

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received FEB 2 1984
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Pennsylvania Railroad Station

and/or common The Pennsy Depot

2. Location

street & number 1001 Lillian Street N/A not for publication

city, town Hobart N/A vicinity of

state Indiana code 018 county Lake code 089

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> other: Vacant

4. Owner of Property

name Hobart Historical Society, Inc.

street & number 706 E. Fourth Street, P.O. Box 24

city, town Hobart N/A vicinity of state Indiana 46342

5. Location of Legal Description

courthouse, registry of deeds, etc. Recorder's Office

street & number Lake County Government Center

city, town Crown Point state Indiana 46307

6. Representation in Existing Surveys

title N/A has this property been determined eligible? yes no

date federal state county local

depository for survey records N/A

city, town state

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		date _____

Describe the present and original (if known) physical appearance

The Pennsylvania Railroad Station is a one-story building with a hipped roof. The plan is roughly rectangular and is 25' x 65'. The building is seven bays (north and south facades) by three bays (east and west facades) wide. The primary material is pressed brick which was produced at the Kulage Brickyard in Hobart. The tracks are along the south side of the building.

The north and south facades of the building are nearly identical. A three-bay, gable-roofed central pavilion projects from each of these facades. In the center of the pavilion is a glazed, paneled double door. The door is flanked on each side by a window. Over the door and each window is a bracketed, hip roofed awning. Above the awning in line with the door is a round arch formed by coursed brick, with a fanlight. At each corner of the projecting pavilion are wall buttresses of brick, which form "shoulders" at the ends of the gable. The raking trim is a simple recessed fascia and cornice, with square tiles placed at regular intervals.

There are two bays on each side of the pavilion. On the north side of the building, each of these bays contains a double-hung window with 12 lights over one. On the south side, the westernmost bay contains a single door. All windows presently have metal security bars; only one of these is thought to be original. (See 1924 photo).

The east end of the building has a concrete platform and freight door in the center, flanked by two short windows. The west end has three double-hung, nine-over-nine windows.

Surrounding the building at ground level, above a course of vertical bricks, is a course of large, rounded bricks, forming a low water table. Surrounding the top of the building is a soldier course which forms the window lintels and also underscores the unusual curved soffit. Soffit and gable trim is of a cement-type stucco, with exposed aggregate. The soffit terminates in a boxed gutter. The hipped roof, originally slate with tile caps, is now covered with asphalt shingles.

A partial basement, 20' x 24', is under the freight area on the east. The ground floor is divided into four major areas. The double doors on the north and south sides open into the main, central waiting room. The waiting room has a high, arched ceiling. To the east is a freight room with access provided by the double doors on the east end, as well as from the waiting room. There is also a restroom at this end. On the west end of the building is the ladies' waiting room and restroom to the north, and the station agent's office on the south. The office can be entered through the door at the west end of the south side.

The interior walls and ceiling are lathe and plaster, with wood trim, and floors are oak. The inside of the exterior walls are glazed brick.

Alterations include the freight platform (date unknown), and a single door to the freight room from the south side, which was remodeled into a window sometime before 1924. At the west end, the office was enlarged by extending an interior wall to the west outside wall, eliminating a passage from the ladies' waiting room to the track side (date unknown).

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1911-1912 **Builder/Architect** Price & McDanahan, Philadelphia, PA

Statement of Significance (to be in paragraph)

Hobart's Pennsy Depot is the most important remaining symbol of the railroad's role in the growth and development of the city. Not only did the railroad attract settlers to the young community, but it also prompted the development of industry along its route, most notably the brick and tile industries.

Because of Lake County's location at the southern end of Lake Michigan and east of Chicago, railroads from the east and southeast had to build across the area to reach Chicago. The first phase of railroad building in the area extended from 1852 to 1865. Although four railroads were constructed through the area in this period, the Pittsburgh, Fort Wayne and Chicago's route was the most direct to both Chicago and eastern cities and the most convenient for farmers, businessmen, and manufacturers in the central and northern areas of the county.

The P.F.W. & C (later the Pennsylvania Railroad) reached Valparaiso in the early 1850s, where lack of funds stalled its progress. George Earle, founder of Hobart in 1847, helped finance the railroad's progress through Hobart, and donated land for the right-of-way and the Hobart station.

Hobart became an important shipping center for the area and a timber trade was established. (One source reports that Chicago's Lake Street plank road was built of lumber from Hobart, and the first cedar block road in Chicago was made of block sawed at Hobart.) Rich deposits of clay in the Hobart area formed the basis of a brick and tile industry. By 1882, four brickyards as well as a pottery were established along with various other manufacturers. All the brickyards were located on or near the Pennsylvania line, firmly linking Hobart's major industry to that railroad.

After the Civil War, Lake County experienced a second phase of railroad building. This phase began in 1874 and extended through the turn of the century with the heaviest activity occurring in the 1880s. The New York, Chicago and St. Louis (Nickel Plate) was constructed through Hobart in 1881-82. The Nickel Plate offered passenger and freight service and maintained a small, wooden station on Center Street in Hobart from that time until the early 1930s. The station no longer exists. In 1888, the Elgin, Joliet and Eastern (Chicago Outer Belt Line) began operating freight service to Hobart. The "J" was a freight line, connecting the various railroads running into Chicago.

Although these two railroads offered some competition for freight and passenger service, the Pennsylvania Railroad maintained its leadership in Hobart because of its extensive system which provided ready access to other parts of the country for both freight and passengers, and because the major local shippers—the brickyards—had located along the Pennsylvania line. The greater impact of the Nickel Plate and the "J" was that, because the three lines intersected just south of the downtown area, Hobart became an important freight transfer point for the three railroads.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreage of nominated property Less than one acre

Quadrangle name Portage

Quadrangle scale 1:24000

UTM References

A

1	6	4	7	9	4	0	0	4	5	9	7	8	8	0
Zone	Easting				Northing									

B

Zone	Easting				Northing									

C

Zone	Easting				Northing									

D

Zone	Easting				Northing									

E

Zone	Easting				Northing									

F

Zone	Easting				Northing									

G

Zone	Easting				Northing									

H

Zone	Easting				Northing									

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Elin B. Christianson, President

organization Hobart Historical Society, Inc. date June 29, 1983

street & number 141 Beverly Boulevard telephone 219/942-5536

city or town Hobart state Indiana 46342

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation 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.

State Historic Preservation Officer signature J. M. Pedersen

title Indiana State Historic Preservation Officer date 1-24-84

For NPS use only

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

Entered in the National Register

date 3/1/84

Keeper of the National Register

Attest:

date

Chief of Registration

**United States Department of the Interior
National Park Service**

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Continuation sheet Pennsylvania Railroad Sta. Item number 8 Page 1

Although Hobart's role as a shipping point for Lake County diminished as more and more railroads extended their trackage across the county, the growth of Hobart's clay-based industries assured a good volume of business for the Pennsylvania Railroad in Hobart. At the turn of the century, the Pennsy Depot employees included the station agent, day and night operators and two clerks, as well as repair crews.

The continued strength of the tile and brick works through the early decades of the 20th century provide further evidence that the volume of business in Hobart justified the Pennsylvania Railroad's expenditures to upgrade to a brick station when the time came to replace the facility in 1910.

The two major yards were the National Fireproofing Company and the Kulage Brick Company. In 1909 the National Fireproofing Company covered 35 acres, employed 125 workers, and had a capacity of 70 tons of finished product per day. They manufactured fireproof building tile and terra cotta which was shipped from their yards north of and adjacent to the Pennsylvania tracks. The other major yard, the Kulage Brick Company, specialized in pressed brick and employed about 100 workers at that time. Kulage was located in the same area as National Fireproofing, but south of the tracks.

As modes of transportation changed and the railroads declined, passenger and freight service from the Hobart Depot dwindled. Gradually, the clay-based industries exhausted the local clay and/or closed their works. As local business fell off, so the Pennsy Depot in Hobart faded in importance until it was closed in the early 1970s. Although Amtrak and Conrail still make heavy use of the former Pennsylvania Railroad tracks through Hobart, local business is reduced to two commuter trains per day: long distance passenger and freight service is accommodated elsewhere.

In 1983 the Depot was purchased from Consolidated Rail Corp. (ConRail). Earlier, ConRail had deeded some of the adjacent land to the City of Hobart. This land is now developed as the Pennsy Park and abuts the station property to the east. To the west is the present ConRail/Amtrak parking lot.

Although some alterations were made over the years—raising the baggage room floor to accommodate truck deliveries, enlarging the office, and replacing the slate roof with asphalt shingle—the original configurations can be restored. On the whole, the Depot is not greatly altered and retains its original appearance on the original site.

Current plans for the station are to repair structural damage, and to renovate the building for a new, compatible use.

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Continuation sheet Pennsylvania Railroad Station Item number 9 and 10

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ITEM 9. Major Bibliographical References

Ball, T. H. Northwestern Indiana from 1800 to 1900. Crown Point, the author, 1900.

Grant, H. Roger and Charles W. Bohi. The Country Railroad Station in America.
Boulder, Colorado, Pruett Publishing Co., 1978.

Hobart Gazette, August 26, 1910.

Hobart History Advocate, No. 3, 1983. Clippings and photo files, Hobart Historical Society.

Earle, William. "The Early History of Northern Lake County," in Demmon. History of Lake County. Crown Point, Old Settlers' Association, 1934, p. 54.

Howatt, W. F. A Standard History of Lake County, Indiana, and the Calumet Region.
Chicago, Lewis Publishing Co., 1915. Vol. 1, p. 459.

Moore, Powell. The Calumet Region. Indianapolis, Indiana, Historical Bureau, 1959.

ITEM 10. Verbal Boundary Description

Part of the Northeast 1/4 of Section 32, Twp. 36 North, Range 7 West in the City of Hobart...: Beginning at the point of intersection of the Southerly line of Lillian Street and the extension of the Easterly line of Lot 12, Block 8 in Earle and Davis Addition; thence South 64°48' East along the Southerly line of Lillian Street 50.0 feet; thence South 25°16' West, 50.0 feet; thence South 64°48' East, 90.0 feet; thence South 25°16' West, 75.0 feet; thence North 64°48' West, 119.0 feet; thence North 25°16' East, 13.0 feet; thence North 64°48' West, 21.0 feet; thence North 25°16' East, 112.0 feet to the point of beginning, containing 12,727 square feet.