

PH 00-3760

DATA SHEET

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE:	INDIANA
COUNTY:	MARION
FOR NPS USE ONLY	
ENTRY DATE	JUL 19 1974

1. NAME

COMMON:
Indianapolis Union Railroad Station

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Jackson and Illinois Streets (39 Jackson Place)

CITY OR TOWN:
Indianapolis

CONGRESSIONAL DISTRICT:
11th

STATE: Indiana CODE: 18 COUNTY: Marion CODE: 97

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____

4. OWNER OF PROPERTY

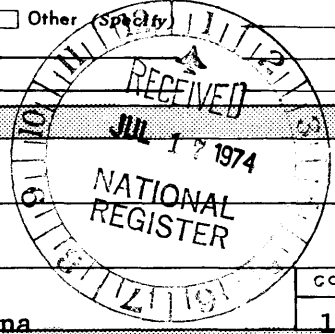
OWNER'S NAME:
Union Station Associates

STREET AND NUMBER:
One Market Square

CITY OR TOWN:
Indianapolis

STATE:
Indiana

CODE: 18



5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
City-County Building

STREET AND NUMBER:
North Delaware Street

CITY OR TOWN:
Indianapolis

STATE:
Indiana

CODE: 18

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: Historic American Buildings Survey - Indianapolis
Indiana Historic Preservation Program and Survey (1972)

DATE OF SURVEY: Summer, 1970 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS: Dept. of Natural Resources
Historic American Buildings Survey State Office Building

STREET AND NUMBER:
801 19th Street N.W.

CITY OR TOWN:
Washington Indianapolis

STATE:
D.C. INDIANA

CODE: 18

SEE INSTRUCTIONS

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DATE

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

Designed by Thomas Rodd and built between 1886 and 1888 the Indianapolis Union Railway Station is an excellent example of Romanesque Revival architecture. The main elevation of the Station faces north on Jackson Place and the east and west are bordered by McCrea Street and Illinois Street respectively. The rear of the station faces on the elevated tracks that serve it. This building is an important landmark just south of the central Monument Circle in Indianapolis.

The major spaces of the first floor are supported by flat brick arches carried by inverted iron "T's" and supported by iron beams and/or massive stone bearing walls. A few of the small areas are carried by wooden joists.

This three story rectangular structure (145' X 145') is built of red-orange brick laid in common bond on a dark red, stone base with a rock faced finish. The building has weathered to an almost black patina concealing the color differences in the material. Five distinct units compose the facade (north elevation). A major brick tower with a square cross-section and a series of decorative brick revetments above the clock faces is the most prominent feature. The corners of this tower are defined by semi-circular tournelles with conical caps and the tower is topped with a polyfoil spire that is covered with slate. The main entrance is centered on the facade and consists of three pairs of wooden doors with large fixed lights and brass kick plates almost three feet in height. This main entryway is covered by a marquee that was added sometime in the 1920's. The roof is an series of intersecting gables and hipped elements with a stone cornice and covered with plate which defines corner pavilions.

The majority of the first floor window openings are expressed as semi-circular brick arches. The original frames have been replaced with glass block to about a foot below the spring line of the arches and the area above the glass block has been closed with brick. The second floor has the original double-hung wooden windows. Most noticeable are the two fine stained glass wheel windows which define the north and south elevations of the building. These windows about 20 feet across form the ends of the barrel vaulted vestibule and are glazed with green, amber, and off-white stained glass. A series of five stained glass skylights about six feet square in the barrel vault have a similar patina.

The interior of the Union Station is dominated by the monumental barrel vaulted waiting room that extends the length of the building and forty-five feet to the roof and is one of the finest large scale public spaces in Indianapolis. Looking north or south one sees the two stained glass wheels at either end of the building and looking up one views the stained glass in the barrel vault.

The main doors open into a vestibule twelve feet deep which in turn opens into the waiting room. The waiting room is three stories in height and is surrounded by a series of shops on the east and west including a dining room, jeweler, and ticket offices. The second floor is a series of small shops and the third floor is a series of former railroad offices. Systems such as the New York Central, and Pennsylvania are still evident through the signs on the windows. Originally the waiting room was entirely two stories but shops were added to the first floor.

SEE INSTRUCTIONS

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DESCRIPTION CONTINUED

The floor of the waiting room is terrazzo with a gray field and strips about 1 1/2 feet wide with a scroll design in green and red. The wall and ceilings are made of painted plaster and incorporate various scroll and bracket designs to decorate the cornices and corners. The piers of the main waiting room have marble wainscoting and are faced with pilasters as a part of the Roman arched order expression. The balcony is defined by a finely detailed open iron balustrade and carried cantilevered from the wall by a series of scroll type brackets.

The basement contains the public toilets and each of these facilities includes a large waiting room with wash stands and benches. The men's room has very large urinals that are about 5 1/2 feet high and 2 feet wide. What once was called the immigrants waiting room is now used for storage.

The structural system of the building is in good condition but the details are suffering from lack of maintainence.



SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- Pre-Columbian | 16th Century | 18th Century | 20th Century
 15th Century | 17th Century | 19th Century

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input checked="" type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

The present Indianapolis Union Station stands on the site of the first Union Station in the United States. The first train pulled into Indianapolis on October 1, 1847 over the newly laid tracks from Madison, Indiana and started extensive changes in the towns economy as it quickly became one of the nations rail centers. Railroad leaders in Indianapolis saw the need for some kind of system to get growing numbers of trains and railroads in and out of town.

In August of 1849 the Union Railway Company was formed to solve the problem. They laid track all the railroads could use and on September 28, 1853 they opened the first Union Station. This building, a brick structure (120' X 420') with a clerestory planned by Captain Thomas A. Morris contained five tracks.

By the Civil War the station was already too small and was widened to 200 feet and a eating house was added. In 1870, W.R. Holloway, writing in Indianapolis; a Historical and Statistical Sketch of the Railroad City was calling for "the erection of a similar building on a larger scale, now urgently demanded, must ere long become a necessity if the great convience of one passenger depot for all our railway lines be continued". This necessity was finally fulfilled in 1886 when the old station was demolished and the City Council granted several street closings to construct a new Union Station. The Indianapolis Union Station represents an early example of planning for urban transportation.

Built between 1886 and 1888 the new and present Union Station provides Indianapolis with one of the best examples of Romanesque Revival Architecture in the United States. The rugged strength of Romanesque architecture has been carefully rendered here in materials, design, and space utilization.

From the terrazzo floors through the finely made balcony to the stained glass windows at either end and at the ceiling the waiting room of the Union Station is one of the finest public spaces in Indiana. Its monumental size obscures some of the new neon signs that glow over booths in the room and the old benches quickly bring one back to the railroad era. This structure is truly monumental both on the interior and on the exterior. Even the scale of fixtures in the restrooms is nearly monumental.

In the height of the railroad era 200 trains a day moved through the Indianapolis Union Station. The signs on the windows of now abandoned offices from railroads such as the New York Central and Pennsylvania still remain one or the great era of railroading.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

"In the New Station," Indianapolis Journal, 17 Sept. 1888, p.8.
 Rodd, Thomas, architect and engineer. Blueprints of the working drawings of Union Station. Most dates 28 July 1886. In possession of Bohlen, Meyer, Gibson and Assoc., Indianapolis. Dunn, Jacob Piatt. Greater Indianapolis. Chicago, 1910 Vol. 1, p.263. Bicknell, Ernest P. Indianapolis Illustrated, Indianapolis, 1893. Indianapolis Illustrated, H.R. Page Co., 1889.
 W.R. Holloway, Indianapolis; A Historical and Statistical Sketch of the Railroad City Indianapolis 1870.

10. GEOGRAPHICAL DATA

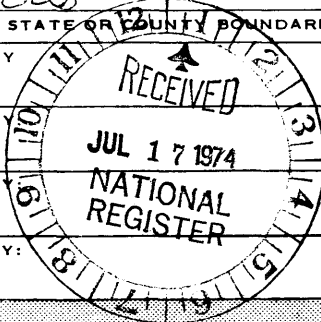
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		39 ° 45 ' 47 "	86 ° 09 ' 35.5 "	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

UTM
 16/572000
 4401600
 CD

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1 1/4 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: David R. Hermansen - Supervisor Eric Gilbertson

ORGANIZATION: Historic American Buildings Survey Ind. Dept. Natural Resources DATE: July 8, 1974

STREET AND NUMBER: Ball State University Indianapolis

CITY OR TOWN: Muncie, Indiana STATE: Indiana CODE: 18

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name: [Signature]

Title: Indiana State Liaison Officer

Date: July 11, 1974

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

[Signature]
 Director, Office of Archeology and Historic Preservation

Date: 7/19/74

ATTEST:
[Signature]
 Keeper of The National Register
 Date: 7.18.74

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SIGNIFICANCE CONTINUED

The Indianapolis Union Station an outstanding architectural feature on the Indianapolis landscape that has survived relatively intact the shift in focus of transportation, land use, and architecture. It recalls both in mass and detail when Indianapolis was a leading railroad center.

