

BIG FOUR DEPOT  
10 South Second Street  
Lafayette  
Tippecanoe County  
Indiana

HABS No. IN-257

HABS  
IND  
79-LAFY  
3-

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY  
National Park Service  
Northeast Region  
Philadelphia Support Office  
U.S. Custom House  
200 Chestnut Street  
Philadelphia, P.A. 19106

HISTORIC AMERICAN BUILDING SURVEY

BIG FOUR DEPOT

HABS No. IN-257

HABS  
IND  
79-LAFY,  
3-

Location: 10 South Second Street (Between South and Alabama streets), Lafayette,  
Tippecanoe County, Indiana

USGS Lafayette West Quadrangle, Universal Transverse Mercator  
Coordinates: 16.508850.4474800

Present Owner/Occupant: The City of Lafayette/Lafayette Railroad Relocation Project

Present Use: Administrative offices of the Lafayette Railroad Relocation Project

Significance: The building is significant as an example of early twentieth century commercial architecture and for its association with transportation history in the midwest. The Big Four Depot in Lafayette is one of only two similar structures in Indiana, which were once part of the New York Central System. It is an excellent example of the type of passenger buildings erected by the railroads in small and medium-sized communities during the early part of the twentieth century. For many years the station was one of several which served local passengers in Lafayette. It represented the presence of the New York Central line, a major artery from Cincinnati to Chicago. As a major stop on this important line, Lafayette's commercial interests and prestige were considerably enhanced.

## PART I. HISTORICAL INFORMATION

### A. Physical History:

1. Date of erection: 1902, per a notice in *The Lafayette Call*, Monday, November 10, 1902, "Formal Opening of New Station," and item in *Railway Age*, January 2, 1903.
2. Architect: Unknown. The design was a standard one, used in the midwest by the New York Central System.
3. Original and subsequent owners: The structure was built as a joint passenger station by the Big Four (C.C.C. & St. Louis) and the LE&W (Lake Erie & Western) railroads. Both were part of the New York Central System at the time. The original owners held the building from the date of its construction in 1902 to approximately 1916. Later it was owned by the Nickel Plate Railroad (jointly with the New York Central) and, most recently by the Norfolk and Western Railroads. The latter presented the Depot to the City of Lafayette on December 22, 1983. The building had been used by the railroad until ca.1979 when it was converted to offices. In 1983, when it was presented to the City, it served as the offices of the Lafayette Railroad Relocation Project, a massive, on-going downtown improvement program.
4. Builder, contractor, suppliers: Contractors were the Buckeye Chum Company of Sidney, Ohio, per *Railway Age*, January 2, 1903.
5. Original plans and construction: The building appears much as it did when it was constructed. To date no original plans have been located. According to an item in *Railway Age* of January 2, 1903, it was constructed of " ... Bedford Stone and pressed brick, with slate roof. Interior decorating and woodwork of quarter sawed oak. Marble [sic.] flooring." Early photographs of the Depot can be found in the collection of the Tippecanoe County Historical Society, Lafayette, Indiana.
6. Alterations and additions: The building, as it presently appears is nearly intact from its original condition. Sometime within its first decade a block signal was installed on the west side which extended from a concrete plinth on the passenger platform in front of the stationmaster's office, through the roof. In addition, the original slate roof has been replaced with modern asphalt shingles, however, the original roof profile was maintained. Interior modifications were made to accommodate its use as offices, including interior partitions for a hall, office, utility room, reception area, air lock and modern gas-fired furnace.

- B. Historical Context: The town of Lafayette, in mid-northeastern Indiana, became a regional transportation hub during the early nineteenth century because of its location along the Wabash River, and because of the construction of the Wabash & Erie Canal. The Canal was built ca.1843, parallel and adjacent to the river, running in a North-South direction, adjacent to the downtown area. Thus, this small town of the Old Northwest became part of the longest canal system in the midwest, which joined up with the Ohio & Erie on the northeast Indiana/ Ohio border and with the Ohio River near Evansville, Indiana in the southwestern part of the state. Within a decade of its completion, it was made obsolete by the burgeoning railroad network.

During the decade which preceded the Civil War, a mania for railroad construction overtook the old west. The great iron network bound together the mercantile and industrial east with the agrarian lands of the west. This "web of transport" is said by historians to have influenced the states of the Old Northwest on the side of the Union in the great national conflict.<sup>1</sup> When the railroads were constructed through Lafayette during the latter half of the nineteenth century the town not only enjoyed the increased advantage of swifter and more frequent travel between major cities in the midwest, it became part of a network which reached out to the populous eastern centers as well. On the local level, railroad depots served as a focus of community transportation and communications. Goods arrived and left, raw materials were shipped, mail and telegraph services were exchanged and people embarked or returned from faraway places. The Big Four Depot in Lafayette was such a hub of activity during much of its 92-year history at the site.

The first railroad line to traverse the territory of Tippecanoe County, of which Lafayette was the major center and county seat, was the New Albany & Salem Railroad, later to be known as the Monon route. It was completed in the autumn of 1852 and put in operation the following summer. A second line, the Wabash railroad, (Wabash, St. Louis & Pacific) was completed in 1854.

In 1869, construction was begun on the two lines which would use the Big Four Lafayette Depot. The first of these, the Lake Erie & Western railroad must have been a very desirable road, since the county contributed \$373,000 to aid in its construction. By 1874 track was completed to Lafayette. The other railroad which would eventually help build the Depot, started out in 1869 as the Cincinnati, Lafayette & Chicago railroad company, a locally owned firm who completed work in 1872 on 75-miles of track between Lafayette and Kankakee, Illinois, to unite

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<sup>1</sup>John F. Stover, *The Life and Decline of the American Railroad*, Hew York, Oxford University Press, 1970, p. 41.

with the Illinois Central for Chicago. By 1879, the railroad had been sold to eastern interests.<sup>2</sup> Later, it was known as the Cincinnati, Indianapolis, St. Louis & Chicago, one of the lines which would eventually be incorporated as the "Big Four" system.

The site of the present Depot was occupied by at least two previous stations, prior to the construction of the Big Four, according to nineteenth century insurance maps. The railroad lines who shared the site, the Cincinnati, Indianapolis, St. Louis and Chicago and the Lake Erie & Western each had a passenger and freight depot. The former was located at the north west corner of South Street and the Wabash & Erie Canal, the latter at the northeast corner of South and Second. The "Big Four" or Cleveland, Cincinnati, Chicago & St. Louis, was created by an 1889 merger of two earlier central Indiana systems, the "Bee Line" (Indianapolis and Bellefontaine) and the C. I. St.L. and Chicago, all under the aegis of the New York Central system.<sup>3</sup>

Sometime between 1885 and 1892, a Union passenger depot was built on the south side of South street between Second and the canal. This structure included a square, 45 foot tower and long, curved iron train sheds with slate roofs, and metal finials. These extended along the Union depot's south facade and south on either side of the curved track to the point where it split into two tracks.

The area was the site of Lafayette's most disastrous railway wreck. In the early hours of Sunday morning, May 7, 1893, a Big Four express travelling across the Wabash Bridge, from the west, overdue into the station area, experienced air brake failure. According to contemporary accounts, the engineer reversed the engine somewhere on the bridge, but the momentum of the train, travelling at an estimated 60 miles per hour was too great. The train could not make the turn and jumped the tracks near the depot, wrenching off a corner of the brick building. With its engines in reverse, it continued to barrel through the complex of iron sheds, demolishing them in the journey. It finally came to rest, over one hundred feet from the rail, in a tangled mass against cars of the Lake Erie & Western which had been parked on the side track to the east. Contemporary eyewitnesses in the Union station related the horror of the event:

As the shrill blast of the whistle was heard at the cut across the long bridge, Meyers arose and said, "Well boys, here she comes," ... As the two stepped

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<sup>2</sup> Richard P. DeHart, Ed., *Past and Present of Tippecanoe County, Indiana, Vol. I*, B. F. Bowen & Co, Indianapolis IN 1909, pp. 372-3.

<sup>3</sup>Francis H. Parker, *Indiana Railroad Depots: A Threatened Heritage*, Ball State Univ/Dept of Urban Planning, Muncie, Indiana, 1989., p. 29.

forth, several wild shrieks came from the approaching engine, a great rushing noise, the roaring of a mighty giant, and past the very door flew the expected engine, a perfect gust of fire tearing from its wheels. A great crash, an indescribable confusion, and in shorter time than it takes to tell it, the most horrible wreck in years lay piled up at the very doors of the Union station. <sup>4</sup>

The devastation of this wreck may have helped inspire the construction of the new station, but if so, nine years would elapse before it was accomplished. In the interim, the Union station continued to serve. Even after the Big Four Depot was built, the old structure was maintained as a restaurant.

In 1904, two years after the new station was built, Lafayette could boast of a very respectable transportation system, with four steam railways, three interurban roads and 40 passenger trains daily. Thirteen hotels, seven banks, two schools of music, five cemeteries and six newspapers served the population of 23,000 people.

The Big Four was an important part of the New York Central system. A company promotional booklet boasted that, in 1925, they did a freight business of 38,198,949 ton-miles -- a little less than 10% of the total freight traffic of the United States and greater than that of the railways of France and England combined. The same year the system carried 84,023,666 passengers. <sup>5</sup>

Lafayette, like all other communities in the country, suffered from the decline of many railroad services in the decades after World War II. However, unlike most, it still enjoys passenger service, as an AMTRAK stop between Indianapolis and Chicago. Freight activity is extensive and the present involvement of the relocation project is evidence of its continuing importance. The project has relocated key lines away from populous centers and onto safer, protected rails, close to the river, where swift transport can be maintained with less danger to cars and humans. The investment of time and funds which this project represents is evidence of the community's continued importance as a regional rail center.

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<sup>4</sup> "A Mad Race to Death", *Lafayette Daily Courier*, Lafayette, Indiana, Monday, May 8, 1893.

<sup>5</sup> *New York Central Lines, 100 Years of Service*

### Architectural Design

The New York Central, along with the Pennsylvania Railroad, emerged at the end of the nineteenth century as two of the largest railroad systems in the country. Passenger service, while not always profitable, was an important part of their services and would remain so (except for the Depression years) until after World War II. Both systems utilized standard plans for many of their new passenger stations, particularly at the turn of the century, as costs rose and interests in efficiency became more important. Stations of the New York Central located east of Buffalo were far less standardized -- many were older stations, which had been built by individual railroad companies and later incorporated into the larger system.

Standardized plans for passenger and freight stations were most frequently used in small towns and in the more westerly locations. The commonest of these were the frame, one and two story structures which dotted the plains states. The Pennsylvania system developed a classification system for these plans, based on size. Structures were graded from a combination freight and passenger "Class A Depot" measuring 40 x 16 feet to a "Class D" passenger depot of 49 x 17 feet. The typical "class station" was a small, frame building of simple design, which according to a contemporary commentator, Bradford L. Gilbert, bore a "strong family likeness" to smaller village and town stations erected throughout Europe. <sup>6</sup> The Lafayette Depot differs from these and other standardized design in both its larger size (113 x 33 feet) and in the fine masonry and wood work of its construction. In both design and construction, it ranks as an exceptional example of the type.

The unknown designer who was responsible for the plans for the Big Four Depot had surely seen such buildings as H. H. Richardson's Boston and Albany Railroad station in Wellesley, Massachusetts. Built in 1884, it featured a gabled dormer over the stationmaster's bay, whose window and finial treatments were nearly duplicated in the Lafayette station. Other similarities exist between the two, although the Indiana building is more restrained in its use of stone and is lacking the typical Richardsonian circular elements. <sup>7</sup>

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<sup>6</sup> Gilbert, Bradford L. "The Architecture of Railroad Stations", *The Engineering Magazine*, Vol IX. No. 4, July, 1895, p. 656.

<sup>7</sup> See, Lawrence Grow, *Waiting for the 5:05, Terminal, Station and Depot in America*, New York, Main St/Universe Books, 1977., pp. 62-63, for a photograph of the Massachusetts station and description.

While architects such as Richardson and his contemporary, Frank Furness, were creating stations of exuberant design, especially in major cities, a mood of conservatism in railroad design was afoot, especially during the early twentieth century. It was influenced by such tracts as that written by Walter Gilman Berg, chief engineer of the Lehigh Valley Railroad and a recognized authority on railway buildings. It was his opinion that:

It will prove better to follow, as a rule, well-established styles as precedents, applying the same principles modified to suit each individual case, in preference to attempting to produce something absolutely new and unique, which generally results in presenting for the edification of the inartistic public a kaleidoscopic conglomeration of architectural odds and ends from different climes and centuries. <sup>8</sup>

While terminal designers agreed that civic pride and community desires were important, the practical came first, as railroad executive and writer John Droege tersely put it: "The prime necessities in any terminal are adequacy and convenience."<sup>9</sup> His point of view was echoed by the president of Southern Railway in an address to the American Institute of Architects in 1909:

If [the railway manager] could draw on unlimited supplies of money he would like to provide every city on his line with an architectural monument, and every little way station with an artistic gem. It would be a splendid advertisement. ... and the American Institute of Architects would hail him ... but his first duty is to haul the public and its property over its lines. ... Capital invested in passenger stations in excess of the amount necessary to provide adequate and proper facilities for doing passenger business is unproductive. <sup>10</sup>

Railway presidents notwithstanding, the planners of the "small" station in Lafayette indulged their public to a considerable degree in the appointments and construction of their new station. According to railroad man Droege, writing in 1916, brick stations of about 3,000 square foot size cost between \$3 and \$5 a square foot to construct.<sup>11</sup> At \$35,000, (*Railway Age*, Jan. 2, 1903) construction costs for the Lafayette Depot, were nearly twice that figure. The interior finishes

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<sup>8</sup> John A. Droege, *Passenger Terminals and Trains*, McGraw-Hill Book Co., Inc. New York, 1916, Reprinted, Kalmbach Pub. Co., Milwaukee, WI, 1969, p. 14.

<sup>9</sup> Ibid.

<sup>10</sup> Ibid., p.12.

<sup>11</sup> Ibid., p. 264.

of the station, especially the terrazzo floor, whose uniform surface provided a sanitary surface, easy to clean, also met the qualifications of contemporary railroading which dictated that stations should be designed to give very little place for dirt and dust to lodge.<sup>12</sup> And it was fitted out with a central heating system -- a big improvement over the older terminals, where heating was accomplished through a stove in the middle of the waiting room.

The Big Four Depot, although built to a conservative, somewhat standardized design, excelled in the quality of its detailing, workmanship and materials. It demonstrated influences of the Romanesque Revival style, popularized by Richardson and his contemporaries. Commentator Gilbert, who also agreed that architectural beauty should be made secondary to construction and utility, nonetheless found this style to be appropriate:

Considering the general character of the buildings, probably no other distinctive style is capable of such freedom of treatment, or such variety of detail, in connection with station buildings, as what might be termed "modernized Romanesque"<sup>13</sup>

The Lafayette Depot survives as an excellent example of early twentieth century transportation design - functional, utile and efficient, yet demonstrating a high quality of workmanship, design detailing and finish. In an age of dwindling resources, when examples of such structures are rapidly vanishing, the Depot is significant as an individual building and as an outstanding example of the type of building which was considered ideal for its purpose during the height of the passenger railroad era.

## Part II. ARCHITECTURAL INFORMATION

### A. General Statement

1. Architectural Character: The Depot demonstrates the affinity of the New York Central's designers with architectural styles which were popular during the era of its construction and just prior. The wide eaves, extensive use of open brackets and flared roof line were typical of one story railroad stations since the 1880s. The extensive use of quoins, massive, rock-faced limestone coursing, and the limestone-outlined window and dormer treatments show influences of the Romanesque Revival style which was extremely popular just prior to the turn of the century,

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<sup>12</sup> Ibid., p. 30

<sup>13</sup> Gilbert, "The Architecture of Railroad Stations", p. 657.

especially for important public and large private buildings, as well as the impact of the work of well-known architects such as H. H. Richardson. The general massing of the building gives a sleek impression; the wide eaves and roofline tend to emphasize the horizontal in the design. While the design of the Depot was typical, the quality of its detailing and the workmanship of its construction are distinctive.

2. Condition of Fabric: The Lafayette Big Four Depot has been very well maintained, especially during the time that it has served as the offices for the Lafayette Railroad Relocation Project. The fabric of the building, e.g., limestone, hard-fired brick, and wood is all in excellent condition. The structural systems are sound and both interior and exterior detailing are in fine condition. The integrity of the materials and fabric is extremely high.

B. Description of Exterior:

1. Overall dimensions: Approximately 113 x 33 feet. The Depot is rectangular in plan, one-and a half-story, with a seven-bay front elevation and a basement under approximately one-third of the structure.

2. Foundations: The Depot was constructed of a quarry faced, regular ashlar, Bedford limestone foundation and base to the window sill line. Subgrade, the foundations are of quartzite.

3. Walls: A dressed natural limestone belting course carries a fine mahogany-colored brick with narrow (3/8 inch) mortar joints to the roof soffit line. The brick is set in a stretcher bond. The corners of the building and all of its windows and door surrounds are dressed limestone set as quoins.

4. Structural systems, framing: The load-bearing brick and limestone walls of the building, carry oversize ceiling joists supporting the roof trusses, with wooden cross framing which supports the two dormers. The roof is comprised of wood trusses placed on full cut 2 x 14 inch ceiling joists. A walkway of 1-inch boards passes on top of the joists from the north to the south. The only basement in the building is beneath the baggage room. 2 x 14 inch full-cut joists on 16-inch centers act as a frame for heavy two inch floor planks. The baggage room floor is carried by its perimeter walls and two quarry-faced quartzite columns which have been supplemented by two 1 x 1 inch wood posts.

5. Chimneys: A large brick chimney pierces the roof on the southeast side and is trimmed with dressed limestone around the top and decorated with limestone quoins as verticals on the four corners.

6. Openings:

a. Windows: The twenty-seven windows in the main floor are single light openings with a slightly smaller inoperable transom of leaded glass in a quarrel or diamond pattern. The windows are coupled on the east and west facades, with bush-hammered and drafted limestone surrounds punctuated by quoins and a center upright with dressed stone of alternating narrow and wide bands which correspond to the quoins on the outer surround. Window sills are formed by the belt course of limestone which is bush hammered and rounded at the top, except at the openings, where it is pitched for wash. The windows in the north facade are similarly treated, except that they comprise a single tripartite grouping. On the south facade, two single windows, each with dressed limestone surrounds and quoins, flank the baggage door. The windows in the telegrapher/stationmaster's bay have clear glass transoms.

All window frames are of wood, painted forest green and have a denticulated roll molding separating the transom from the lower, single pane.

The window frames in the stationmaster's bay are set off with ornamented astragal corner moldings between each window and at the juncture of the station walls. The bay contains inset panels of novelty wood siding above each window.

b. Doorways: The main entry to the Depot is a slightly recessed double leaf, panelled oak door, with single upper lights and bronze hardware. It has a limestone surround which is similar to those on the station windows. Two broad limestone steps form the stoop. The baggage door on the south facade has a similar, although slightly smaller surround as the main entry and double leaf wood panelled doors. (Note: Since 1984 these doors have had the temporary mending billets removed, and have been cleaned, painted and restored.) Two doors which allowed passenger access to the tracks are present on the west facade; each has a wood panelled door with a single upper light and a dressed limestone surround which matches the other window and door treatments. The southernmost of these doors has been fitted with a simple ramp of dimensioned lumber to provide access for the handicapped.

7. Roof: Heavy laminated, chamfered oak brackets spring from limestone ancones set into the brick. These help support the wide overhanging eaves. The soffits are matched boards of fir novelty siding. At each corner of the soffit an incandescent lamp is suspended in an enamelled shade. A simple boxed cornice

supports gutters and leaders of riveted copper. At one time these passed into a cast iron box at the line of the limestone belting course, however these have cracked. The hipped roof, slightly flared at the eaves, was at one time covered with slate shingles which have been replaced by black asphaltic shingles. A metal(zinc coated) ridge pole and hip lines are decorated at their junctures with two modest metal finials.

The Depot sports two brick and limestone gabled dormers on the east and west sides. Through a single round arched window pane, light is admitted to the attic space. Each dormer is also equipped with a pair of metal louvered ventilators. Dressed limestone outlines the dormers, with a square limestone finial at the gable point and similar dressed stones at the roof junctures.

8. Signage: A simple wood sign hangs over the west entrance to the waiting room (on the track side.) It bears the painted legend LAFAYETTE, in 7-inch high sans serif letters. In addition, a placque from Lafayette's Wabash Valley Trust for Historic Preservation is mounted to the right of the front door.

C. Description of Interior:

1. Floor plans. The basic floor plan of the Depot is typical of an intermediate station of this era, with a central waiting room (for both men and women), a telegrapher/stationmaster's office, a ticket office, separate baggage room and men's and women's toilets. Examination of the structure indicates that the present ticket office may represent a later adaptation. This corner may have served as a separate women's waiting area, or a baggage/storage area. However, these functions were soon combined for increased efficiency and enlarged ticket sales activity.

In a 1916 guide for architects, a small station is described, approved by the American Railway Engineering Association. Percentages of space to be devoted to each of its components are given: General waiting room, 50-64%; Baggage Room, 8-10%; Ticket Office and Telegraph, 10 to 15%; Toilets (2), 8-10%; Women's Retiring Room, 10-15%.<sup>14</sup> The Big Four Depot in Lafayette contains all of these component spaces and its original rooms would conform to those indicated in the standard.

At the central, east entrance (off Second Street) the relocation office has incorporated a small foyer into the interior of the building of wood and plate glass.

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<sup>14</sup>John A. Droege, *Passenger Terminals and Trains*, McGraw-Hill Book co., Inc., New York, 1916; Reprinted by Kalmbach Pub. Co., Milwaukee, WI, 1969. pp. 253-4.

This energy saving feature is also a terminus for a 40 inch high wood reception counter. Additionally, a 12 x 16 foot utility room and a 9 x 17 foot office have been erected in the east sector of the waiting room. The baggage room has not been impacted and still contains a cabinet adjacent to the chimney, which recently held kerosene lanterns and flags, all railroad memorabilia.

A single wood staircase passes from the baggage room to the basement which exists only under that area. It contains a modern furnace, but once was devoted to a coal burning apparatus and its attendant coal pile. The remainder of the basement is crawl space accessed by two small scuttles in the furnace room.

2. Flooring: The flooring in the station is comprised of polychrome (sand-color and terra cotta) terrazzo which is curved as it meets the walls, the modules being separated by brass stripes. The terrazzo contains a border around the perimeter of the waiting room, with a ribbon and floral design. The ticket room, office and baggage room floors are wood and/or carpet covered.

3. Wall and ceiling finishes: The interior walls are of vertical matched novelty siding to the chair rail, and to the underside of the ceiling cove, with the latter and the ceiling of novelty siding. The chair rail has a simple lower bead, and the walls are divided into two registers by a second, narrower rail at the level of the window heads. The cove molding, a simple cyma reversa adaptation, marks the change to horizontal board siding which is divided by vertical molding. All of the interior finishes are in excellent condition. The walls and the ceiling are cream color and the chair rail is brown.

4. Openings: Door and window frames are of stained and varnished white oak, except for the baggage room where they are painted. The wood frames have simple recessed panels on the vertical members and are surmounted by wide lintels and decorative projecting cornices, all of oak, except in areas where adaptive use has been accommodated, in which case the doorways are simple, painted wood frame.

The two ticket windows are obscure glass, with simple wood surrounds, painted, and with brackets supporting the wood counters. The window between the stationmaster's office and the waiting room is detailed like those in the waiting room, except that the obscure glass is modern.

5. Original furnishings: Many oak benches although not in their original locations, and illuminated glass-faced signs, such as those designating "tickets" & "baggage".

6. Hardware: The visible hardware in the Depot is of architectural brass or bronze, standard items, including hinges, locks, door knobs, key escutcheon plates, kick plates, door checks and window fasteners/locks.

7. Mechanical Equipment: Plumbing, for the most part is probably original. Electric service has been removed and replaced as required over the years and is standard. The present lighting in the interior of the Depot is appropriate for the office use which it presently enjoys. It is illuminated primarily by suspended, double 48-inch fluorescent lamps in sheet metal housing. These are supplemented by randomly placed hanging and desk mounted incandescent fixtures. There is little or no indication of original lighting within the building.

The original heating system, as mentioned above, was coal fired steam or hot water. Several radiators remain, the present system providing gas-fired hot water heat, (possibly a second or third replacement). Window air conditioners complete the present heating/cooling system.

- D. Site: The milieu of the Depot has always been the tracks on the west, towards the Wabash River and the busy downtown on the east and north. The building is skewed on its lot at Second and South Streets to conform to the curve of the rails, which once turned northwest in a sweeping arc, as they travelled from south of Lafayette, across the River, to West Lafayette and beyond.

Several antique baggage carts decorate the front of the Depot grounds which include all of the lot to the corner. Grass has been planted and a small bosc of apple and gum trees complete the landscaping. At one time, the area west of the station and surrounding the track was comprised of brick pavers. Most of these have been removed, although some have been saved to be later reused.

### PART III. SOURCES OF INFORMATION

- A. Architectural drawings: No original drawings have been located at the time of this writing.
- B. Historic Views: The three views included in the photographic section are all from the collection of the Tippecanoe County Historical Society. Two were re-photographed from postcards in the collection and the third was re-photographed from a contact print of an original glass plate in their collection. The last two photographs listed were taken by Ms. Fife and Mr. Salmon of the Westerly Group, in the Winter of 1983-84, originally made, as rectified photographs, to create 1/4 inch scale drawings of the building, part of an historic landscape design commission for the Lafayette Railroad Relocation Project.

C. Interview: Mr. Jim Caldwell, Lake Shore Railway Historical Society, P. O. Box 571, North East, PA 16428. Telephone interview with Mr. Caldwell, who administers a Railway Museum in a restored former new York Central passenger station which is a smaller version of the Big Four Depot, February, 1995.

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Other sources:

*Lafayette Daily Courier*, Monday, May 8, 1893; November 27, 1900; *The Call*, Nov. 10, 1902;

Application for Wabash Valley Trust Historic Preservation Plaque (Lafayette RR Relocation Project)

Sanborn Maps, 1875, 1885, 1892, 1899, 1907, 1915 (Collection of the IU Geography Library, Bloomington and the Tippecanoe County Historical Society)

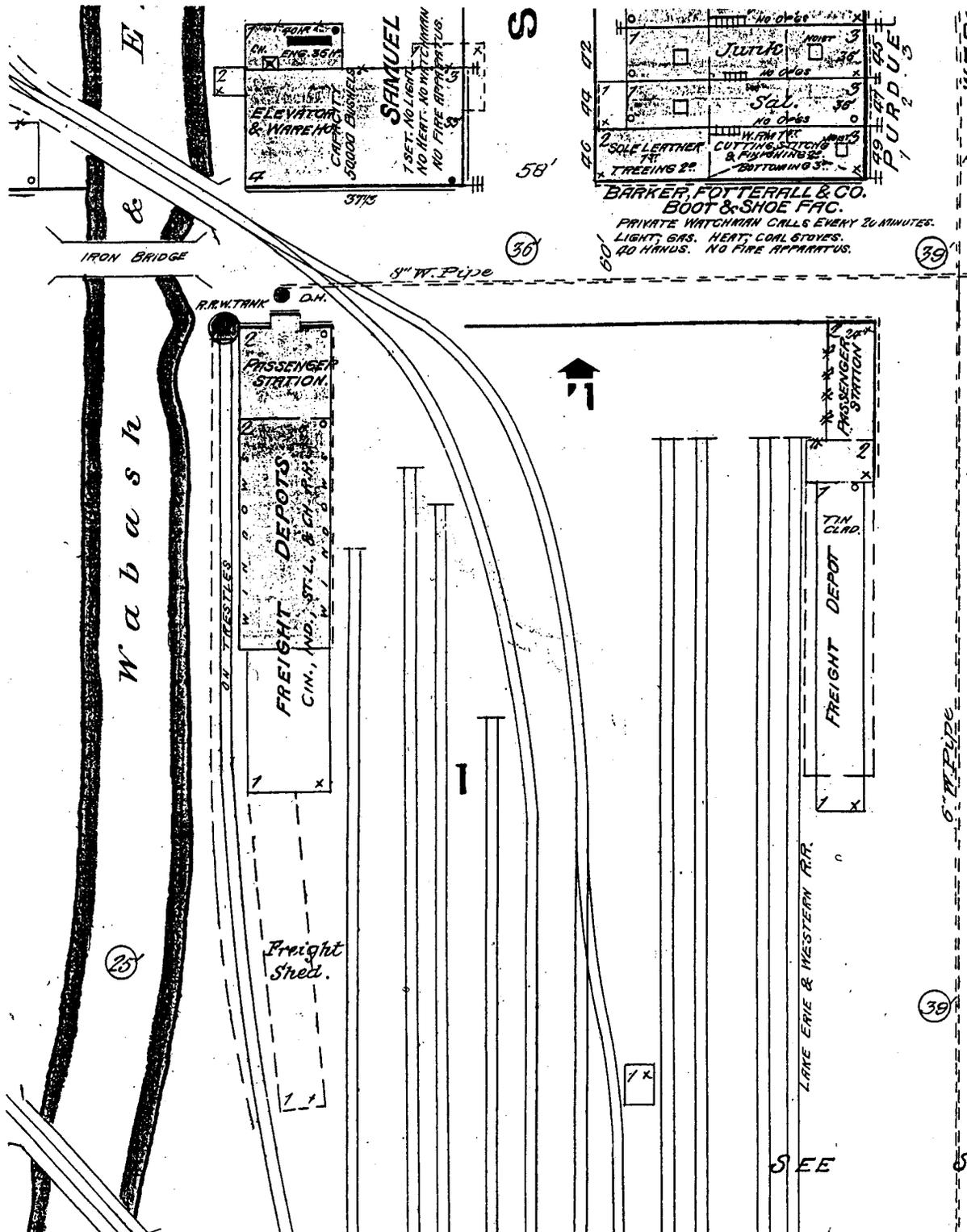
#### PART IV. PROJECT INFORMATION

The City of Lafayette, as part of its activities for the Lafayette Railroad Relocation Project, has had plans to relocate the Lafayette Big Four Depot to a position, several blocks north, where it can once again serve a function in relation to the newly relocated railroad tracks. The building will be moved to the western end of Main Street and will be incorporated into a plaza for use by the public and will contain facilities for AMTRAK ticket operations and will assist passenger access to trains.

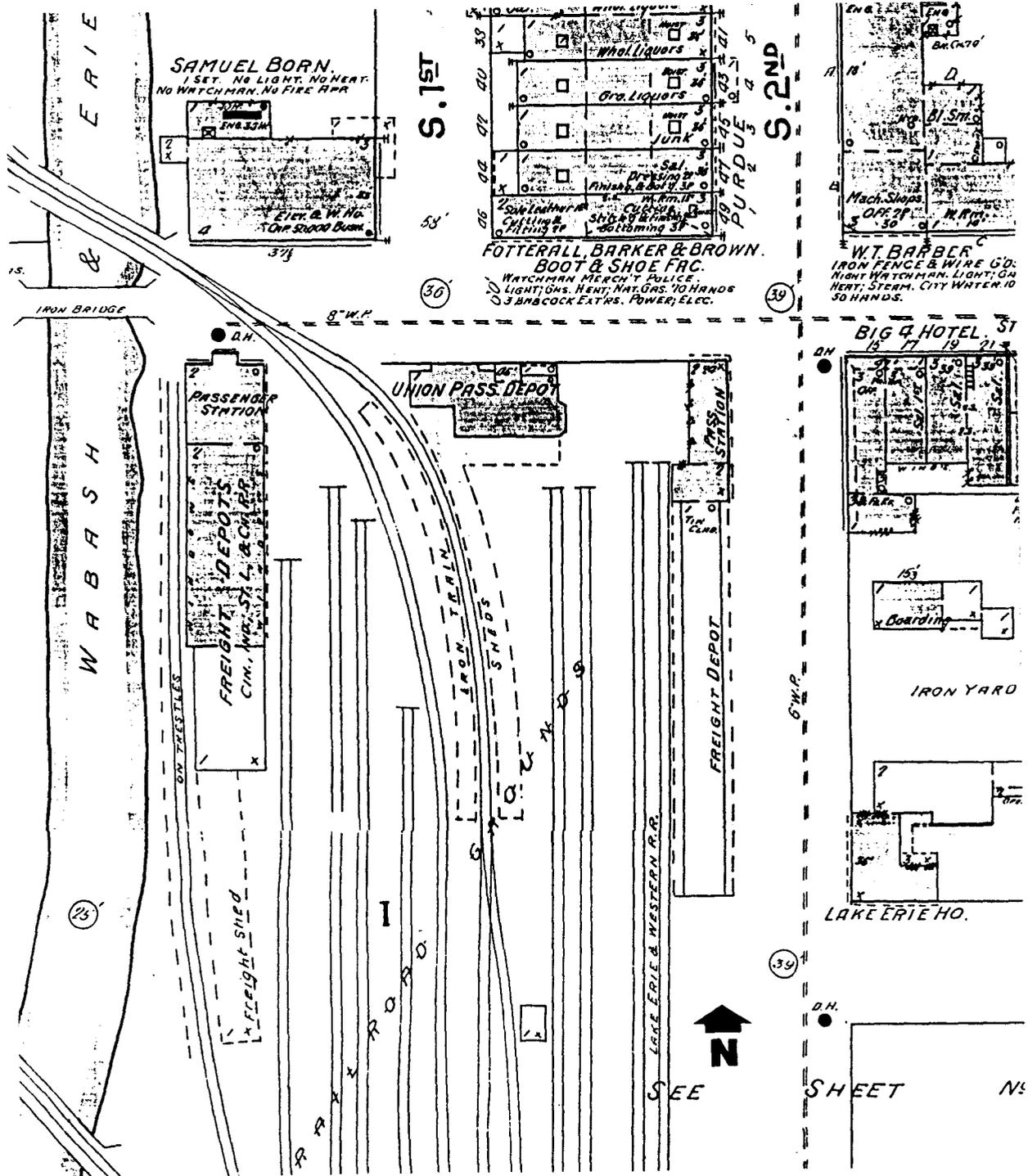
In order to effect this part of the project, which has been jointly undertaken with the City by the Indiana Department of Transportation and the Federal Highway Administration, a Memorandum of Agreement was instigated which detailed specific archaeological and HABS documentation to mitigate any possible effect.

This documentation was prepared in 1993 by Camille B. Fife and Thomas W. Salmon II, ASLA, of The Westerly Group, Inc., RR1 Box 141, Farmersburg IN 47850.

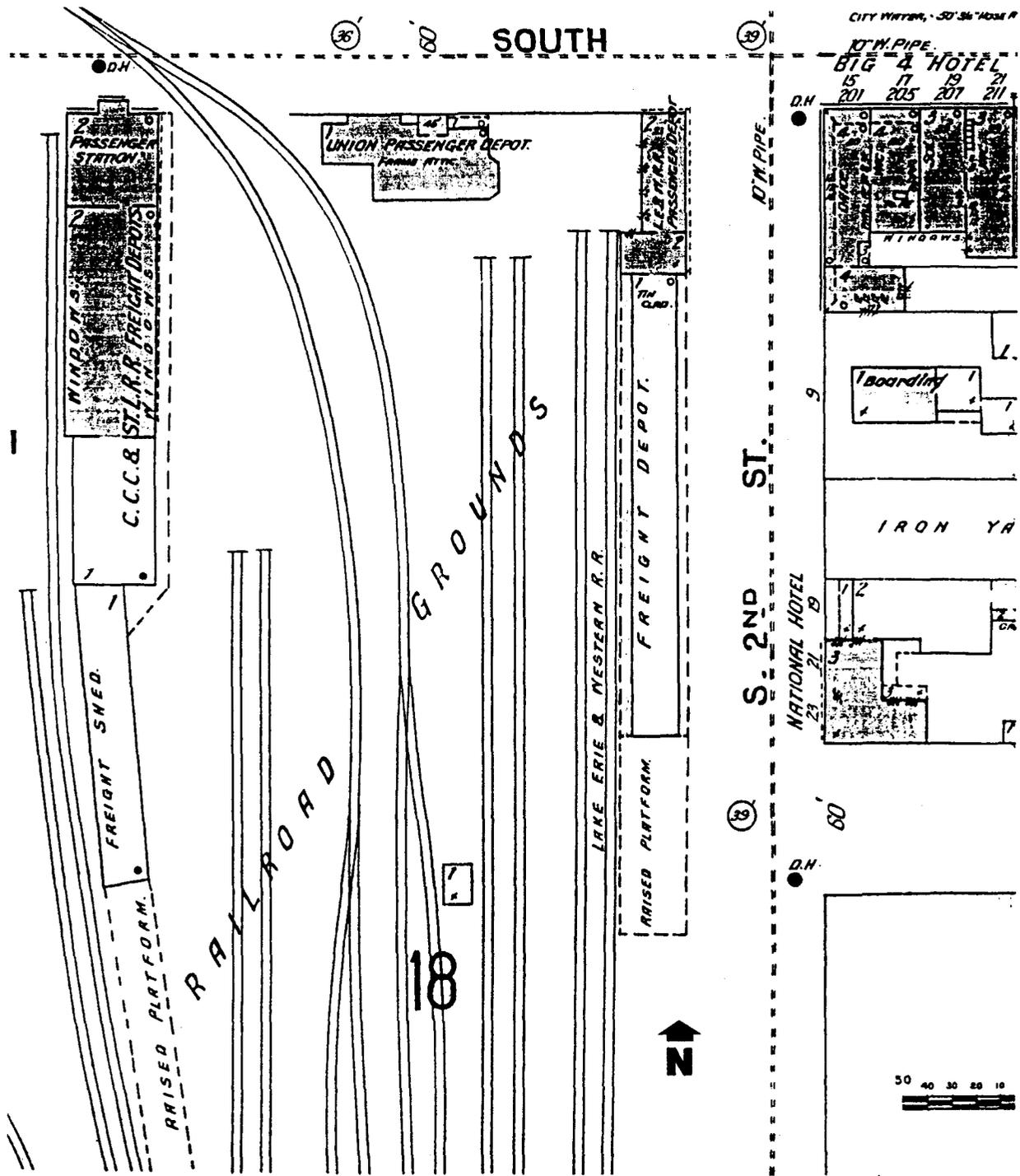
Big Four Depot  
HABS No. IN-257 (Page 16)



From Sanborn Insurance Map, 1885

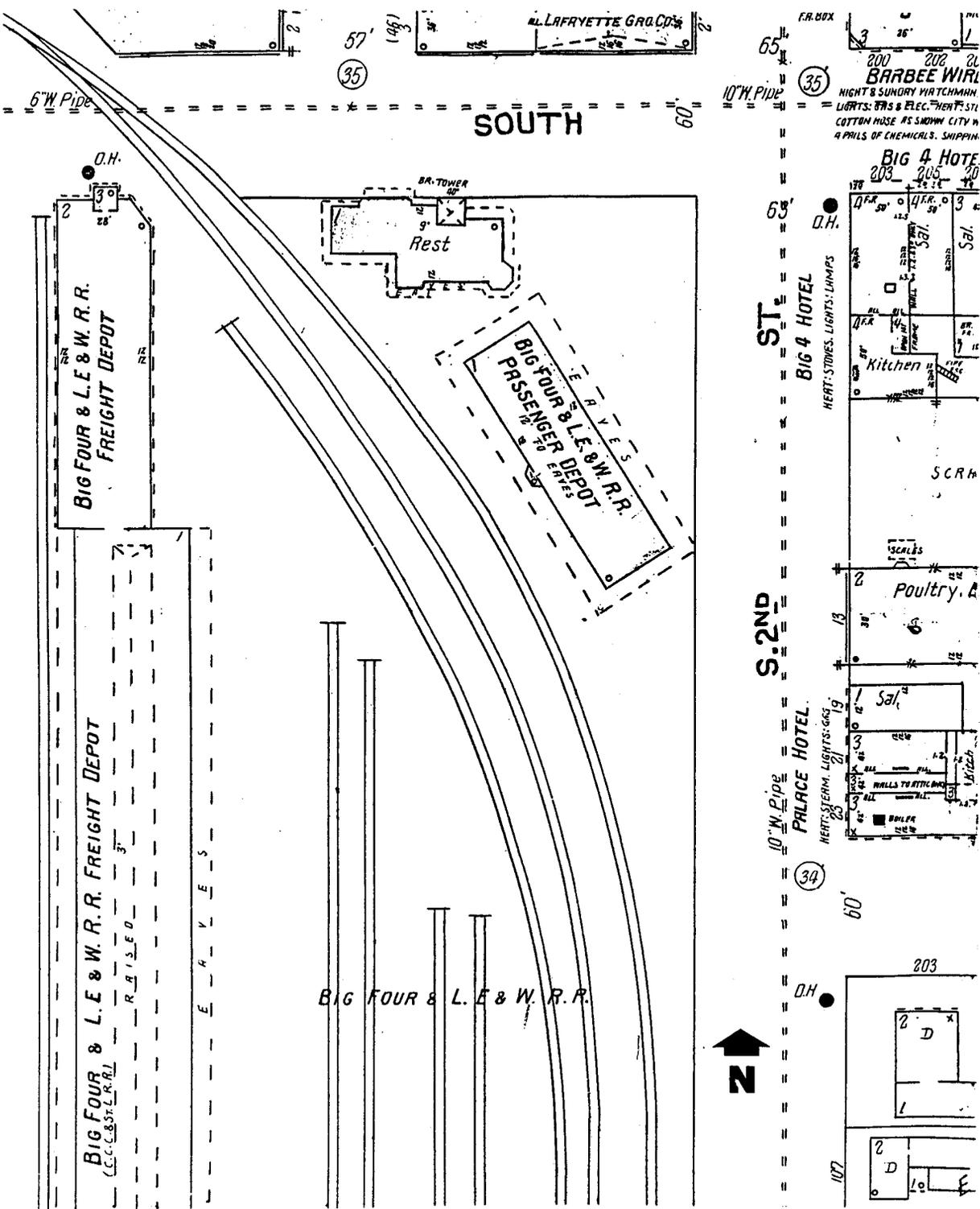


From Sanborn Insurance Map, 1892



From Sanborn Insurance Map, 1899

Big Four Depot  
HABS No. IN-257 (Page 19)



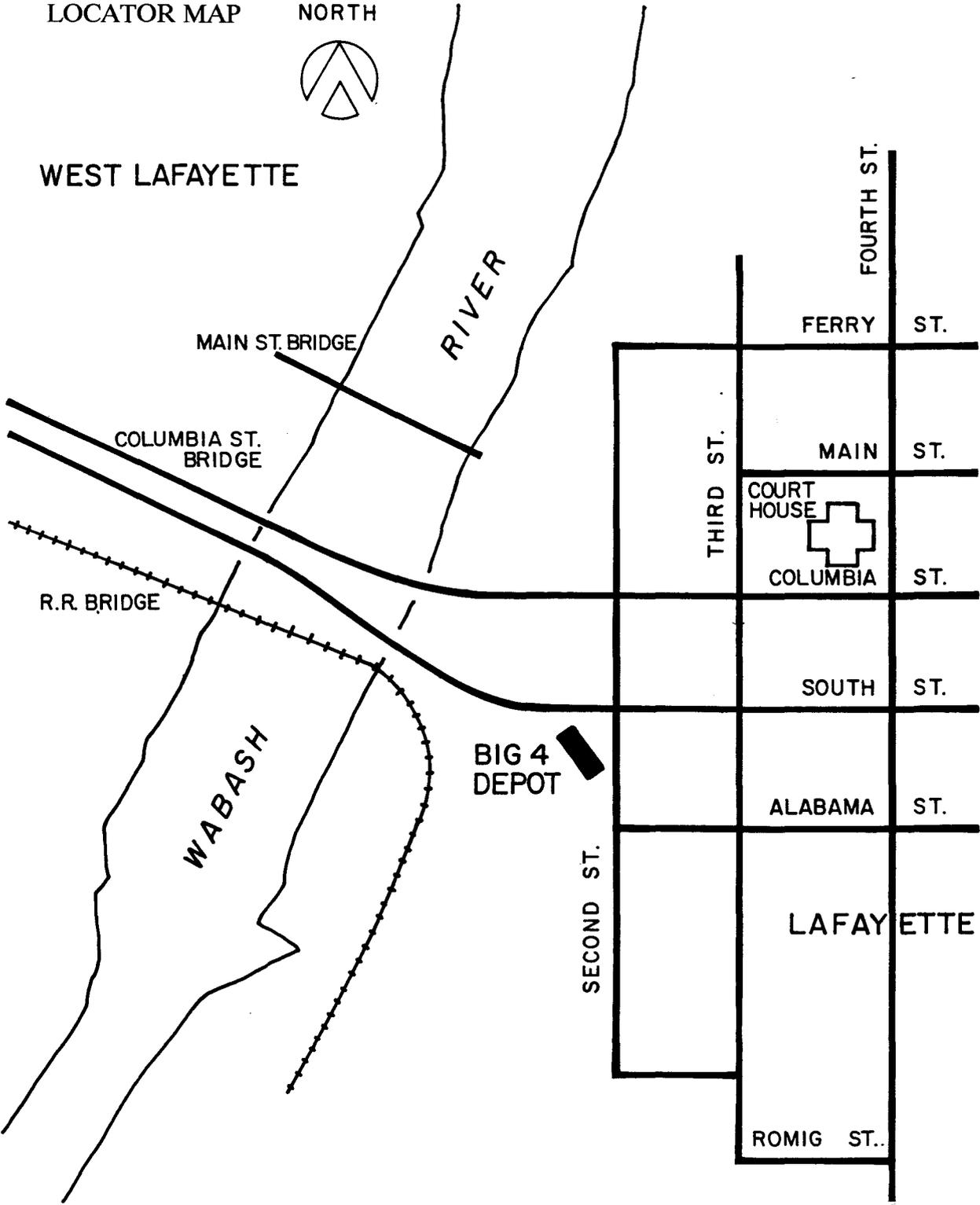
From Sanborn Insurance Map, 1907

LOCATOR MAP

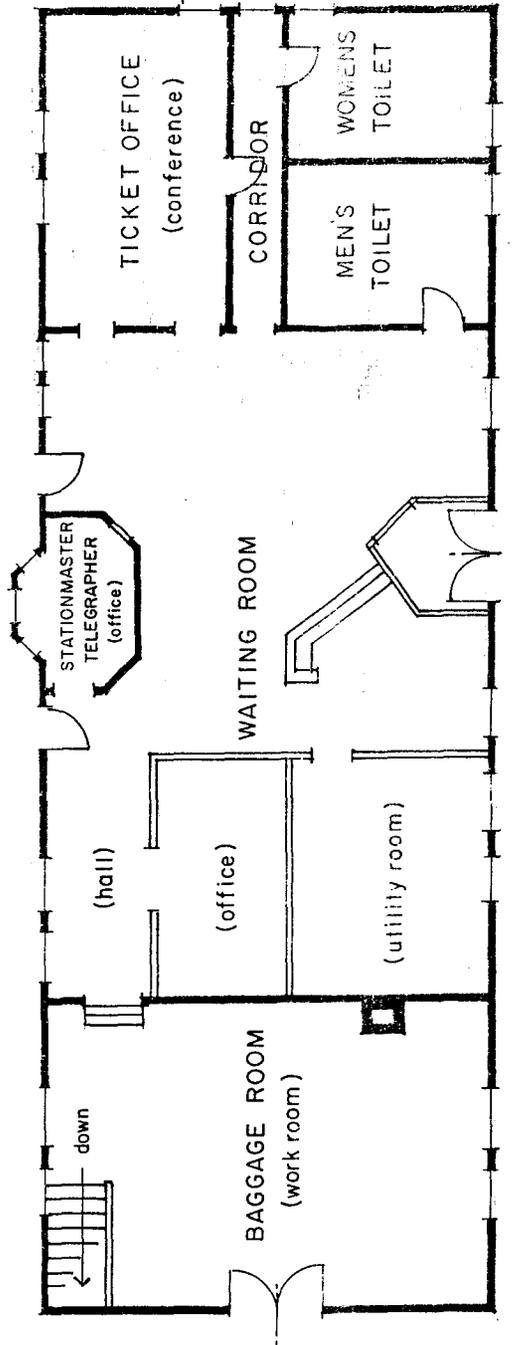
NORTH



WEST LAFAYETTE



FLOOR PLAN



 DENOTES HISTORIC STRUCTURE

 DENOTES CONTEMPORARY FUNCTION

NO SCALE

