

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

FOR NPS USE ONLY

RECEIVED OCT 28 1980

DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Fort Harrison Terminal Station

AND/OR COMMON

Fort Harrison Post Office

2 LOCATION

STREET & NUMBER

Building 616, Fort Harrison

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

STATE

Lawrence

VICINITY OF

11th

STATE

Indiana

CODE

18

COUNTY

Marion

CODE

097

2 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH

PUBLIC ACQUISITION

- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERICAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: (If applicable)

US Army (ADMINCEN)

STREET & NUMBER

Fort Benjamin Harrison

CITY, TOWN

Indianapolis

VICINITY OF

STATE

Indiana

46216

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Marion County Recorder's Office

STREET & NUMBER

City-County Building, Room 721

CITY, TOWN

Indianapolis

STATE

Indiana

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Untitled, unpublished survey

DATE

1977

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Indianapolis Historic Preservation Commission
City-County Building, Room 1842

CITY, TOWN

Indianapolis

STATE
Indiana

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The old Fort Harrison Terminal Station is located north of 56th Street within the Fort Benjamin Harrison complex, and faces west on Lawton Loop. A one story brick structure measuring 36 feet by 60 feet, the building clearly shows the influence of the prairie style, with its low, double pitched, hipped roof and broad eaves, although the simple wood brackets and dormers have more in common with the bungalow style. The roof is sheathed in metal, the present material being stainless steel laminated with lead. A wide, low dormer is centered above the entrance on both the front and rear elevations. The dormer roofs repeat the double pitch of the main roof. A single stack brick chimney is located near each end.

The front and rear elevations were originally identical, with the center double-door entrance and transom, followed by a pair of windows on either side, and then a single window at each end. The symmetry of the main elevations is not continued on the ends, however. The north end features four windows, whereas the south end has two windows and a single door with transom. All windows were originally short, with their limestone sills at about shoulder level. At some time, however, the three northernmost windows of the main (west) facade, and one window just around the corner from them, were lengthened. The change is evident in the different type of mortar that was used. Each window has a flat arch with a limestone keystone.

A loading platform has been added to the rear entrance, to load and unload mail trucks. This platform could be removed without damaging the building.

The railroad tracks associated with the building were removed sometime between 1941 and 1946.

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 checked="" 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 checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input 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 1908

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Fort Harrison Interurban Terminal, now being used as a U.S. Post Office, is significant from both an architectural and transportation aspect. The terminal stands as one of the few remaining stations serving an electric rail line system once pervasive throughout Indiana and the Midwest. Service from the station began shortly after construction was completed in 1908, and ended in 1941. Since 1947, the building has served Fort Harrison as a Post Office.

Land for the site had been purchased by the Federal Government from Francis M. Loudon and his wife, Nancy, in 1903 to build an army camp. The terminal was one of several structures constructed at that time on what would later be named Fort Benjamin Harrison. The buildings were located north of what is now 56th Street, on both the east and west sides of Post Road (also known as Spring Valley Road and Greene Avenue). Tracks entered the fort from the south. A double set of tracks had been laid parallel to the north side of the existing Conrail (previously Penn Central) tracks. At the intersection of the tracks and Post Road, a spur of the northernmost track turned north behind the Spring Valley station and ran north along the west side of Post Road. On the north side of 56th Street the tracks turned west and formed a loop just east of the terminal. The Indianapolis-Fort Benjamin Harrison run was a regularly scheduled service having as many as 16 round trips daily in 1932. The Post station served as the turn-around for the interurban. At the other end, the Union Traction Terminal on West Ohio Street served as the train's final destination.

With the decline of electrical rail systems, the use of the station changed from that of an interurban terminal to a Post Office. From June, 1933, when Midland United Company, the owner of the Indiana Railroad System, filed bankruptcy, until 1941, the system was under the receivership of Bowman Elder. Under Mr. Elder's direction, the system gradually stopped all interurban trains run by the Indiana Railroad. At 1:30 A.M., 19 January, 1941, two cars carried soldiers back to Fort Harrison. That was the last scheduled Indianapolis-Fort Benjamin Harrison interurban run for what was then the Indiana Railroad System. The company then ran regular bus service to areas formerly served by the interurban system. On June 30, 1947, the Post Office was moved into the terminal from a frame building which had stood just south of the terminal. The Post Office is still using the building today.

Although the interurban system changed hands, the station remained property of the army from the time of construction through the present time. The tracks behind (east of) the terminal were removed sometime between 1941 and 1946. The only major exterior change was that of four windows being enlarged. The structure is essentially the same as it was when constructed in 1908. Because of its long association with the army post, position as one of Fort Harrison's original buildings, and relationship to a bygone transportation system, the Fort Harrison Terminal Station deserves a place on the National Register.

