

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received **APR 22 1983**
date entered

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

1. Name

historic Union City Passenger Depot

and/or common

2. Location

street & number Howard Street

N/A not for publication

city, town Union City

N/A vicinity of

state Indiana

code 018

county Randolph

code 135

3. Classification

Category

- district
- building(s)
- structure
- site
- object

Ownership

- public
 - private
 - both
- Public Acquisition**
- in process
 - being considered
 - N/A

Status

- occupied
 - unoccupied
 - work in progress
- Accessible**
- yes: restricted
 - yes: unrestricted
 - no

Present Use

- agriculture
- commercial
- educational
- entertainment
- government
- industrial
- military
- museum
- park
- private residence
- religious
- scientific
- transportation
- other: Vacant

4. Owner of Property

name City of Union City

street & number 115 N. Columbia

city, town Union City

N/A vicinity of

state Indiana 47390

5. Location of Legal Description

courthouse, registry of deeds, etc. Randolph County Courthouse, Recorder's Office

street & number Main Street

city, town Winchester

state Indiana

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

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date N/A

Describe the present and original (if known) physical appearance

The Union City Passenger Depot is located on the south side of Union City, Indiana, adjacent to the former Pennsylvania Central Railroad tracks. A one-story structure with a modified hip roof, the building is basically rectangular in plan and features buff brick construction with limestone trim. Built in 1913, the building served as a passenger depot for many years but currently stands empty.

The main (south) facade of the building, 92' in length, faces the railroad tracks and is asymmetrical in design. A small entryway extends out from near the center of this facade, and contains the large double entry door. East of the entryway are two large bays, each containing a pair of tall, narrow windows surmounted by transoms. Three bays are located west of the entryway; of these, the eastern two bays also contain pairs of tall, narrow windows with transoms while the westernmost bay features a single, smaller window with a transom. This facade also features a sheltered, outdoor waiting area formed by the extension of the building's roof. The outer edge of this roof is supported by 8" square wooden posts with bracing. The floor of this waiting area is brick laid up in a herring-bone pattern.

Narrow windows of varying sizes are located at irregular intervals throughout the north, east, and west facades. All of these windows are surmounted by transoms and, like those on the south facade, all feature limestone sills and lintels. The west facade also contains a 6' wide, sliding wood door, originally used to load baggage and freight. Roof overhangs on these facades, while much smaller than that on the south facade, are still generous in size and are supported by curvilinear knee braces. Modifications to the building have included the removal of dormers from each facade and the replacement of the original roof slates with the present asphalt shingles. The exterior waiting area on the south facade was also reduced in size in a remodeling which took place between 1925 and 1930. None of these alterations are readily apparent.

The interior of the building remains basically unaltered. The main waiting room is located in the center of the building, with the ticket office and freight and baggage area near the west end. The east end of the structure features two lounging areas and the rest-rooms, which still feature the original fixtures. Interior doors and woodwork are of oak and remain in good condition.

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 type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1913 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The Union City Passenger Depot is significant for its association with the town's rail-road system, which was, itself, largely responsible for the community's founding in 1849. Situated at the convergence of five separate rail lines, Union City's early economic base was tied directly to the railroads, which provided jobs for a large number of the town's residents. With the decline of rail traffic in the mid-20th century, most of the early stations and ancillary buildings were razed, leaving this passenger depot as the sole reminder of the town's early development.

Union City was platted in December, 1849, by Jeremiah Smith, who had been influential in determining the course of the New York Central's route through Ohio and into Indiana. Smith was aware of the plans of other railroad systems to enter Indiana near this location, and purchased 160 acres of forest land in the area in 1848. He founded his town a year later, almost three years before the first railroad tracks reached the area. The Dayton and Union Railroad, linking Indianapolis with central Ohio, was completed through Union City in 1852; other rail lines reached Union City in 1856 and 1867. By the early 1800's, the town had become the hub of regional rail transportation, with an estimated 70-100 trains passing through the community each day. Various warehouses and depots, along with a water tower and a roundhouse, were constructed in the town throughout the late 19th and early 20th centuries. With the decline of rail traffic in the mid-20th century, however, all of these structures were razed with the exception of the Passenger Depot.

Constructed in 1913, the Union City Passenger Depot is the last of five different train depots built near this site beginning in 1865. The building's design is, in some ways, reminiscent of the Prairie School architecture of the era, with its large overhanging eaves, buff brick construction, and narrow windows used in groups. The wooden posts and the curvilinear knee braces which support the roof overhang suggest the influence of Eastern Stick-style design. No longer used as a railroad depot, current plans call for the restoration of this building for use as the permanent home of the Randolph County Art Association. The building will contain a classroom for art instruction, an exhibition area, theater, and a museum of railroad memorabilia.

9. Major Bibliographical References

Smith, John L. and Lee L. Driver, Past and Present of Randolph County, Indiana. Indianapolis: A. W. Bowen & Company, 1914
Tucker, E., History of Randolph County, Chicago: A. L. Kingman Publishing, 1882.

10. Geographical Data

Acree of nominated property Less than one acre

Quadrangle name Union City

Quadrangle scale 1:24000

UTM References

A

1	6	6	8	6	4	1	0	4	4	5	1	8	1	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

Please 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 Stephen Hoffman/Student of Architecture; Brad Wilks/Journalist

organization Art Association of Randolph County date January 12, 1982

street & number 1060 DeBolt Avenue telephone 317/964-5658

city or town Union City state Indiana

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. Coleman

title Indiana State Historic Preservation Officer

date 4-6-83

For NPS use only

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

Entered in the
National Register

date

5/19/83

Keeper of the National Register

Attest:

date

Chief of Registration

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet Union City Passenger Depot Item number 10

Page 1

Being a part of the Southeast Quarter of Section 25, Township 18 North, Range 1 East from the Second Principal Meridian in Randolph County, Indiana: Beginning at a point on the Westerly line of Howard Street in Union City, Randolph County, Indiana, said point being South 78° West 1,044.68 feet and North 12° West 65.5 feet from the Indiana and Ohio State Line, said point also being North 12° West 15 feet measured perpendicularly from the centerline of the Westbound main track of the Penn-Central Railroad (now Conrail Transportation System), and running thence south 78° West 250 feet parallel with said track; thence North 12° West 115 feet; thence North 78° East 65 feet; thence North 12° West 15 feet; thence North 78° East 185 feet to said Westerly line of Howard Street, thence south 12° East 130 feet to the place of beginning.