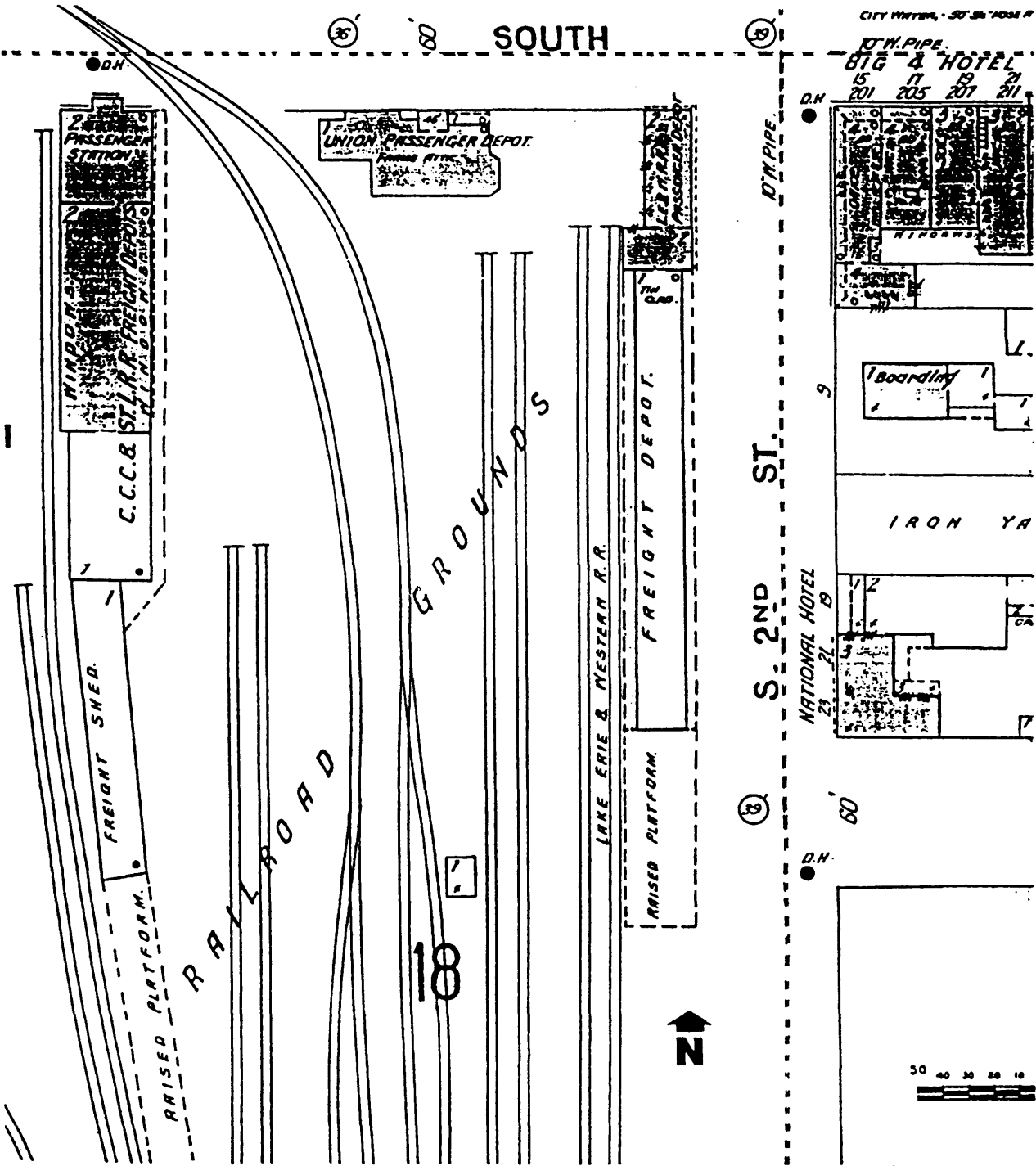
1. View of office space in lower level
6. Camera facing northwest
7. 10 of 12



From Sanborn Insurance Map, 1885

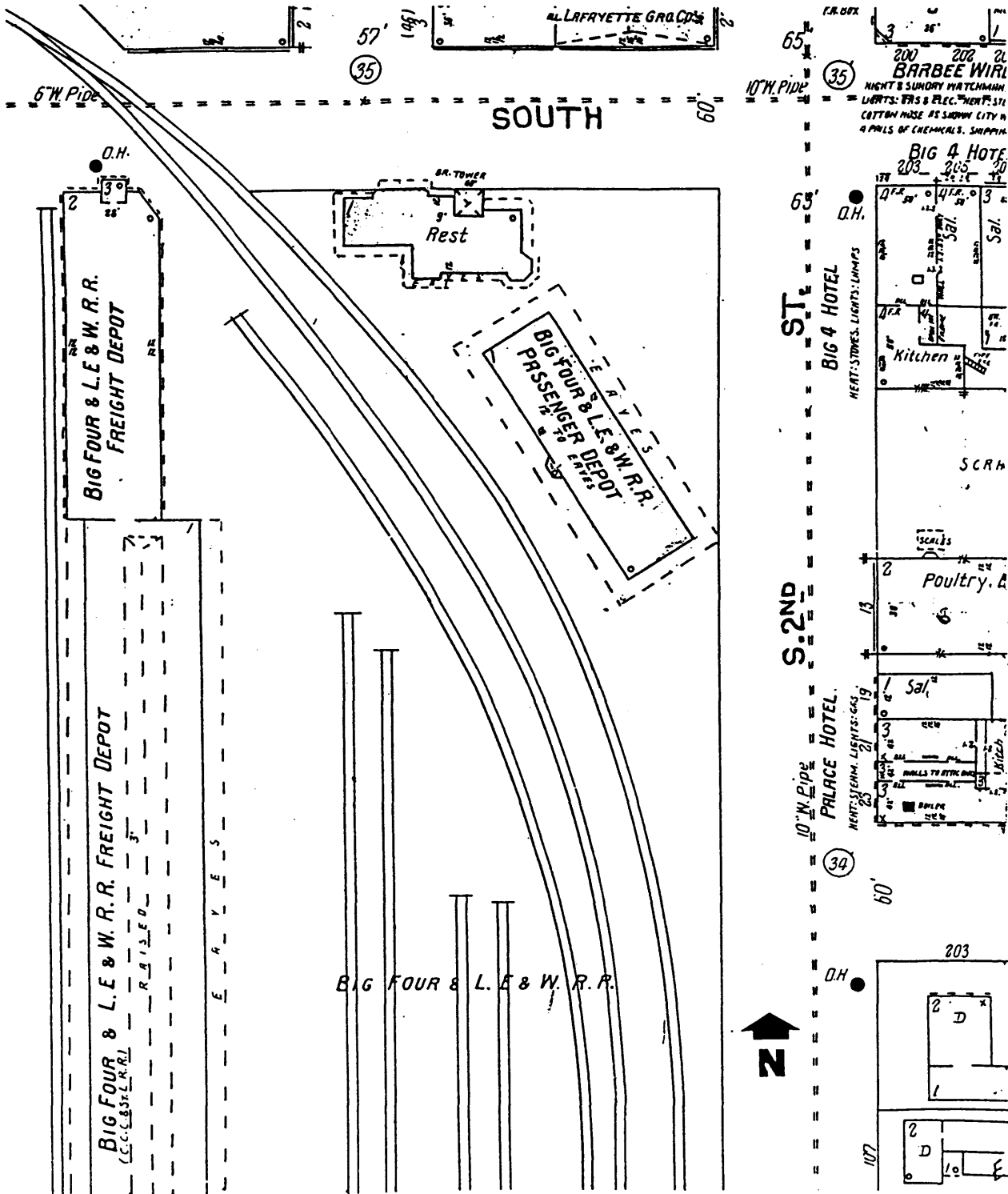


From Sanborn Insurance Map, 1892



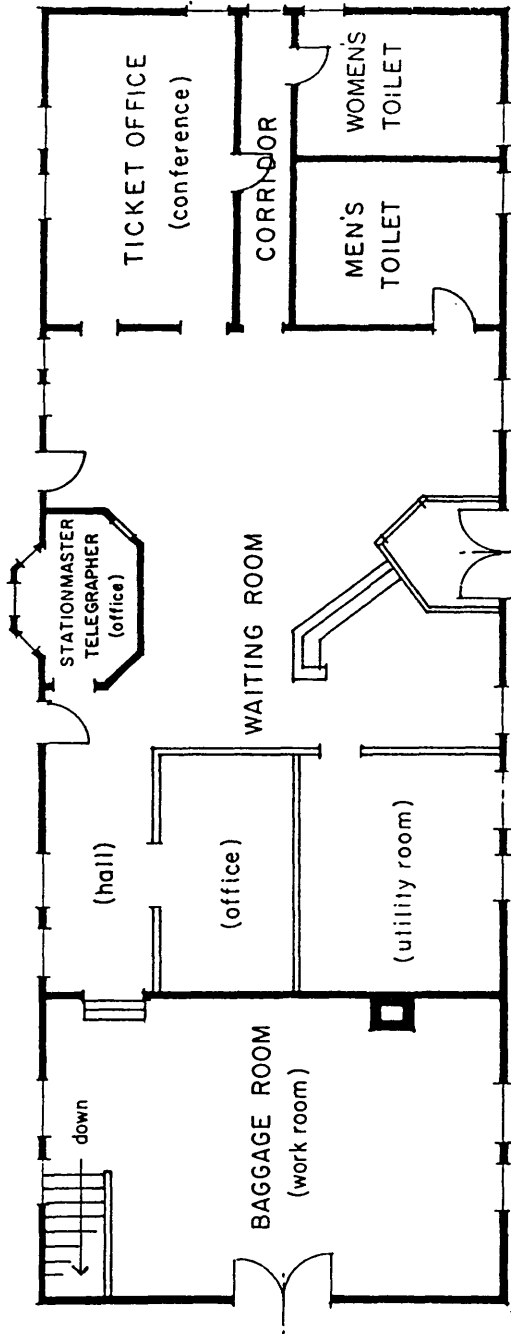
From Sanborn Insurance Map, 1899

Big Four Depot
HABS No. IN-257 (Page 19)



From Sanborn Insurance Map, 1907

FLOOR PLAN



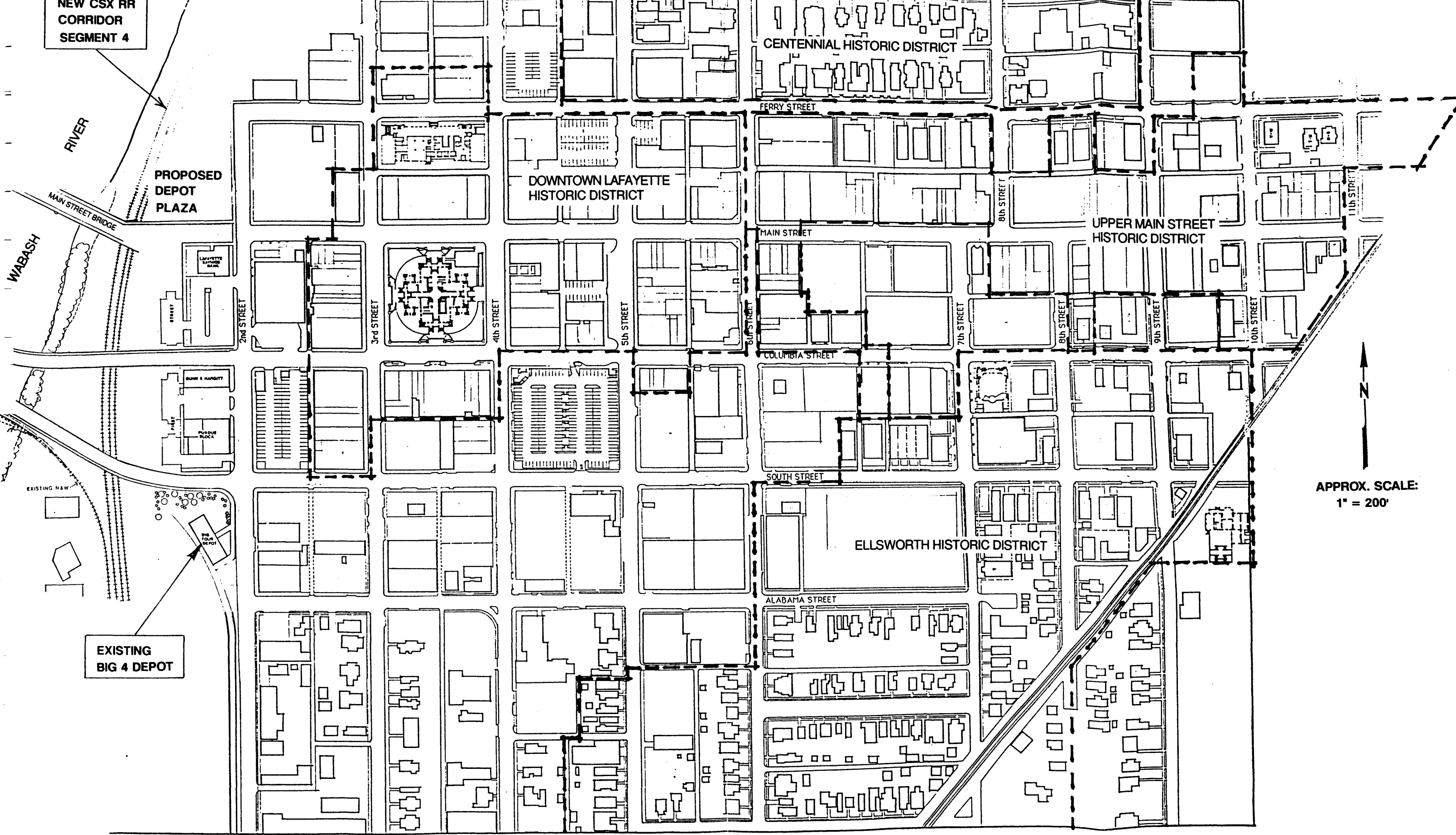
 DENOTES HISTORIC STRUCTURE

 DENOTES CONTEMPORARY FUNCTION

NO SCALE



NEW CSX RR
CORRIDOR
SEGMENT 4



PROPOSED
DEPOT
PLAZA

DOWNTOWN LAFAYETTE
HISTORIC DISTRICT

CENTENNIAL HISTORIC DISTRICT

UPPER MAIN STREET
HISTORIC DISTRICT

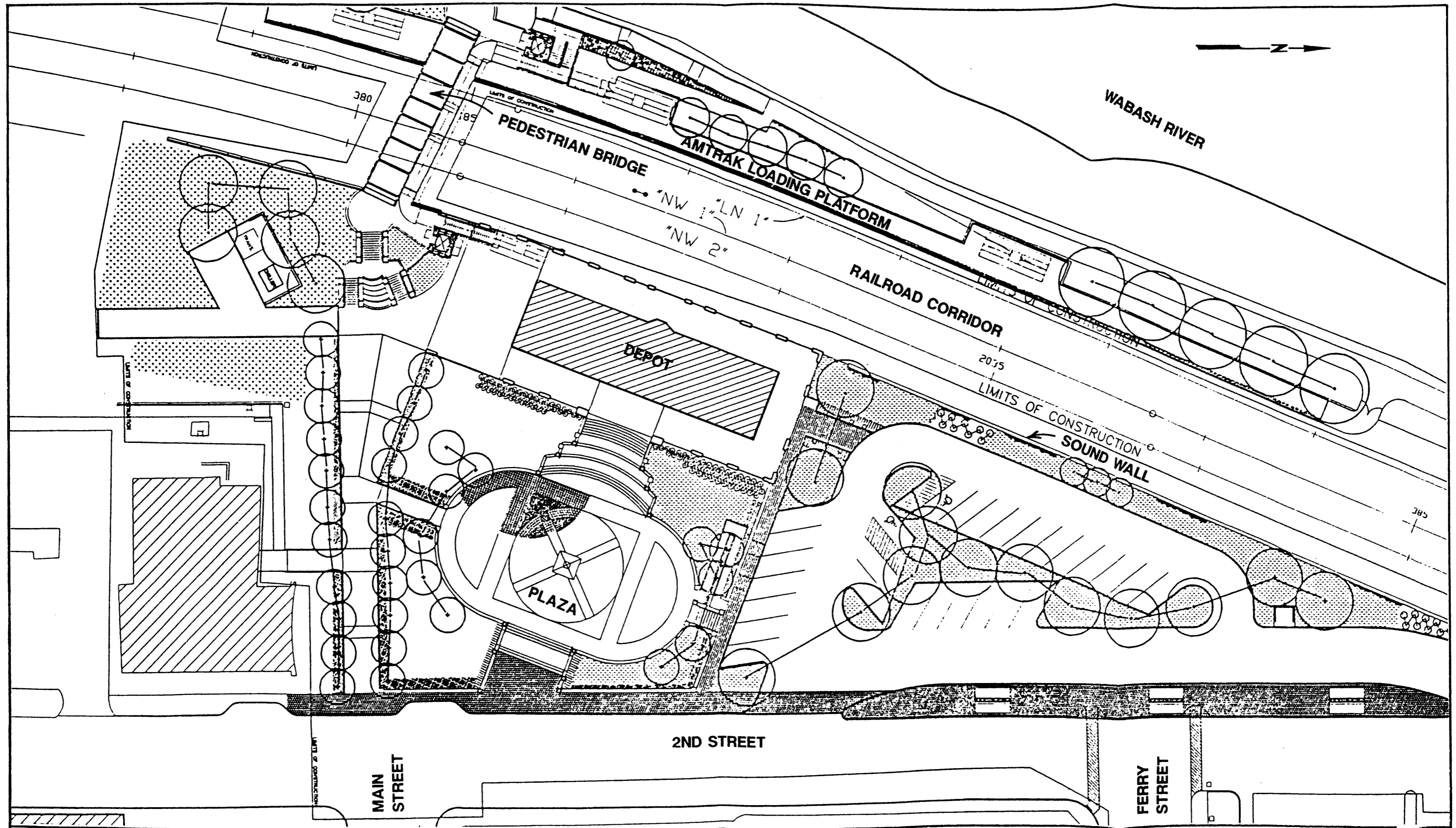
ELLSWORTH HISTORIC DISTRICT

EXISTING
BIG 4 DEPOT

APPROX. SCALE:
1" = 200'

DOWNTOWN LAFAYETTE
HISTORIC DISTRICTS

FIGURE 2



**DEPOT PLAZA
SITE PLAN**

FIGURE 1D