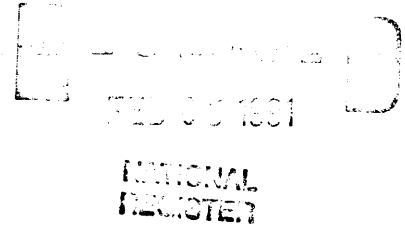


United States Department of the Interior  
National Park Service



# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 18). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name Martinsville Vandalia Depot  
other names/site number Indianapolis and Vincennes Railroad Depot

### 2. Location

street & number 210 North Marion Street N/A not for publication  
city, town Martinsville N/A vicinity  
state IN code IN county Morgan code 109 zip code 46151

### 3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> Total

Name of related multiple property listing: N/A  
Number of contributing resources previously listed in the National Register 0

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.  
Signature of certifying official [Signature] Date 1-18-91  
Indiana Department of Natural Resources  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.  
Signature of commenting or other official \_\_\_\_\_ Date \_\_\_\_\_  
State or Federal agency and bureau \_\_\_\_\_

### 5. National Park Service Certification

I, hereby, certify that this 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 3/14/91 Date of Action

## 6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION: Rail-related

Current Functions (enter categories from instructions)

RECREATION and CULTURE:

Auditorium

COMMERCE: Organizational

## 7. Description

Architectural Classification

(enter categories from instructions)

CRAFTSMAN

Materials (enter categories from instructions)

foundation CONCRETE

walls BRICK

STONE: Limestone

roof TERRA COTTA

other GLASS

Describe present and historic physical appearance.

The Martinsville Depot, located in Martinsville, Indiana, is a one story brick structure with a basement. This depot is constructed in the Craftsman style on a rectangular floor plan, 75 feet north/south by 24 feet east/west. The roof is bellcast shaped with red clay tile (Photo 2). Originally used as a passenger depot in c.1911 and later a freight depot, it is now the Martinsville Arts Council and the Martinsville Chamber of Commerce office.

The general appearance of the exterior is noteworthy. The dark red brick is textured. Running along the lower half of the building is a plain water table of limestone. Below this, the walls are battered. The eaves have nicely detailed coffering on all sides; it is constructed from brick with a banding and cap of limestone. The foundation is concrete. All facades have the same general appearance but the placement and style of doors and windows does vary.

The west side of the depot faces the railroad tracks. In the exact center of this side is a telegraph operator's bay (Photo 1 & 10). This bay has three windows that are one over one double hung sash with leaded glass and transoms. The lintels extend past the windows a couple of inches on each side. Later storm windows were added for protection. (All the original exterior windows fit this description. However, some of the windows have been replaced. Windows that fit these descriptions are found in the male and female restrooms and the station agents office/baggage room (Photo 3 & 9B). On the left side of the bay area, if you are facing the depot with your back to the railroad tracks, is a window, a door and then another window. The door is a four panel wooden door with horizontal panels, transom and plain stone lintel above (Photo 4). (All exterior doors fit this description and are original except the large glass door on the north end (Photo 12).

The north end of the depot faces West Harrison Street. This end has a very symmetrical look. In the center of the end is a large glass door that is a new addition. This door has a central glazed section of fifteen panes. A transom over the door has twelve panes, this transom does not occupy the entire width of the entrance opening. Sidelights on either side of the door are made up of eight panes (Photo 12). There are windows on the left side and on the right side of this large glass door. Above the door is a sign which reads "Martinsville-Vincennes 87.1 miles, Indianapolis 3.6 miles" (Photo 8).

See continuation sheet

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G

Areas of Significance (enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Period of Significance

1911-1940

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Significant Dates

1911

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Cultural Affiliation

N/A

\_\_\_\_\_

\_\_\_\_\_

Significant Person

N/A

Architect/Builder

Prather, James and Duncan,

Charles (builders)

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Martinsville Depot is significant under Criteria A and C. The depot provided an important transportation link to the town during an era when tourism, fueled by the exploitation of natural spring water as an attraction, was a major factor in its economy. It is the most significant remaining railroad building in the town. As a fine example of Craftsman-influenced depot design, the Martinsville Depot also meets Criterion C.

To a certain extent, Martinsville naturally attracted visitors, since it was the county seat and the largest commercial center in the county. It was undoubtedly during the "Mineral Springs Era" however, that Martinsville became a tourist center, attracting persons from across the state and even (on a limited basis) the nation. It was during this era (c.1890-c.1940) that the Martinsville Depot was erected, and it is within this context that it is best evaluated.

The Mineral Springs period actually resulted from the search for another valuable natural resource - natural gas. With the discovery of extensive fields of gas in North Central Indiana in the mid 1880s, speculators drilled many wells in Marion, Hamilton, and Delaware counties. The extent of the "Gas Belt" was unknown, and cities which could boast a nearby well were bound to attract industries. When wells were sunk near Martinsville in 1887, trapped glacial water was discovered rather than gas. The water considered an annoyance until a year or so later, when samples were analyzed by doctors. The water was found to be rich in minerals which were considered to be beneficial for a number of conditions. Treatment was accomplished by both ingestion and bathing over a period of weeks or months.

As soon as 1889, local businessmen took advantage of this recommendation and erected a "sanitarium". Sanitariums offered bathing, lodging, and dining facilities for patients or those on vacation, along with indoor and outdoor recreational activities.

See continuation sheet

**9. Major Bibliographical References**

Blanchard, Charles, Ed. Counties of Morgan, Monroe, and Brown, Indiana. Chicago: F.A. Battey & Co., 1884.

Dorman, Raymond. "Morgan County Gold, Martinsville and Its Wealth from Water," Outdoor Indiana, October 1990, p.17.

Goins, Daniel. "Railroad Has a Long History in Martinsville," Martinsville Reporter-Times, 1984.

Indiana Department of Geology and Natural Resources. Twenty-Sixth Annual Report, 1901. Indianapolis: Wm. B. Burford, 1903.

See especially:

"The Mineral Waters of Indiana," by W.S. Blatchley, pp. 92-96.

See continuation sheet

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

**Primary location of additional data:**

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

**Specify repository:**

National Register Files

**10. Geographical Data**

Acres of property Less than one acre.

**UTM References**

A 1 6 5 4 8 9 5 0 4 3 6 4 3 3 0  
 Zone Easting Northing

C                              

B                                
 Zone Easting Northing

D                              

See continuation sheet

**Verbal Boundary Description**

This indenture witnesseth, that Reporter-Times, Inc. ("Grantor"), a Corporation organized and existing under the laws of the State of Indiana, Conveys and Warrants to Martinsville Arts Council, Inc., a Not-for-Profit Corporation organized and existing under the laws of the State of Indiana, in consideration of the charitable works done by Grantee, the following described real  See continuation sheet estate in

**Boundary Justification**

This is the historic boundary.

See continuation sheet

**11. Form Prepared By**

name/title Doris Corey, President  
 organization Martinsville Arts Council date 12/30/89  
 street & number P.O.Box 1671 telephone 317/342-2708  
 city or town Martinsville state IN zip code 46151

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The main feature of the east side of the Martinsville depot is the projecting bay which holds the male and female restrooms (Photo 10). Standing facing the depot with North Marion Street behind, the bay is a few feet left of center. Each of the restrooms have two windows. These windows are the same width but a few inches shorter in height than the other windows. On the left of this projecting bay is a door and then a window. On the right side of the bay is a window and then a door which leads to the basement and then three more windows. The windows and doors on this side of the depot are not evenly placed.

The south end of the building which borders West Pike Street is a simple facade (Photo 10). On this side there are two windows symmetrically placed. The only other notable feature of this end is another Martinsville depot sign that states the mileage to Vincennes and Indianapolis (Photo 8). The sign is positioned directly in the middle of this facade.

The interior of the Martinsville Depot, much like the exterior, is built for function. The south end of the building houses the station agent's office/baggage room, which actually is one large room with two functions. After entering the station agent's office through the large glass door at the southern end of the depot, there is a door on the left hand side and a counter on the right hand side. The door opens to a stairway leading to the basement. A bannister has been added to the stairway for safety purposes. The counter on the right hand side was originally used to store hand baggage. A door used to be located a few feet south of this counter which has been covered over with paneling on the interior. On the left hand side, past the door to the basement stairway, is another door leading outside. Next to this door is a window with a transom. (All the interior windows fit this description except the large glass door in this room (Photo 7)). This room has been completely remodeled, addition includes dropped ceilings, ceiling tiles, carpet and drywalling. The plain trim around the windows is not original, however, half the windows do have original leaded transoms. The slate floor tile is original and is found throughout the depot (Photo 5). The station agent's office has two interior doors; the one on the left opens to the ladies waiting room and the one on the right opens up to the ticket booth room.

The ladies waiting room, as the name implies, served as a separate waiting area for the women who did not wish to wait with the men. The western wall has one window. This window was the ticket window and is original. Along the south wall is a door leading to the general waiting room. The east wall door opens up to the women's restroom. The male and female restrooms have two exterior windows each and all new bathroom fixtures (Photo 14 and 15). The brick walls are exposed, but they were once plastered. Next to the women's restroom door is an exterior window.

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The most unique and questionable feature in this room is located on the north wall. There are three thin rectangular windows spaced close together (Photo 16B). The style of these windows suggests that they are additions, yet the trim appears to be original. The room also has plain, wooden baseboard and car-sided wainscot (Photo 16A and 16C).

The ticket booth room is a very simple, small room located in the space immediately west of the ladies waiting room. Ticket windows face the ladies waiting room to the east and the general waiting room to the south. Next to the general waiting room ticket window is a door leading to that room. In the center of the north wall is a door opening up into the station agent's office. A bay in the center of the west wall once housed the telegraph operator's table. This bay has three windows. A larger, open room is directly south of these two smaller rooms which served as the general waiting room.

The general waiting room has one exterior door and one exterior window on the east wall and the west wall. The southern wall has two windows with transoms (Photo 6). This room has original plain wooden baseboard, window surrounds, and beamed ceilings. Insulation, drywalling, tract lighting, and a plastered ceiling are all additions. This room still functions as a waiting area of sorts; it is the lobby area for the Chamber and Arts Council (Photo 17A, 17B and 18).

The basement under the station agent's office includes a small furnace room to the south and a large general room to the north. Once heated by coal, the depot now has a gas furnace. Other additions include plumbing, sump pump, air conditioning, and a sink (Photo 19 and 20).

The surrounding grounds of the Martinsville Depot have been renovated and remodeled. A new iron fence on the northwest and southwest side of the depot was installed at the request of Conrail (Photo 11B). The walks around the depot are brick with some iron grating (Photo 9A).

A brick walk way, surrounding a small lawn, was renovated on the south side of the building. A small parking area was bricked in recently. Evergreen tree plantings were planted on the southeast end of the small lawn. In the center of the lawn, small bushes surround a bricked area. (This area will accommodate a proposed artesian well.) The area north of the building was made into a small parking lot for the Chamber and Arts Council.

The exterior of the Martinsville depot is basically unaltered. Overall the depot has been only slightly altered and retains enough integrity to qualify for listing in the National Register of Historic Places.

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Communities throughout South Central Indiana soon discovered similar mineral springs and also erected sanitariums. French Lick and Paoli had springs and sanitariums, the most notable of which was West Baden Springs Hotel (NHL, 6-27-74), with its accompanying casino.

Martinsville had as many as 10 sanitariums during the 1920s. The mineral spring industry had a dramatic effect on Martinsville. Its population doubled between 1890 and 1900 (4,200 in 1901); the economic boom resulted in the erection of many homes and businesses. As many as 30,000 people visited the Martinsville spas each year during the teens and twenties. The industry was wholly dependent on transportation to provide access to the city. Although Martinsville's reputation was spread throughout the country, most visitors were likely people from Indianapolis who wanted a vacation "out in the country." Travellers from Indianapolis could reach Martinsville via State Routes 67 or 37 by auto. The Terre Haute, Indianapolis, & Evansville Traction Company had a line to Martinsville from Indianapolis. It was likely an important source of visitors from the capital, but service was discontinued in 1930. No trace of the interurban remains. It would have been most convenient, however, to take the Vandalia Railroad to Martinsville. The depot was strategically located only several blocks from most sanitariums, and thus it provided a significant transportation link for an industry which thrived on tourism.

Railroads came to Martinsville early in its history. In 1858, the Indianapolis and Vincennes line was built, connecting Martinsville to both of these cities. In 1904, the Pennsylvania system organized the Vandalia Railroad to consolidate several of its Indiana holdings. The Vandalia and Pittsburgh, Cincinnati, Chicago, and St. Louis ("Panhandle") lines were officially consolidated in 1916. The names "Indianapolis and Vincennes" or "Vandalia" continued to be used by the public. Another feeder line of the Cleveland, Cincinnati, Chicago, and St. Louis Railroad (The "Big Four") was built between Martinsville, Franklin, and Fairland by 1876. This feeder line allowed travel to and from Cincinnati.

It was likely that the decision to update the Vandalia Depot was influenced by the sudden influx of tourists created by the spa industry. In October of 1910, the railroad announced that the old wood frame depot (date unknown) would be replaced by a new brick building. Accounts of the new building give no exact reason for the decision, but since the old depot did not burn or was not completely useless (it was moved and reused as a freight depot), it seems reasonable to assume that the new building was intended as attractive, modern access point to the town. The other rail line, the Big Four, had erected a depot in Martinsville in 1881, which still stands. The Big Four Depot, however, has been

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covered with vertical vinyl siding. Being part of a feeder line, this depot likely served local travelers more than tourists. It therefore is less significant in this context.

The Pennsylvania Railroad petitioned the Indiana Public Service Commission to discontinue passenger service on the Indianapolis-Vincennes line in March of 1939. In 1940, passenger service was abandoned, but as many as 30 incoming and 40 outbound freight cars per month were handled out of the depot. One of the most important users of freight service in Martinsville was Grassyfork Fisheries. The hatchery was a leading producer of goldfish, which were shipped in special containers across the country.

The Martinsville Depot has significance as a fine example of Craftsman style station design. With its textured dark brick, battered walls, and flared hip roof, the depot embodies the simple design tenets of the Craftsman style. While many Indiana depots of this period have simplified Craftsman or Prairie details, comparatively few reach the sophistication of the Martinsville example, which includes brick and stone detailing, coffered eaves, and geometrically patterned leaded transoms. Although a comprehensive survey of Martinsville is yet to be completed, the depot appears to be one of the best examples of the Craftsman style in the town.

Acquired in 1984 by the Martinsville Reporter-Times, Inc., then sold for one dollar to the Martinsville Arts Council, the depot is now used by the Martinsville Arts Council and the Chamber of Commerce. The depot has been rehabilitated to serve as office and gallery space.



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Continuation Sheet

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Bibliography (continued)

"The Medicinal Properties and Uses of Indiana Mineral Waters,"  
by Robert Hessler, pp. 159-227.

Interviews with Doris Corey:

Mrs. Gerald Prather  
203 South 9th Avenue  
Beech Grove, IN 46107  
(Wife to son of James Prather, builder of depot)  
September, 1990.

Henry Duncan  
200 Ferguson Dr.  
Martinsville, IN 46151  
(Son of Charles Duncan, builder of depot)  
August, 1990

"Local Carloading Exceed All on Pennsy's Southern Branch,"  
Martinsville Daily Reporter, September 1, 1949, no page number.

"Martinsville - 'City of Healing Waters'," Indianapolis Medical Journal,  
February 1929, no page number.

"Martinsville Given Praise as Healthy Resort," Unknown Martinsville  
Paper, June 1, 1942, no page number.

"New Vandalia Railroad Station," Martinsville Daily Reporter,  
October 6, 1910, p.2.

"New Vandalia Station Talk," Martinsville Daily Reporter, November 6,  
1910, p.4.

"\$1,250,000 Hotel and Sanitarium for Martinsville," Unknown Martinsville  
Paper, May 28, 1921, no page number.

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

"Petition of Railway Co. is Under Attack," Indianapolis Daily Reporter,  
March 18, 1939, no page number.

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Verbal boundary (continued)

Morgan County, in the State of Indiana.

All that certain piece or parcel of land with the buildings and improvements thereon erected being a part of the east half of Out Lot 37 in the original plat of the City of Martinsville, situate in the City of Martinsville, County of Morgan and State of Indiana, being more particularly bounded and described in accordance with a Plat of Survey prepared by Roland P. Dove, Land Surveyor No. S0046 dated March 16, 1983, as follows:

Beginning at the southeast corner of said Out Lot 37; thence north 89 degrees 56 minutes 24 seconds east, 18.00 feet to a railroad spike (set); thence north 00 degrees 51 minutes 41 seconds west, 209.10 feet to a railroad spike (set); then south 66 degrees 34 minutes 18 seconds west, 19.49 feet to an iron pipe (set), said pipe being 15 feet easterly and at right angles to the centerline of main track of railroad of Consolidated Rail Corporation (formerly Philadelphia, Baltimore and Washington Railroad Company) known as the Petersburg Secondary and identified as Line Code 8338 in the records of the United States Railway Association; thence south 16 degrees 15 minutes 11 seconds west parallel with and distant 15 feet easterly from said centerline of main track, 209.82 feet to an iron pipe (set); thence north 89 degrees 56 minutes 24 seconds east, 61.75 feet to the point of beginning. Containing 9,911.48 square feet, more or less.

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The following information is the same for all of the photographs submitted:

Name: Martinsville Vandalia Depot  
Location: 210 North Marion Street  
Martinsville, Indiana 46151  
Photographer: Bill Cunningham  
Location of Original Negative: Cunningham Photography  
28 North Main Street  
Martinsville, Indiana 46151

Date of photographs: 11/6/89

1. Camera facing the south west corner of the lot showing the original brick and the original clay tile roof. Camera facing northeast.
2. Detail of the original clay tile roof. Most of the roof is original, some tiles were replaced. Camera facing south.
3. Detail of the original brick outside wall. Camera facing west.
4. All the outside doors are original except on the north side of the building. Camera facing west.
5. Original slate floor in the community (waiting) room, kitchen and ladies restroom.
6. Leaded glass in windows and windows are original except for the west side of the building. (The leaded glass was replaced with regular glass because of breakage). Camera facing east.
7. More pictures of the leaded glass in original windows.
8. Replacement sign taken from old pictures of the depot. Camera facing north.
9. Grates installed for safety over original basement window wells. 9a, 9b.
10. Brick laid at entrance and in parking areas to enhance appearance. Camera facing northwest.
11. Fence on southwest side and northwest side of the building as requested by Conrail. 11a facing south, 11b facing northwest.
12. Facing the north side of the building. This door replaces the ruined sliding baggage room door. Camera facing south.
13. The inside walls were insulated and dry walled, electric wiring throughout.
14. Ladies restroom remodeled. Camera facing east.
15. Gentlemen's restroom remodeled. Camera facing southeast.
16. Ladies waiting room remodeled into a kitchen. 16a facing west, 16b facing north, 16c facing south.
17. General waiting room walls were insulated, dry walled. 17a north east view, 17b south view.
18. Ceiling in the general waiting room. Tract lights are installed. Camera facing northeast.
19. New plumbing was installed throughout.
20. Gas furnace replaced the old boiler furnace in the basement.