

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

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Studebaker-Railroad Corridor Historic District

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: The area is roughly bounded by United Drive, West South Street, South Main Street, and an alley north of West Sample Street

City or town: South Bend State: Indiana County: Saint Joseph

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  x  nomination   request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  x  meets   does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national       x  statewide        local

Applicable National Register Criteria:

X  A        B       X  C        D

<p><b>Signature of certifying official/Title:</b></p> <p><u>Indiana DNR-Division of Historic Preservation and Archaeology</u></p> <p><b>State or Federal agency/bureau or Tribal Government</b></p>	<p><b>Date</b></p>
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<p>In my opinion, the property <u> </u> meets <u> </u> does not meet the National Register criteria.</p>	
<p><b>Signature of commenting official:</b></p>	<p><b>Date</b></p>
<p><b>Title :</b></p>	<p><b>State or Federal agency/bureau or Tribal Government</b></p>

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#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

##### Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>6</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>6</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility

COMMERCE/TRADE: business

TRANSPORTATION: rail-related

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**Current Functions**

(Enter categories from instructions.)

COMMERCE/TRADE: business

VACANT/NOT IN USE

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Romanesque Revival

LATE VICTORIAN: Renaissance Revival

MODERN MOVEMENT: Art Deco

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**Materials:** (enter categories from instructions.)

foundation: CONCRETE

walls: BRICK

CONCRETE

roof: SYNTHETICS: Rubber

other: STONE: Limestone

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### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Studebaker-Railroad Corridor Historic District is an area on the City of South Bend's near south side composed of the extant buildings of the one-time massive Studebaker Corporation's manufacturing campus as well as the city's railroad depots that were heavily relied upon in the distribution of Studebaker's products. The district is largely industrial in nature, though not all of the buildings were used for manufacturing. Three buildings, all connected to each other, are the extant manufacturing buildings of the Studebaker Corporation. The largest is six stories in height and over 800' in length. The other three buildings include the Studebaker Corporation's four-story administration building that occupies a half block, and Union Station and the Vandalia Railroad Depot, which are adjacent to the Studebaker manufacturing campus. The Grand Trunk Western and New York Central Railroads cut through the north end of the district.

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## Narrative Description

Streets form the boundaries to the district on its east, north, and west sides. A paved alley forms the south boundary and divides the block between the Grand Trunk Western and New York Central Railroads, which cuts through the north end of the district, and Sample Street. Lafayette Boulevard is a major arterial street that creates a boundary for part of the district, but also bisects the district between the manufacturing buildings and the administration building. Similarly, the railroads form the north boundary, north of the administration building, but also bisect the district between Union Station on its north side and the manufacturing buildings on its south side. When the railroad bed was elevated in the late 1920s, several viaducts were created for streets to pass under the railroad. The viaducts all fall outside of the district boundaries, though visually they provide context to the presence the railroad has in the district.

The six buildings that comprise the district are composed of brick with stone trim or concrete structural frames. All six buildings are considered contributing and date to 1900 through 1945. Each of the buildings' exteriors is described below, as well as important interior features.

Complete list of resources in the district:

Union Station; 362 South Street; Art Deco; 1928-29.  
Contributing. Photographs 0001-0003  
Fellheimer & Wagner, architects.

The building fronts South Street on its north side and backs up to the Grand Trunk Western Railroad on its south side. The building has a large barrel-vaulted hall with two story extensions on its east, west, and south sides. The hall's walls are taller than the two-story extensions. The building's walls are composed of tan-colored bricks. A tall brick cornice is at the top of the building's walls. The windows are metal and glass and are divided into four panes of glass. The barrel-vaulted roof is covered with metal. A long one-story addition is on the building's west side.

The façade of Union Station (facing South Street) has three large bays on the wall of the barrel-vaulted portion of the building (see photo 0001). The bays are two stories tall and have stepped pilasters recessed into the bays. The top of the bay opening has a tall lintel supported by brick corbels. The east and west bay's first floor has a window divided into six panes of glass. The second floor has a large window filled with translucent panels. The center bay has three pairs of aluminum and glass entry doors with transoms on its first floor. Its second floor has a window filled with translucent panels. Small 1/1 ticket windows are located in the wall to each side of the bays on the first floor. At the top of the façade metal letters spell UNION STATION in the center of the wall and GRAND TRUNK WESTERN RAILWAY on the west side and NEW YORK CENTRAL RAILROAD on the east side. This upper part of the wall has four belts of soldier brick. The parapet has staggered corbels below courses of raised and recessed soldier brick. A large metal canopy covers the first floor of the barrel vaulted portion. The canopy has

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long, curved brackets that rest on brick corbels. The facades of the two-story extensions to each side of the barrel vaulted portion project slightly to the north. The facades have two, two-story bays recessed on their facades. The bays have windows divided into four panes of glass in their first and second floors. The windows have soldier course sills. The bays extend to the top of the walls. The bays have brick spandrel panels in their tops. The panels are composed of rows of chevrons with a shield centered in the panel formed from flush and recessed brick.

The east wall of the barrel-vaulted portion of the building has a broad full-round arched window that is divided into three parts by two large pilasters (right side of photo 0003). The pilasters extend through the arch and have shields composed of brick centered at the tops of their front walls. The window's arch has rows of brick corbels defined by radial lines on either side of the window arch, all brickwork is arced to follow the curve of the arch. The windows are divided into multiple panes of glass. The east wall of the two-story extension is divided into three bays that are slightly recessed from the front of the wall. The north and center bay have two square windows in their first floor walls. The south bay has a pair of aluminum and glass entry doors with side-lites and transoms. All three bays have two windows in their second floor walls. The windows have sills composed of soldiers. The bays extend to the top of the walls. The bays have brick panels in their tops. The panels are composed of rows of chevrons with a shield centered in the panel. A large metal canopy extends above the first floor walls of the bays. The canopy has long, curved brackets that rest on brick corbels. The south side of the two-story extension has a bay extended to the south with a wall that faces northeast. The window and bay composition of this wall matches the composition of the bays on the east wall.

The west wall of the building's barrel vaulted portion matches the east wall. The west wall has a long one-story extension that extends nearly to United Drive. The extension's north wall is composed of preformed concrete planks and translucent clerestory panels. The extension has a shed roof that is covered with metal. A two-story annex used as an express office, 1929, is located at the west end of the extension. The annex walls and windows match the composition of the two-story extensions around the barrel vaulted portion of Union Station. The façade (facing South Street) of the annex is divided into three bays. Each bay is slightly recessed from the front wall. The center bay is wider than the east and west bays. It has an aluminum and glass entry door, side-lites, and transom. The second floor wall of the center bay has a wide window composed of three panes of glass. The east and west bays each have a window on their first and second floor walls. The bays extend to the top of the wall; they have brick panels in their tops similar to other spandrel panels on the building. Another one-story addition extends from the southwest corner of the annex to the west. It has concrete walls and its roof is covered with metal. The extensions date to c. 1995.

The interior rooms of the building wrap the grand central hall on its south, east and west sides (photo 0002). Staircases are located in lobbies off the east side of the grand hall. A broad arched opening that is centered in the south wall of the grand hall leads from the hall to the former boarding area for trains. Opposite the arched opening is a wide entry that leads directly to South Street. The grand hall is a tall two-story space with a barrel vaulted ceiling composed of interlocking ceramic tiles known as Guastavino vault tiles. The floor is covered with terrazzo. The walls are covered with marble and stone. Balconies wrap the grand hall on its south, east

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and west sides. Each wall of the grand hall is divided into three bays. The east and west walls' bays are divided by pilasters. The top of the bays are filled with clerestory windows. The north and south walls' bays are divided by wide pilasters. The tops of the bays are barrel vaulted and form wall dormers on the exterior of the building.

Vandalia Railway Station; 701 Main Street; Romanesque Revival; 1900

Contributing. Photographs 0004-0005

The building has a four-square appearance with a hipped roof with wide-overhanging eaves. It is two stories tall with a base composed of five courses of rusticated limestone with a sill course/water table on top. Small arched vents are located in the bottom of the base. The outside corners of the base are flared out toward the ground. The walls are composed of burnt-orange colored bricks. The building has 1/1 wood windows. The second floor's windows have full round arches with stone sills. The arches are composed of gauged Roman bricks that are slightly darker in color than those of the walls. A cornice board is located at the top of the second story's walls. The roof is covered with asphalt shingles. It has wood soffits and copper gutters. The roof has a flat deck on top; the deck has a low parapet covered with copper flashing. The building originally had an entrance on Main Street (since removed and filled-in with stone and brick), and dormers with hipped roofs.

The building has three primary exterior walls. The north wall faces Bronson Street and the Studebaker Administration building (left side of photo 0004). The wall has a five-sided, one-story bay with a half-conical roof centered on its first floor. The bay has a 1/1 wood window in each of its three main walls. Pairs of 1/1 wood windows are on each side of the bay in the first floor wall. The second floor of the north wall has pairs of 1/1 arched windows in its west and east sides. The middle of the second floor wall has a 1/1 arched window to each side of the ridge of the bay's roof.

The building's east wall faces South Main Street (left side of photo 0005). The wall of the two-story building is divided into three bays. It has pairs of windows in the north and south bays of its first and second story walls. The center bay has two small 1/1 windows centered in the first floor wall. A broad arch of darker colored brick is over the two windows. The area beneath the arch is filled with bricks. The arch has stone springer blocks. The center bay has a 1/1 arched window in the second floor wall.

The west wall faces the location where the former rail siding was placed between the depot and Studebaker campus (photo 0004). The west wall is also divided into three bays. The north and south bays have pairs of windows on the first and second floors. The center bay has a wide set of stone steps with flanking walls composed of stone. The steps lead to a deeply-recessed entry. The entry has an aluminum and glass door and transom. The center bay's second floor has a 1/1 arched window centered in it.

A long one-story addition, c. 1955, is located on the south wall of the building (right side of photo 0004). The addition is a freight storage area built in the former location of the depot's boarding platform. The addition's walls are composed of concrete blocks. It has a combination

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of 1/1 wood windows and windows composed of glass blocks. The top of the walls have a clay tile parapet cap. A large brick chimney is located on the east side of the south wall of the two-story building. The interior of the two-story building is composed of offices on the first and second floors. The floor plans appear to be mostly intact from the building's original construction. The second floor trim and doors appear to be original.

Studebaker Administration Building; 635 South Main Street; Romanesque Revival; 1907-1910. Contributing. Photographs 0005-0008, right side of photo 0018

Solon S. Beman, architect.

The building fronts three streets, South Main on its east, Bronson on its south, and Lafayette on its west. The south and west walls faced the Studebaker manufacturing campus (photo 0006). The building's corners are cutaway to form angled walls. The north wall is adjacent to the Grand Trunk Western Railroad. The building is four stories tall; the bottom two floors compose the building's base. The building has a concrete frame composed of 24" square piers, 12 feet on center, with concrete floors. Exterior walls are built of brown colored brick with stone trim. The walls are divided into multiple bays by two-story arched openings and brick pilasters in the base and upper part of the building with brick and stone-trimmed spandrels recessed below windows. The walls have a stepped parapet with stone coping. A large metal flagpole is centered on the roof above the east and west walls. The roof has a long monitor-type clerestory skylight the running the length of the building from east to west. A massive chimney is centered in the roof.

The first floor has a stone base and its pilasters are rusticated. The second floor has a stone sill course and segmented arches. The arches have keystones and stone springer blocks. The top of the second floor forms the top of the building's base. It has brick cornice and stone cap. The bays of the first floor have tall wood windows divided into three panes of glass with transoms of multiple panes of glass recessed back from the plane of the pilasters. The segmented arched bays of the second floor have wood windows divided into three panes of glass with segmented arch transoms divided into multiple panes of glass. The third floor bays have pairs of 3/1 wood windows separated by a brick pilaster. The segmented arched bays of the fourth floor have pairs of 3/1 wood windows with stone sills. The windows are separated by a brick pilaster. The fourth floors' bays have segmented arches composed of four courses of bricks with keystones. Some of the building's doors and windows are covered with wood.

The east wall is divided into five bays, and there is a bay in each of the angled walls facing northeast and southeast (right side of photo 0005). The center bay has a wide set of steps with flanking stone walls. The first floor of the center bay has a pair of aluminum and glass doors with side-lites and transoms. A metal canopy is above the entry. The building's west wall is divided into six bays, and there is a bay in each of the angled walls of the building's southwest and northwest corners (photo 0006). A garage door is located in the first floor of the center bay. The building's south wall is divided into seventeen bays with a much narrower eighteenth bay on its west end (right side of photo 0006). This narrow bay does not have segmented arches. It has a single window on each floor. A garage door is located in the south wall's first floor in the eighth bay from the west side of the building. The north wall is divided into seventeen bays.

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The building was constructed for administrative offices, large dining rooms, and a repository (sales floor) for the company's products. The building has a pair of grand staircases with elevators centered near the front (east side) of the building. The staircases have been enclosed, but the handrails and newel posts are still exposed. The building had two renovations during its use by the Studebaker Corporation. The first renovation was in c. 1923 when the sales floor was converted to additional offices for engineering. Offices were constructed along the north wall of the second floor during this renovation. The second renovation occurred in c. 1962. At that time the staircases were enclosed and the lobby was remodeled with wood paneling and a drop ceiling.

The most impressive areas in the building are located on the third and fourth floors. A two-story atrium is centered in the third floor (photo 0007). A balcony is located around the open floor on the fourth floor; it has a metal balustrade with a wood handrail. The balustrade has cast metal streetlamp-style fixtures on the east end. A cast metal street clock is centered on the west end of the balcony. Offices with full windows are on the north and south sides of the balcony on the fourth floor. The space is lit by clerestory windows in a monitor roof above the fourth floor. Murals depicting the development of transportation surround the atrium area at the top of the fourth floor walls. A mechanical bridge spans the atrium just below the monitor roof. It is on a track and was used for maintenance of windows and lights in the clerestory area. It was housed on the exterior of the building by rolling it out the west wall of the monitor roof through hinged doors disguised as windows.

Offices are located on the east side of the third floor. A series of room safes are located in the west side of the third floor. The fourth floor has dining rooms on the west side. The higher level administration's offices are located on the east side of the fourth floor. These include the president's office, located in the southeast corner of the floor, and two large board rooms in the center of the east side of the fourth floor. The south board room and president's office were remodeled from a more Victorian-era décor to the Tudor Revival style in c. 1915 under the company's new president, Albert Erskine. The south board room and office are paneled with wood. The board room opens into the president's office on its south wall, through an arcade of carved wood columns with pointed arches (photo 0008). The board room has a wide limestone fireplace on its west wall. The president's office has windows composed of small diamond-shaped panes of glass and art glass in their tops. The art glass is composed of depictions of the various trades once performed at the Studebaker Corporation. The north board room also has a fireplace in its west wall. The fireplace is composed of marble and the mantle is composed of pairs of fluted Doric columns that support a large wood entablature. The building has several bathrooms with subway tile on their walls and mosaic tile floors.

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Studebaker Building No. 84; 635 Lafayette Boulevard; 20<sup>th</sup> century functional; 1923.

Contributing. Automobile body production facility. Photographs 0009-0013, middle of 0003 Albert Kahn, architect.

The building abuts the Grand Trunk Western Railway on its north side, which is its most visible side, and Lafayette Boulevard on its east side (middle of photo 0003). The east side of the building is considered its front wall. The south and west sides are less refined. The building is connected to Studebaker Building #112 on its west side (see photo 0009) and to Studebaker Building #113 on its southeast corner (see photo 0015, right side). A covered annex for rail sidings was constructed against a portion of the building's south wall (right side of photo 0009). The building is six stories tall and has a concrete foundation. It has an exposed concrete structural frame. The area framed by the concrete members is filled with brick and metal windows with concrete sill courses and lintels. The building has a combination of original 6/6 metal industrial-sash windows and retrofitted windows composed of original top 6-lite sashes with the bottom sash replaced by a hopper window.

The east wall of the building is divided into three sections (middle-left, photo 0003). The southern two sections have an exposed concrete structural frame while the north section does not. A deeply recessed entry is located on the north side of the south bay's first floor. It has a set of steps and an aluminum and glass door inside the recessed entry. The southern two bays have a concrete sill course on the first floor wall. One small metal and glass window is located in the south bay, south of the entry. Two small metal and glass windows are located in the first floor of the middle bay. The remaining window area is covered with metal. The top five stories of the southern two bays have identical front walls. Both have 6/6 metal windows on each floor with concrete sill and lintel courses. The top of the south two bays have a brick parapet wall with a concrete cap. The vertical concrete frame members extend up the parapet wall to form pilaster-like capstones on the front of the building.

The north section of the east wall has a more formal composition. It does not have exposed vertical structural concrete frame members; however a horizontal frame member is exposed and denotes the separation of the first and second floors. The north bay's outside corners step in slightly from the front of the wall. There are four tall, narrow windows centered in each floor the bay's front wall. The windows on the first floor are separated by brick pilasters. The windows have four panes of glass and have concrete sills and lintels. A brick panel with a concrete sill is under each of these windows. The top five floor's windows are separated by concrete pilasters with caps at the top of the sixth floor. The windows are 6/6 with concrete sills and lintels. The windows have concrete trim. A small spandrel panel of brick is located at each floor separation. The top of the north bay has two tall concrete belt courses; the bottom course is interrupted by the windows. The top of the bay's front wall has a brick parapet with a concrete cap.

The north wall is divided into twenty-nine bays (middle-right, photo 0003, left side of photo 0013). The bays are composed similarly to the bays on the east wall. They have a pattern beginning at the east end of one formal bay, then twelve bays with their structural grid exposed, followed by a formal bay, then twelve bays with their structural grid exposed, then a formal bay, and finally two more bays with their structural grid exposed at the west end of the north wall. The composition of the windows, concrete trim, and belt courses of the formal bay walls match

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the composition of the formal bay's wall on the east wall of the building. Similarly, the composition of the windows, concrete trim, and structural frame of the other bays match the composition of the south two bays' wall on the east wall of the building. The north wall of the building has a brick parapet wall with a concrete cap. The tops of the formal bays' concrete pilasters and trim on the sixth floor has its original details and has not been parged with cement. The concrete pilasters separating the windows in the formal bay have better articulated capitals. The pilasters support a simple concrete lintel with rows of dentils. The north wall's first floor window openings have been filled with brick, or have had windows reduced in size due to the grade of the elevated railroad tracks.

The west wall is divided into five bays (photos 0009, 0013). Portions of the lower three floors' walls are covered by the connection of Studebaker Building #112. The west wall's exposed concrete structural grid is limited to its horizontal members denoting the separation between floors. The remaining wall is composed of concrete block. The middle three bays have windows on each of their floors composed of four 6/6 sashes. The north bay has one window with four panes of glass in each floor's wall. The south bay steps back from the wall; it is the west wall of an extension on the south side of the building and is seven stories tall. The wall is composed of lighter brown-colored bricks between the exposed horizontal concrete structural frame members. The south bay has windows centered in its second, third, fourth, fifth, and seventh floor walls. The windows are composed of three 9/9 metal windows with concrete sills. The sixth floor window is filled with brick. The first floor is covered by an addition on the west and south side of the building. An exposed vertical concrete structural member is on the outside corner of the south bay. The top of the west wall is capped by a concrete horizontal structural member. The building has a monitor roof that extends east to west on top of the building. Its west wall is visible from United Drive. The wall is covered with metal.

The south wall of the building has numerous additions and extensions off of its first floor (photo 0009). The additions, c. 1950, have walls composed of concrete blocks and metal. The additions accommodate loading docks with metal garage doors. The south wall has an exposed concrete structural frame infilled with bricks and windows. The bricks are light-brown in color. The windows are mostly composed of five 6/6 metal windows with concrete sills. Windows in the five easternmost bays have been filled in with block. The south wall has a parapet wall composed of brick with a concrete cap.

A seven story extension, four bays wide and one bay deep, is located at the west end of the south wall (photo 0010, 0013). The extension contains a stairwell and elevator shaft. The exposed structural grid denotes a slightly narrower bay with mid-floor horizontal members in the stairwell bay. The stairwell bay has windows composed of two 6/6 metal windows with concrete sills. The seventh floor's wall is mostly composed of brick with a single window composed of two sashes divided into twelve panes of glass. Large metal louvers denote the elevator shaft bay. This extension is mirrored on the south wall near the east end of the building. The east extension is located five bays in from the east end of the wall. An extension, one bay deep by eight bays wide, is centered on the south wall. This extension's outside two bays are six stories tall. The corner bays have a window on each floor's wall. The windows are composed of two 6/6 metal windows. The bay immediately to the inside of the corner bay has four 6/6 metal windows. The

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middle four bays of the extension are seven stories tall and have the same composition of elevator shaft, stairwell, and windows as the extensions on the east and west ends of the building.

The interior of the building is an open floor plan with only the structural interior columns interrupting the open floor (photo 0011). The floors and ceilings are concrete. The outside walls are exposed concrete and brick. The structural columns are wide, round columns with mushroom-shaped tops with round pans formed from the concrete deck above. Three rows of columns (north to south) create a grid of 25' squares.

The first floor has a few small offices and a hallway off of the Lafayette Boulevard entrance. This was considered the "Studebaker Hospital" or infirmary for employees. The remainder of the floors on each level is open with the exception of the extensions located on the south side of the building. These extensions have stairwells, elevators shafts, and toilet rooms on each level. The stairwells are all concrete with steel pipe handrails. Each level has two steps, a landing, ten steps, a landing, two steps, a landing, and ten steps. The handrails curve with the steps. A small storage room is on the first floor under the steps. The sixth floor has a short mezzanine level built into the monitor roof's clerestory space. The mezzanine is supported by metal columns and beams. It has a wood floor and a metal staircase. The mezzanine was likely constructed shortly after the building, c. 1950. The concrete frame that supports the roof is broken in the center where the monitor roof clerestory area extends above the ceiling (photo 0012).

Studebaker Building No. 113; 635 Lafayette Boulevard; 20<sup>th</sup> century functional; 1945.  
Contributing. Receiving, storage, truck cab production. Photographs 0010, 0015-0016  
Attributed to Albert Kahn, architect.

The building is L-shaped and is two stories tall. The shorter part of the L faces Lafayette Boulevard; the longer part of the L extends east/west (photo 0015). The building has a concrete foundation and an exposed concrete structural frame. The area framed by the concrete members is filled with brick and metal windows with concrete sill courses and lintels. The windows are divided into multiple panes of glass. The bottom portion of the window is an industrial hopper-type window. The building has a flat roof with a parapet wall. The parapet has a concrete cap.

The building's south and east walls are its most prominent (foreground, photo 0010, photo 0015). The east wall faces Lafayette Boulevard (right side, photo 0015). It has seven two-story bays that form the short leg of the L-shaped plan. These seven bays have an exposed concrete structural frame with brick and windows filling in the space within the frame. Each window is composed of five 6/6 sashes. The third bay from the north end of the façade has a wide garage door in its first floor wall. A window with five sashes is above the garage door; each sash has six panes of glass. A corner pavilion-like block forms the south end of the façade and has a more formal composition. It does not have exposed vertical structural concrete frame members; however its horizontal frame is exposed and denotes the separation of the first and second floors. The pavilion's outside corners step in slightly from the front of the wall. There are four tall, narrow windows centered in the first and second floor walls. The windows on the first floor are separated by brick pilasters. The windows are 6/6 and have concrete sills and lintels. The second floor's windows are separated by concrete pilasters. The windows are 6/6 with concrete

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sills and lintels. The second floor windows have concrete trim. A small spandrel panel composed of brick is above each window and is also trimmed with concrete.

The south wall of the building has twenty-three two-story bays that form the long leg of the L-shaped plan (left side, photo 0015, foreground, photo 0010). These twenty-three bays have an exposed concrete structural frame with brick and windows filling in the space within the frame. Each window is composed of five 6/6 sashes. Several of the bays have a wide garage door in its first floor wall for loading docks against the south wall of the building. A wider bay forms the east end of the south wall and has a more formal composition. It matches the south corner bay of the east wall.

The west wall has fewer refinements and faces inward toward the service area of the complex. It is divided into four bays, but lacks the exposed concrete structural frame. It has a wide garage door on the first floor of its north bay and a large window in its second floor wall. The first floor of its south bay has a doorway filled in with concrete block and a large window in its second floor wall. The middle two bays have large windows on their first floors. The second floor wall of the middle-north bay has a large window that is covered with wood. The middle-south bay has two smaller windows; the north window is filled in with concrete block. The north wall is largely obscured by a covered extension of the building, but it retains its large windows.

The interior of the building is an open floor plan with only the structural interior columns interrupting the open floor (photo 0016). The floors and ceilings are concrete. The outside walls are exposed concrete and brick. The structural columns are wide, round columns with mushroom-shaped tops with square pans formed from the concrete deck above. Two rows of columns (east to west) create a grid of 25' squares. A wood divider wall was placed on the first floor near the east end of the building.

The covered extension, c. 1945, on the north side of Studebaker Building #113 formed a covered loading area for rail sidings that entered the building (right side of photo 0009, photo 0017). The extension covers the open area formed by the L-shaped plan of building #113 and spans between #113 and Studebaker Building #84. The west wall of the extension is composed of brick and it has a stepped gabled parapet (right side of photo 0009). The wall has four steel garage doors; one is very wide and is centered on the wall and has a loading dock. A large industrial window is located in the north side of the wall.

The extension is one story and has metal columns and trusses that form a monitor roof with clerestory windows (photo 0017). The structural columns and trusses create a free-span of the space. The columns are against the outside walls of buildings #113 and #84. The floor of the extension is concrete. During a blizzard in 1978, approximately one-third of the roof nearer the east end of the extension collapsed under the weight of the snow.

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Studebaker Building No. 112; 600 United Drive; 20<sup>th</sup> century functional; 1944-1945.

Contributing. Body tool & machine shop. Photographs 0013-0014

The building's east wall abuts to the west wall of Studebaker Building #84. The building is two stories tall. It has an exposed concrete structural frame. The area framed by the concrete frame is filled with bricks and metal windows with concrete sill courses and lintels. The windows are divided into multiple panes of glass. The bottom portion of the window is an industrial hopper-type window. A new roof was constructed over the old roof. The new roof is a broad barrel-vaulted roof. It is covered with metal. When the new roof was constructed, the walls of the building were extended up. These walls are also covered with metal.

The west and north walls are similar. The walls are divided into bays by the structural concrete frame. The west wall is divided into four bays (photo 0014). The north bay's first floor has a metal door and its windows are covered with metal. The north wall faces the Grand Trunk Western Railway (right side of photo 0013). It is divided into ten bays. The south wall of the building has fewer refinements and has three additions on its first floor (photo 0009, right side of photo 0014). Only one bay of the structural frame is visible on the south. It is the second bay east of the west side of the south wall. Its first floor has a metal door and metal covering its windows. The south wall has a c. 1990 one-story addition on its southwest corner (right side of photo 0014). This addition's walls are composed of concrete blocks. An addition, c. 1955, with a shed roof is located east of the c. 1990 addition. This addition has metal on its walls. The south wall has a one-story extension on its first floor; the extension extends from the east wall of the c. 1955 addition to the east and ends at the west wall of Studebaker Building #84. The extension's walls are composed of concrete blocks. The extension has steel industrial windows with concrete sills. The windows are divided into multiple panes of glass. The extension has a garage door on its east wall and near the east end of its south wall.

Similar to buildings #84 and #113, building #112 has a structural column grid composed of concrete, but not to the level of craftsmanship found in the other buildings. This building has several dividing walls and newly constructed offices on its southwest corner.

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## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE

INDUSTRY

TRANSPORTATION

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1900-1963

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person (last name, first name)**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder (last name, first name)**

Beman, Solon S.

Kahn, Albert

Fellheimer & Wagner

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**Period of Significance (justification)**

The period of significance begins in 1900, the year the first resource, the Vandalia Railroad Station, was constructed in the district. The period ends in 1963, the year the Studebaker Corporation ended manufacturing in South Bend.

**Criteria Considerations (explanation, if necessary)**

Not applicable

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Studebaker-Railroad Corridor Historic District is eligible for the National Register under criteria A and C. It is eligible under criterion C with architecture as an area of significance. The district has large buildings constructed as excellent examples of the Romanesque Revival, Renaissance Revival, and Art Deco styles. The district also has large, excellent examples of concrete frame industrial buildings. The district is also eligible under criterion A with industry and transportation as areas of significance. For over a century, the name “Studebaker” was emblematic of South Bend’s leading role as an industrial center. The district includes the extant buildings of the massive Studebaker manufacturing corporation and two railroad depots that were at the center of transporting the company’s products to markets outside of South Bend. The depots, their rail lines, and the expansion of Studebaker were linked closely to one another. Studebaker had a tremendous impact on South Bend’s economy, but is also played an important role in Indiana’s leadership in the auto industry.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**ARCHITECTURE**

The Studebaker-Railroad Corridor Historic District has a small, eclectic mix of early 20<sup>th</sup> century architectural styles designed for large buildings that supported industry and the railroad. Of the six buildings that compose the district, two are depots, one is an office building, and the remaining three are large industrial buildings. Most of the buildings are excellent examples of their respective styles.

*Vandalia Depot, photograph 0004*

The oldest extant building in the district is the Vandalia Railroad Depot, 1900, at 701 South Main Street. The building was constructed two-stories in height to accommodate greater

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functionality and oversight in an urban setting. The building has elements of the Romanesque Revival style. These include its rusticated stone base and arched windows.

An early renovation, c. 1955, removed the hipped roof dormers and covered front porch. However, the building remains as an unusual example of a two-story depot. It also retains a unique design feature on its north wall. A five-sided bay, one story tall, projects from the center of the first floor. The bay no doubt addressed the orientation of the northern terminus of the Vandalia Railroad and its connection to the New York Central Railroad via a sweeping wye.

*Studebaker Administration Building, photographs 0005-0008*

The second oldest building in the district is the Studebaker Administration Building; it was designed by Solon Spencer Beman in 1907. The building is located at 635 South Main Street, immediately north of the Vandalia Depot. The building occupies the full half-block between Lafayette Boulevard and South Main Street, between the railroad and Bronson Street. The building is four stories tall with a wider west wall than east wall, which is its front wall. The building's four corners are each cut-away, forming walls that front intersecting streets. The building was designed in the Romanesque Revival style. The style was popular for Chicago's first generation of "high rise" buildings in the 1880s and 1890s. Scholars also refer to such buildings as being Chicago School in style.

The building's first floor walls are rusticated. Combined with the second floor, they form a tall base for the building. The bottom two floors and the top two floors have two-story segmented arched bays that punctuate the walls to form an arcade-like appearance to the building. The building is composed of dark red-colored brick with minimal stone trim, mostly used for keystones and a belt course broken by the segmented arches on the first floor. The building retains most of its wood windows and large original flagpoles centered at the top of the west and east walls.

The building is one of the earliest concrete structural frame buildings in Indiana. The concrete frame, with 24" square piers on 12' centers, is exposed through much of the building's largely open floor plan. The concrete piers define the atrium space on the third and fourth floors. The atrium, its balcony railings, lights, and clock, and the murals are important interior features of the building (photo 0007). The luxurious features of the board rooms and president's office are also important interior features (photo 0008).

The architect, Solon Spencer Beman (1853-1914), was an accomplished professional with his offices in Chicago. Beman's work includes the design of the Pullman community in Illinois, Grand Central Station in Chicago, and other office buildings including ones for Pabst in Milwaukee, Wisconsin and the Pioneer Press Building in St. Paul, Minnesota. Beman also contributed several buildings to the World's Columbian Exposition in 1893. The Studebaker Administration Building was designed toward the end of Beman's career; however it was not the last building he designed for the City of South Bend. Beman also designed the JMS building in downtown South Bend in 1916. The Studebaker Administration Building was not Beman's first

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design for Studebakers either; Beman was called upon to design Studebaker's 10-story Chicago repository building in 1884.

*Studebaker Buildings #84, #112, #113, photographs 0003, 0009-0016*

The three industrial buildings located in the district were built between 1923 and 1945. They have similar features, the most prominent is their exposed structural frame composed of concrete beams and pilasters seen on their exterior walls. The first of these three buildings was built in 1923. It is also the largest of the three. It extends nearly the length of the block between United Drive and Lafayette Street and is six stories tall. Architecturally the building is important due to its scale, concrete frame, and interior concrete columns. The architect, Albert Kahn, also provided some elements of Classical-Art Deco styles to the more formal bays of the building's north wall. The building has three bays where the structural frame is not exposed. In these bays the window composition is less industrial in nature. The windows, though industrial sashes, are divided by five-story tall concrete pilasters with capitals that support a lintel with rows of dentils. The outside corners of these bays are also stepped back from the wall.

Albert Kahn (1869-1942) is best known for his industrial architecture, particularly in Detroit, Michigan where his offices were located. Kahn developed the use of reinforced concrete instead of wood for the construction of industrial buildings. Included in his work are buildings for the Ford and Packard automobile companies, as well as both classically-inspired buildings and buildings designed in the Art Deco style. Kahn had already designed buildings for Ford and Packard prior to being hired by Studebaker for their 1923 Building #84 assembly facilities. Building #84, located at 635 Lafayette Boulevard, is probably most like Kahn's design of the Packard buildings (1903); however, his treatment of #84's corner and more formal bays have some similarities to Ford's Highland Park plant (1909), which has Classical details.

Studebaker Buildings #113 and #112 were built onto the south and west sides of #84, respectively in 1944-1945. Building #113 is attributed to Kahn's office, though it post-dates his death by three years. Building #113's structural grid, bays, and window composition is identical to #84, but it is only two stories tall. Building #113's southeast corner bay also has a formal composition that is similar to #84's northeast corner which indicates a continuance of the design between the two buildings. Building #112, while designed with an exposed concrete structural frame on its exterior walls, does not have bay/window composition that matches either #84 or #113.

*Union Station, photographs 0001-0002*

Union Station was constructed between the Grand Trunk Western/New York Central Railroads and South Street north of Studebaker Building #84 between 1928-1929. The building was constructed as part of a larger project to elevate and consolidate the railroad tracks in this corridor. Union Station was designed in the Art Deco style by architects Fellheimer and Wagner. The most impressive aspect of the building is its tall two-story barrel-vaulted grand hall (photo 0002). The barrel vault is expressed on the exterior of the building and includes tall, full-round arched clerestory windows in its end walls (facing west and east). The building's front

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wall has three large portal-bays framed by wide brick pilasters and lintels, a design that may have been inspired by the formal bay design of Studebaker Building #84. The lintels have rows of dentils composed of bricks similar to the concrete lintels of Building #84. Two-story tall extensions for offices are on each side of the grand hall. These have two-story bays with brick spandrel panels located in their tops. The panels are composed of chevrons and shields composed of bricks. The grand hall is important architecturally because of its vaulted ceiling and finishes. The hall has terrazzo floors, marble on its walls, and the ceiling is covered with Guastavino vault tiles.

The New York Central railroad turned to New York-based architects Alfred Fellheimer and Stewart Wagner for the design of the new Union Station. The partnership between the men developed in 1923. Fellheimer had already had experience in railroad depot design ranging from the design of New York's Grand Central Terminal in 1903 and Union Station in Erie, Pennsylvania in 1927, the former being designed in the Beaux Arts style and the latter in the Art Deco style. The design for Union Station in South Bend seems like a marriage of these styles, combining the impressive vaulted grand hall of Grand Central with exterior treatments of Union Station in Erie. The firm designed a massive station for the New York Central Railroad in Buffalo, New York the same year Union Station in South Bend was constructed, 1929. The building in Buffalo has a similar large barrel vault with arched clerestory windows. One of the firm's best-known works is the Cincinnati Union Terminal in Cincinnati, Ohio. The building was built in 1933 and is a much larger barrel-vaulted building, but has similar treatment of its arched walls.

## INDUSTRY

The Studebaker-Railroad Corridor Historic District's primary historic significance revolves around the importance of the Studebaker Corporation. The development of this, one of South Bend's best-known companies from the mid-1800s until the factory closed in 1963, reflects the industrial revolution of the late 19<sup>th</sup> and early 20<sup>th</sup> century in the United States. All that remains of the Studebakers' once massive industrial campus are four buildings at the north end of the former complex. The buildings include three buildings in which various facets of manufacturing occurred and the corporation's large administration building. Combined, however, they provide sufficient evidence of the various aspects of manufacturing at the plant, and the enormity of their operations.

Indiana had a leading role in the development of the auto industry. In 1909, shortly after Studebaker began making automobiles, Indiana was the second largest maker of automobiles and auto parts in the nation. Census records show that Indiana had numerous auto makers, sixty-seven in 1909.<sup>1</sup> Most were obscure, one-family operations that made few cars. Others brought international attention, such as Stutz or the Auburn-Duesenberg brands. Indiana autos had a reputation for craftsmanship and high cost. Of the Indiana car makers, Studebaker proved to be

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<sup>1</sup> U.S. Dept. of Commerce Bureau of the Census. Thirteenth Census of the United States, 1910: Manufacturers, Vols. VIII, IX, X.

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the longest-lived. Most historians credit the firm's adoption of assembly line mass production as the key to Studebaker's resilience.

### *Development of the Studebaker Plant*

The history of Studebaker in South Bend extends back to the mid-19<sup>th</sup> century when brothers Clement and Henry Studebaker moved to the city from Ohio in 1850. By 1852 the brothers formed a partnership in a blacksmith shop under the name H. & C. Studebaker. In 1857 another brother, John M., purchased Henry's share of the business and the firm became known as C. & J. M. Studebaker. The firm was not limited to blacksmithing, but also built wagons, a trade the brothers had learned from their father. The firm's first large contract that propelled them into developing a manufacturing facility was a United States Army contract to build wagons in 1858. A second military contract for the Union Army in 1862 supplied wagons, among other wheeled vehicles, during the Civil War. By the close of the war, the brothers employed 190 people. By 1868 the business had grown substantially on its campus which was then located nearer the business district. The business incorporated and was renamed the Studebaker Brothers Factory. While their product line included carriages, their principal product remained the basic farm wagon.

The general effects of the industrial revolution, including booming farm development and a connection to markets by rail, further expanded the demand for the company's products. In 1869, the company purchased land between the Lake Shore & Michigan Southern Railroad and Sample Street and built a new manufacturing campus. The site was fully occupied by 1871. The north half of this block is the area included in the Studebaker-Railroad Corridor Historic District. The company retained some of its operations at its former site, which suffered a fire in 1872. In 1874, the new plant was almost entirely destroyed by fire. The paint department, general offices, shipping department, iron house, and blacksmith department were completely lost, along with 2,100 finished wagons that were waiting to be shipped. Within almost four months, the plant had been nearly rebuilt and over 2,500 vehicles had been shipped. Studebaker's factory had become the world's largest carriage and wagon works, covering 20 acres.<sup>2</sup> Sales were at \$1,000,000 in the mid-1870s. They grew to over \$2,000,000 by 1889. The plant continued its expansion with the construction of several more large manufacturing buildings between 1890 and 1893 and the campus covered 95 acres. Additional plants were opened across the United States to better position the company to take advantage of available raw materials and labor.

### *Entrance into Automobile Production*

Business was still booming by the late 1890s. In 1900 sales had climbed to almost \$4,000,000. In the same year the company announced plans to construct a building "designed to bring about a closer relationship between employers and employees and thus help eliminate labor-management friction."<sup>3</sup> Labor disputes were occurring across the country at the turn of the century, and it appears Studebaker attempted to engage its workers with the building. The building (photo

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<sup>2</sup> Young, Vol. 1, pg. 45

<sup>3</sup> Young, Vol. 1, pg. 92

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0006) included dining rooms, a repository (showroom), and corporate offices. The building was designed in 1907 by Chicago architect, Solon S. Beman, and was built in 1910. It was one of the company's most architecturally pleasing buildings and occupied the full block between Lafayette Boulevard, Bronson, and South Main Streets, south of the New York Central Railroad. The Studebaker Administration Building remained the corporate nerve center for the Studebaker Corporation until the plant's closure in 1963.

Due to the success of the company, there was reluctance to explore the production of automobiles. The company was the largest manufacturer of wagons in the world by 1900, and had impressive contracts with large national firms. In 1896, the company learned that the United States Postal Service was experimenting with the use of new machine-powered carriages, and since the postal service was one of Studebaker's largest clients, the company reacted appropriately with the experimental development of its own automobiles beginning in 1897. The company first began in the auto industry as a supplier to the Electric Vehicle Company between 1899 and 1900. It should be no surprise then, that their first production automobile, created in 1902, was electric. Studebaker began production of gasoline-powered automobiles in their Cleveland, Ohio plant in 1904. The following year the Studebaker Automobile Company was formed as a subsidiary of the Studebaker Brothers Manufacturing Company. Final assembly of the autos manufactured in Cleveland occurred in South Bend. Studebaker used the Lake Shore & Michigan Southern Railroad to transport their products between the two cities.

Studebaker continued non-auto related businesses in the first two decades of the 20<sup>th</sup> century. These include the Studebaker Harness Company, formed in 1906, and the wagon business which remained strong. The company also produced circus wagons for certain custom orders. Albert Erskine took over the reins of the Studebaker Corporation in 1915 and moved the company from wagon and harness production to automobile manufacturing exclusively, but not before significant contracts were filled for the allies in World War I. The British War Office alone ordered 3,000 wagons, 60,000 saddles, 20,000 harnesses, and several hundred automobiles.

Studebaker wanted to expand its automobile presence in the market, so in 1908 they formed an agreement with the E-M-F automobile manufacturer in Detroit. The company produced a sound, small car that could be competitively priced.<sup>4</sup> The company had adequate production facilities, but lacked the presence in dealerships across the country and world that Studebaker enjoyed. The marriage ultimately led to the formation of the Studebaker Corporation on February 14, 1911. The company became publicly traded on the New York Stock Exchange, which changed the nature of the business from a family-owned enterprise to an investment by shareholders.

### *Studebaker's Modern Plant*

In 1916, the company began planning a new plant in South Bend to replace its Detroit facilities. The new plant had to have a capacity of 150,000 automobiles to fully accommodate a consolidation of manufacturing in South Bend. This also came with the termination of horse-drawn equipment in 1919, except for a final year of wagon production in 1920. In 1919, Albert

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<sup>4</sup> Young, Vol. 1, pg. 120

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Erskine delivered a speech to a large group of businessmen gathered in South Bend where he unveiled the plan to add 12,000 more employees to a plant expanded with more than 3,000,000 additional square feet of production space. The plans came on the heels of tremendous growth for the company after World War I and the introduction of additional automobile lines. Sales leading up to the creation of these new facilities grew from about \$50 million in 1917 to almost \$170 million in 1923.

One of the most impressive buildings constructed to accommodate the consolidation of manufacturing to South Bend was built in 1923 (middle of photo 0003). Building #84 was designed by Albert Kahn; it is a six-story, 800 foot-long concrete-frame building. It functions like a massive backdrop for the downtown's south horizon. Nearly deplete of internal walls, the building functioned as a vertical assembly line with elevator shafts and stairwells positioned on each end and in the center of the building's south wall. Building #84 was Studebaker's body assembly building; it replaced the original shipping building. Production during the year #84 was put into service was about 150,000 units. The Studebaker plant ran 635 units per day and employment averaged 21,199. In 1923 alone, the value of cars sold exceeded the total value of all horse-drawn equipment ever produced by Studebaker.<sup>5</sup> Studebaker became the fourth largest automobile manufacturer in the world by the end of the 1910s and early 1920s.

As personal wealth grew during the 1920s, so did the demand for new and better products. Studebaker introduced several new lines of automobiles and retooled their truck production in 1929. The Great Depression brought a substantial loss in company profits. In 1930, profits for the year totaled only \$1.5 million. Comparatively, the company posted profits of \$13.9 million in the first three quarters of 1929. By 1931, Studebaker had slipped to tenth place in auto production and was forced to lay off workers and cut benefits and wages by ten percent, and another twenty percent in 1932. The company hit its lowest employment in 1936 with about 6,000 people. Studebaker had been put into receivership in 1933 due to insufficient cash to meet immediate company needs.

The Studebaker Corporation began to climb back into profitability during the 1940s, largely due to military contracts for the United States' involvement in World War II. In 1939, the French and Chinese governments placed truck orders with the company and in 1940 the Studebaker Corporation entered a contract to produce the K-series truck for the United States military. In 1941, the company began producing aircraft engines for the United States. Using federal money, the company built plants in South Bend, Fort Wayne, and Chicago. During this time, domestic production was limited and the company saw the closure of thirty percent of its dealerships. A shortage of civilian trucks led the government to authorize Studebaker to resume production in late spring of 1945. These trucks were produced in Building #113 on the south side of Building #84 (foreground, photo 0010). Building #113 was built in 1945 and mimicked the construction method and details of Building #84, except that it was two stories tall, and only about 600 feet long, with an ell connecting it to the southeast corner of Building #84. Building #112 (photo 0014) was also constructed in about 1945 and was likely part of Studebaker's return to domestic

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<sup>5</sup> Young, Vol. 1, pg. 149

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production which accelerated in 1947 due to the company's clever add campaign "First by far with a post-war car".<sup>6</sup>

### *Plant Closure*

During the 1950s, the company had introduced what became its trademark designs including the "bullet-nose", Lark, and the Hawk, but the early 1950s saw a drop in demand which prompted a merger with Packard Motor Car Company in 1954. At the time of the merger, the South Bend Studebaker plant consisted of over 1400 acres and eight million square feet of manufacturing space. Labor strikes in the early 1960s and the loss of promised government contracts hurt Studebaker's profitability. The company pursued some diversification with the purchase of other companies that produced a variety of electrical products. Contracts in 1963 included production of engines for United States Postal Service vans and the bodies for the Avanti automobile. Ultimately though, the company shuttered its South Bend plant and moved its production to its Ontario, Canada plant. The remnant of the once-great Studebaker Company finally closed in 1966.

### *Studebaker Corporation Buildings, photographs 0005-0017*

Four buildings are all that remain of the once massive Studebaker manufacturing campus. The four buildings that remain are located on what was called "Plant 1" denoting the area's development as the company's earliest planned facility in 1869. The buildings include the Administration Building (1907-1910, photo 006), Building #84 (1923, photo 0003), Building #112 (1944-1945, photo 0014), and Building #113 (1945, photo 0015). The buildings reflect the company's automobile-era manufacturing rather than its wagon and carriage production period, although the Administration Building was constructed ten years before the complete conversion to automobile production.

The Studebaker Administration Building demonstrated several things about the company. It was built to engage and show appreciation to its laborers through the use of common dining spaces. The building's appearance and interior features are attractive and displayed the company's prosperity. This provided an important first impression to visitors to the company's offices and customers who shopped for automobiles in the repository incorporated into the building. The building acted as a front door to the city due to its location near the New York Central, Grand Trunk Western, and Vandalia Railroads whose depots were near the building. Probably most importantly, the building acted as the nerve center for the corporation's operations throughout the United States.

The other three buildings function in similar ways as part of a manufacturing assembly operation. Buildings #84 (1923) and #113 (1945) were designed using a precast concrete frame with brick and industrial sash window infill in its walls, and concrete floors with wood plank finish. Building #84, and likely #113, was designed by Albert Kahn, the premier industrial building architect of the first half of the 20<sup>th</sup> century. Kahn had produced similar designs for

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<sup>6</sup> Young, Vol. 1, pg. 205

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assembly buildings for both Ford and Packard automobile companies. Building #112 (1944-1945) varies slightly from the other two buildings, but also has a concrete frame and brick and industrial sash window infill. The concrete frame of these buildings, and the interior columns, allowed for large spans for heavy weight-production. The large industrial sash windows provided ample light and ventilation for each floor. The open floor plan provided great flexibility in the assembly process. In Building #84, assembly line design was enhanced by elevators which allowed vertical movement for production.

Building #84 was constructed in 1923 to assist in the consolidation of Studebaker's production from Detroit to South Bend. The building was used as an auto body assembly facility where each floor moved the body through various stages of completion. Building #112 was constructed in 1944-1945 and was used as a tool/machine shop. The building was likely part of Studebaker's reentry into domestic vehicle production after World War II. Building #113, also built in 1945, was used for truck cab production. Studebaker's truck production was the first line retooled for post-war domestic production due to a shortage of civilian vehicles near the end of the war.

Combined, the four extant Studebaker Corporation buildings reflect the broad operations of the company's 20<sup>th</sup> century facilities. Their proximity to the railroad depots and freight yards further demonstrate the industry's reliance on rail transportation during the second half of the 19<sup>th</sup> century and first half of the 20<sup>th</sup> century. The relationship between industry and rail is most evident in the covered loading area between Buildings #84 and #113 (photo 0017), where the company had its own rail sidings that connected the plant to the adjacent railroads. A siding in this location dates to as early as 1885.

## TRANSPORTATION

The Studebaker-Railroad Corridor Historic District has a distinct connection to modes of transportation, not only because of transportation-related products produced by Studebaker, but by the method from which they were shipped to markets outside of South Bend. The Studebaker Corporation itself reflected the development of modes of transportation from the early horse-drawn wagons it produced in the second half of the 19<sup>th</sup> century through the shift to automobile manufacturing in the early 1900s. The two oldest extant buildings in the district, the administration building and the Vandalia depot, would have witnessed this transformation at the Studebaker plant. By the time the extant Studebaker manufacturing buildings and Union Station were constructed, the company had since produced its last horse-drawn vehicle in 1920. The primary connection the district has to transportation, though, is the clear presence the railroad has and the purpose it served for the Studebaker Corporation. Two sizable depots were constructed in the district through the heavy influence of the Studebaker Corporation. The Vandalia Depot and the old New York Central depot were passively depicted as part of the Studebaker plant when the company portrayed its campus in a birds-eye view in 1910.<sup>7</sup> Also of note is an extant covered railroad loading area located between two Studebaker manufacturing buildings; the facility was part of Studebakers' internal transportation system of rails.

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<sup>7</sup> Erskine, pg. 48

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### *The New York Central Railroad*

The first railroad was built through South Bend in 1851. It connected Toledo, Ohio to Chicago, Illinois and was known as the Michigan Southern and Northern Indiana Railroad. The railroad was later known as the Lake Shore and Michigan Southern, and then later the New York Central. Its alignment is the current alignment through the district of the former New York Central and Grand Trunk Western. A passenger depot for the railroad was located on the southwest corner of Lafayette and South Streets, at the site of the current parking lot for Union Station. A fire in 1872 forced the Studebakers to rebuild and expand their facilities. They purchased land immediately south of the tracks (part of the district) in order to take advantage of shipping their products.<sup>8, 9</sup> By the 1880s the Studebakers were filling 2000 rail cars a year.<sup>10</sup>

Clement Studebaker paid close attention to the depot which formed a gateway to the Studebaker Brothers Manufacturing Company from South Bend's business district. The Studebaker brothers conveniently placed their facility near this rail alignment, but it was felt that the depot should then reflect the aspirations of a growing city, and the company no doubt. "The appearance as well as the facility of things having a bearing on the welfare of the community was not overlooked by Mr. Studebaker. Any neglect of opportunity to make such improvements (to the enhancement of the city) he regarded as little short of a public offense".<sup>11</sup> Clement Studebaker, as well as others, considered the original wood depot constructed for the first railroad an eyesore. He "endured" it as long as he could before writing to the railroad. "Our community feels that your company has neglected our beautiful city, instead of contributing its share to the adornment of the place."<sup>12</sup> Shortly after Mr. Studebaker's letter, the railroad constructed a new brick depot which served the city until 1928.

### *The Grand Trunk Western Railroad*

The Grand Trunk Railroad, which connected New York, Montreal, Port Huron, Michigan and Chicago, was routed through South Bend in 1871. The Grand Trunk Railroad was built down the center of Division Street (now Western Avenue), two blocks north of the district. These two railroads had crossed each other approximately four blocks west of the district until 1928. The Grand Trunk's passenger and freight depots were located on Division Street, on either side of the north side of St. Joseph Street.

In 1879, Clement Studebaker urged the president of the Grand Trunk Railroad to visit South Bend to review Mr. Studebaker's plans to better aid in the general shipment of products from the city, something that would have directly benefitted the Studebaker brothers. Though it is not known if this visit occurred, the Studebaker Manufacturing Company was one of the leading shippers in the United States at this time, and likely the railroad accommodated Mr. Studebaker

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<sup>8</sup> Chapman, pg. 874

<sup>9</sup> Howard, pg. 399

<sup>10</sup> Chapman, pg. 898

<sup>11</sup> Anonymous, pg. 103

<sup>12</sup> Anonymous, pg. 103

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as well as they could.<sup>13</sup> The following year Clement Studebaker was named chairman of a committee which sought to secure the Grand Trunk's machine shops in South Bend; however, the effort came too late due to the railroad's decision to place the shops at Battle Creek, Michigan.

### *Union Station*

The Studebaker Corporation's heaviest influence with regard to the Grand Trunk and New York Central Railroads became evident from a speech Albert Erskine, then president of Studebaker, gave in January, 1919 to a large gathering of South Bend businessmen. The speech could arguably be the most important speech ever given concerning the Studebaker Corporation's industrial history and its relationship to the city. Erskine unveiled a massive plan to add more than three million square feet to their manufacturing facilities, and employ an additional 12,000 people. But Erskine saw the current configuration of the two railroads as problematic for the company's expansion and success. In his speech, Erskine conveyed the importance of the consolidation of the two lines on a single, elevated rail bed. This would alleviate the issue on Division (Western) with having a railroad down the center of the street, as well as provide easy access and passing from one side of the New York Central line, which hindered some of the normal activity at the Studebaker plant. Erskine also called for a new "Union Station" to accommodate the relocation and elevation of the tracks.<sup>14</sup>

The following is part of a two-page spread in the *South Bend Tribune* reporting on Erskine's speech:

#### *Albert Russell Erskine Outlines Project for Development of Studebaker*

##### CITY TO BENEFIT

The carrying out of the colossal expansion plans of the Studebaker corporation means that South Bend will reap rich benefits, a few of which are:....The carrying out of the track elevation plans to make the crossings in the city safe. Probable erection of a union depot. Probable ultimate removal of the Grand Trunk Western railway tracks from Division Street.<sup>15</sup>

##### HEAD OF CORPORATION EXPLAINS HIS POLICY

Track elevation and union depot. The track elevation program can now be carried out, and it should be pushed vigorously to completion, including the ultimate removal of the Grand Trunk Western railway from Division Street. ....nothing should be allowed to stop this vitally important development, of which a new union depot must be an integral part. The present surface tracks and small, insanitary depots are wholly unsuited to a city like South Bend (Erskine quote).<sup>16</sup>

<sup>13</sup> Anonymous, pg. 103

<sup>14</sup> Young, Vol. 1, pg. 145-146

<sup>15</sup> *South Bend Tribune*, pg. 2, January 31, 1919

<sup>16</sup> *South Bend Tribune*, pg. 2, January 31, 1919

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Erskine, in no uncertain terms, outlined what was needed from the city and railroad in order for the corporation's massive plans to succeed. The Studebaker Corporation made good on its plan to add to their facilities. Building #84, the massive six-story plant, was constructed in 1923. The building acted as a monumental backdrop to the New York Central's depot and rail line that passed on the north side of the plant. Within a few years the railroads also complied. Studebakers' position as the fourth largest automaker in the country likely played a part in the railroads' willingness to participate in Studebaker's plans. The Grand Trunk Railroad relocated its alignment to parallel the New York Central Railroad and combined, the railroads created an elevated track system (seen in photo 0003). The elevated tracks form viaducts adjacent to the district at their crossing of United Drive, Lafayette Boulevard, and South Main Street. Each of these viaducts has concrete abutments and pilasters stamped with the year 1928.

Erskine had to be pleased with this result, but it was the construction of the New York Central-Grand Trunk Western Union Station in 1928-1929 that gave the Studebaker Corporation a grand gateway to their plant. The impressive building (photos 0001-0002), designed by noted depot architects Fellheimer and Wagner, provided a large barrel-vaulted building with a grand hall with a fifty foot vaulted ceiling covered with ceramic tiles. Not only did the station provide a first-class venue for receiving guests to the city, and consequently to Studebaker's corporate offices across the street, it also provided company officials to leave in style as they traveled to their offices in other parts of the country. There is also some minor similarity to the treatment of bays on the station with Building #84 which had been constructed five years prior. The station's entry bays have pilasters framing each corner with a tall, wide lintel at the top of the bay. The lintel is decorated with rows of dentils composed of bricks. The more formal bays of Building #84 have multi-story window bays with windows divided by concrete pilasters. A tall concrete lintel, supported by the pilasters, has rows of dentils and forms the top of the bays.

Studebaker used the railroads for more than just shipping their products and personal travel. In 1899 the company hosted a dealer's convention in South Bend. Travel was by chartered trains using Pullman Cars. The dealers were treated to a tour of the plant and its internal railroad, an opera, and a banquet during which Clement Studebaker addressed the group. It proved profitable for the company when the dealers placed orders totaling sixty-three carloads of buggies and wagons. Shipment by rail was of course considerable. In 1926, the company was using about 160,000 tons of iron and steel annually with similar amounts of coal and coke and over 20 million board feet of lumber. It is estimated that the number of rail cars used by Studebaker was between 150 and 200 cars per day.<sup>17</sup>

### *The Vandalia Railroad & Depot*

While the city, and the Studebakers, was well connected to markets in large cities to the east and west of South Bend, such was not the case to the south. With each stop and transition to another freight line, the cost for shipping the Studebaker's wagons ate into company profits. A more direct southern rail line would help alleviate some of this. The South Bend and Southern

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<sup>17</sup> Young, Vol. 1, pg. 164

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Railway Company was established in 1881. The stockholders were largely industrialists and civic leaders: the Studebaker Brothers Manufacturing Company, Alexis Conquillard, Schuyler Colfax, James Oliver (Oliver Plow Works), John Birdsell (Birdsell Manufacturing Company), and W. G. George. Clement Studebaker was president of the company. The group had no intention of building and operating the line, but rather to secure the right-of-way in the location they desired.<sup>18</sup> The line stretched from South Bend, south through Plymouth where it connected with the Indianapolis, Peru, and Chicago Railroad. It then continued south to Culver and Logansport.

Finding a railroad to build and operate the line took longer than what had been hoped, however, by 1884-1885 the line was completed and was named the Vandalia Railroad. As part of Mr. Studebaker's justification of the route he provided statistics of freight shipments and receipts for 1882 to the company charged with building the line. These included nearly 301 million pounds of freight received; over 98 million pounds of freight shipped, and cash receipts totaling \$500,000.<sup>19</sup> Clement and Peter Studebaker, along with James Oliver, negotiated the terms with the company in 1883 and the line was under construction by 1884.<sup>20</sup> The Vandalia Railroad's northern terminus in South Bend was located immediately south of the New York Central tracks. A wye connected the Vandalia to the east/west rail line. Clement Studebaker showed a clear hand in locating the connection and freight yard. The Vandalia line terminated immediately east of the company's campus. The freight yard and depot occupied the east half of the block between Lafayette and South Main Streets, south of Bronson Street (then Canal Street) while Studebakers' warehouse and shipping facilities were located in the west half of the same block.<sup>21</sup>

The wye connection between the Vandalia and New York Central Railroads was removed between 1901 and 1911. Some speculation exists that the Studebaker Administration Building's cut-away corners was in response to the wye when the building was built in 1907.<sup>22</sup> The wye was located between the depot and administration building, crossing Bronson Street (middle of photo 0005). A turntable was constructed near the depot site which allowed locomotives to be moved more easily, making the wye of little use.

At the beginning of 1905, the Vandalia Railroad came under the larger Pennsylvania Railroad, which ran through Plymouth, Indiana just south of South Bend. The crossing in Plymouth became another important outlet to Studebakers' shipments. Since both routes were controlled by the Pennsylvania Railroad, costs were lowered and a second east/west alignment was opened to yet-untouched markets. A new, much more substantial depot was constructed in South Bend at the southwest corner of South Main and Bronson Streets in 1900 (photos 0004-0005). The building was brick with a rusticated stone base and arched windows, elements of the then-popular Romanesque Revival style. The architect chose to make the building two-stories in height to provide better functionality on the small urban site. Again, Clement Studebaker

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<sup>18</sup> Anonymous, pg. 104

<sup>19</sup> Anonymous, pg. 104

<sup>20</sup> Young, Vol. 1, pg. 52

<sup>21</sup> 1885 Sanborn Fire Insurance Map, South Bend

<sup>22</sup> Young, Vol. 1, pg. 55

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weighed in on the design of the facility by offering encouragement to construct the east wall with brick rather than metal, as the railroad had planned.<sup>23</sup> They concurred.

This relationship of convenience between Studebaker and the Vandalia, later Pennsylvania, Railroad was evident in the co-locating of facilities. Studebaker planned for the Vandalia's northern terminus and freight yard to be located adjacent to their plant by securing the railroad's right-of-way when the rail line was constructed. Lumberyards and wood sheds were first located on the Studebaker campus adjacent to the Vandalia station. A single rail siding provided shipping and receiving access to the rail line. As the Studebaker plant grew, new brick warehouses were developed west of the station. By 1893, two substantial carriage and wagon warehouses were located west of the Vandalia. When the railroad constructed the current depot in the northeast corner of their site in 1900, it permitted several more rail sidings to be added for loading/unloading products between the depot's freight house and Studebaker warehouses. Shortly after the construction of the depot, the Studebakers constructed their new four-story administration building immediately north of the depot (photo 0005). Both the administration building and the Vandalia Depot faced South Main Street on their east sides. In 1923, the Studebaker Corporation constructed a long, multi-story shipping/receiving facility in place of the earlier warehouses west of the depot. A total of seven rail sidings connected to the Vandalia served the plant from the time the new depot was built through the middle part of the 20<sup>th</sup> century.

Unlike the previous two railroads which continue to serve the City of South Bend today, the Vandalia Railroad lost much of its passenger and freight traffic during the second half of the 20<sup>th</sup> century. The railroad's links from Culver to South Bend and Logansport proved an important asset for the lake resort community and for the Culver Military Academy during the late 1800s and into the first decades of the 1900s. But Studebaker's closure in 1963 resulted in the ultimate abandonment of the railroad by 1973. One important event happened at the Vandalia Depot in South Bend when the "Freedom Train" visited the city in 1948. The train carried historic documents important to the history of the United States. Studebaker took advantage of the train's visit by arranging a photo-opportunity to showcase one of its most popular truck models with the train in the background for marketing purposes.<sup>24</sup>

### *The Chicago and South Bend Railroad*

Due to the size of the Studebaker campus, it became necessary for the company to build an internal railroad. Rather than the company's outright ownership of the line, it was separately incorporated in 1892 under the name Chicago and South Bend Railroad. Stock was held by the company and the Studebaker brothers. The need for an internal system of rails began much earlier. Five rail lines carried products to rail sidings from the other railroads in 1874.<sup>25</sup> With the continued expansion of the plant, rail lines were required to stretch further and further south through the campus, south of Sample Street with wyes connecting the internal system to the New York Central and Grand Trunk lines.

<sup>23</sup> Anonymous, pg. 103

<sup>24</sup> Young, Vol. 1, pg. 209

<sup>25</sup> Young, Vol. 2, pg. 73

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A vestige of this internal system exists with the covered shipment facility sandwiched between Building #84 and Building #113 (right side of photo 0009, photo 0017). The gabled building with a monitor roof has a broad concrete floor through which rail sidings entered the west end of the building. The sidings carried rail cars from the Chicago and South Bend Railroad to the principal railroads in South Bend. A siding was located in this area as early as 1885. In 1913 the Chicago and South Bend Railroad employed ten people, but it was clear by the following year that the cost of operating the internal system could not be justified. The Chicago and South Bend Railroad was dissolved in 1915, but the internal system continued to function until the closure of the plant in 1963.

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### **Developmental History/Additional historic context information**

The south bend of the Saint Joseph River had developed as an important trading post in the wilderness of northern Indiana several years prior to the routing of Michigan Road to Lake Michigan by way of this point in 1828. Alexis Coquillard, an agent for the American Fur Company, operated a trading post with the American Indians at the river since 1823. In 1827 Lathrop Minor Taylor established a trading post in the same area and named it St. Josephs. When the Michigan Road was surveyed through the area it was determined that the south bend of the river would make a “beautiful site for a town”. A year later a post office was established and Taylor was designated as the first postmaster. In 1830 the post office was named “South Bend”.

Coquillard and Taylor created the original plat of the town of South Bend in 1831. They included in the plat a lot for a courthouse in order to assure the seat of county government would be located in the new town. South Bend was organized as a city in 1865 and experienced strong, steady growth. In 1831 the town had a population of 128. By 1850 the population had climbed to 1,652 and within five years of organizing as a city the population had reached over 7,000. That number climbed to almost 22,000 by 1890 and 36,000 by 1900. Aiding the growth of the city were several industries that expanded rapidly from the time they were established in the mid 1800s. These include Studebaker Brothers, Oliver Plow Works, Birdsell Manufacturing, and Singer Sewing Machine.

The Studebaker family shaped not only South Bend’s employment scene, but also contributed to the city’s social and cultural scene. The Studebakers were engaged in city politics and in developing the YMCA, a hospital, Howard Park, several churches, and many other contributions. Clement Studebaker constructed one of the best-known residences in Indiana in 1886. Called “Tippecanoe Place”, the house was located on West Washington Street, one of the city’s premiere residential neighborhoods. It was designed by Henry Ives Cobb, a noted Chicago architect.

Studebaker-Railroad Corridor Historic District  
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## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

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Young, Jan, *Studebaker and the Railroads, Vol. I & II*. Lexington: self-published, 2009.

Young, Jan, author, correspondence on February 11-13, 2014.

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### Previous documentation on file (NPS):

\_\_\_\_ preliminary determination of individual listing (36 CFR 67) has been requested

Studebaker-Railroad Corridor Historic District

St. Joseph County, IN

Name of Property

County and State

- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

**Historic Resources Survey Number (if assigned):** 201-598-51015-51016, 201-598-18042, 18044

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**10. Geographical Data**

**Acreage of Property** 13 acres

Use the UTM system

**UTM References**

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                  |                   |
|-------------|------------------|-------------------|
| 1. Zone: 16 | Easting: 561847  | Northing: 4613363 |
| 2. Zone: 16 | Easting: 562284  | Northing: 4613378 |
| 3. Zone: 16 | Easting: 562292  | Northing: 4613095 |
| 4. Zone: 16 | Easting : 561715 | Northing: 4613090 |

Studebaker-Railroad Corridor Historic District

Name of Property

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**Verbal Boundary Description** (Describe the boundaries of the property.)

Beginning at the southeast corner of United Drive and South Street, face east and follow a line with the south curb of South Street to the west curb of Lafayette Boulevard. Turn south and follow a line with the west curb of Lafayette Boulevard to a point extended west from the north property line of 635 South Main Street. Face southeast and follow the north property line of 635 South Main Street to the west curb of South Main Street. Turn south and follow a line with the west curb of South Main Street to the south property line of 701 South Main Street. Turn west and follow the south property line to the property's southwest corner. Turn north and follow the west property line of 701 South Main Street to the south curb of Bronson Street. Turn west and follow the south curb of Bronson Street to the west curb of Lafayette Boulevard. Turn south and follow the curb to the south property line of 635 Lafayette Boulevard. Turn west and follow the north edge of the alley north of West Sample Street turning north and then west again to follow the alley's dogleg. Continue west to the east curb of United Drive. Turn northeast and continue in a line with the east curb of United Drive to the south curb of South Street, or the point of beginning.

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary includes all of the extant buildings that composed the former Studebaker Corporation's campus. Included in the district are the extant railroad depots that co-located adjacent to the campus in large part due to the influence of the Studebaker Corporation.

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**11. Form Prepared By**

name/title: Kurt West Garner

organization: Indiana Landmarks/Partners in Preservation Fund

street & number: 12954 6<sup>th</sup> Road

city or town: Plymouth state: Indiana zip code: 46563

e-mail kwgarner@kwgarner.com

telephone: 574-936-0613

date: February 11, 2014

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**Additional Documentation**

Submit the following items with the completed form:

Studebaker-Railroad Corridor Historic District  
Name of Property

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- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

### Photographs

Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Union Station, looking southeast at front wall

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Studebaker-Railroad Corridor Historic District  
Name of Property

St. Joseph County, IN  
County and State

Date Photographed: February 3, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Union Station, looking southeast inside grand hall.

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 10, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking southwest into district, showing Studebaker administration building, building #84, and Union Station

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Vandalia Depot, looking southeast and west side of building

Studebaker-Railroad Corridor Historic District

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking west into district, showing Studebaker administration building and Vandalia Depot

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Studebaker administration building, looking northeast

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Studebaker-Railroad Corridor Historic District

St. Joseph County, IN  
County and State

Name of Property

Photographer: Kurt West Garner

Date Photographed: February 10, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Studebaker administration building, looking west on third floor atrium

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 10, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Studebaker administration building, looking north in president's office/board room

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Studebaker buildings #112 and #84, looking northeast at their south walls

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking north into district, with Studebaker buildings #84 and #113

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: November 15, 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking northeast on the west end of the first floor of Studebaker Building #84

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Studebaker-Railroad Corridor Historic District

St. Joseph County, IN  
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Name of Property

Photographer: Kurt West Garner

Date Photographed: November 15, 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking east from the middle of Studebaker Building #84's sixth floor

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking southeast at the north walls of Studebaker Buildings #112 and #84

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking east at the west wall of Studebaker Building #112

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Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking northwest at Studebaker Building #113

15 of 18

Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: November 15, 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking southeast from the west end of Studebaker Building #113's first floor

16 of 18

Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Studebaker-Railroad Corridor Historic District

St. Joseph County, IN  
County and State

Name of Property

Photographer: Kurt West Garner

Date Photographed: November 15, 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking west in the covered shipping annex between Studebaker Buildings #84 and #113

17 of 18

Name of Property: Studebaker-Railroad Corridor Historic District

City or Vicinity: South Bend

County: Saint Joseph County State: Indiana

Photographer: Kurt West Garner

Date Photographed: February 3, 2014

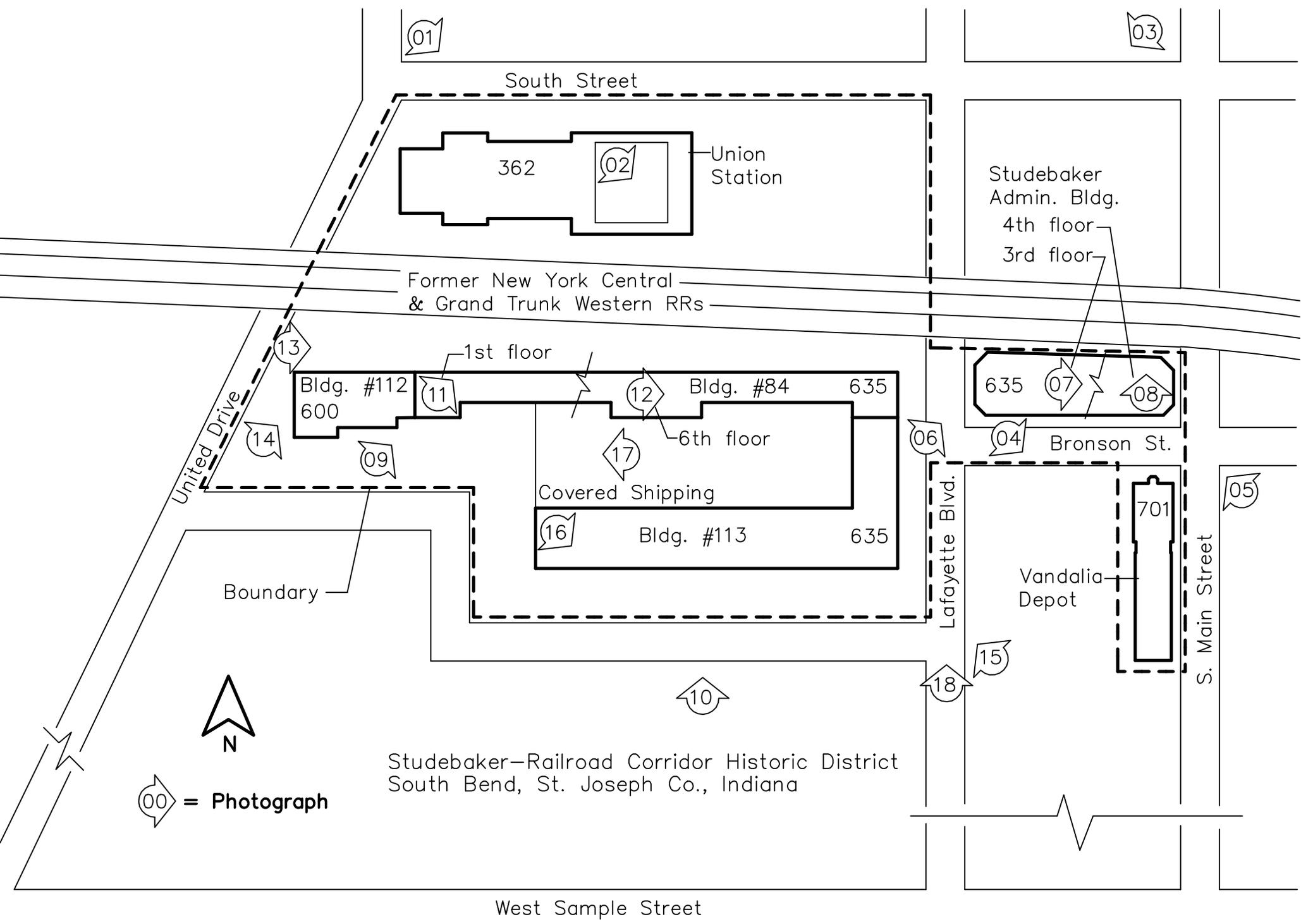
Description of Photograph(s) and number, include description of view indicating direction of camera:

Looking north into district from Lafayette Boulevard

18 of 18

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

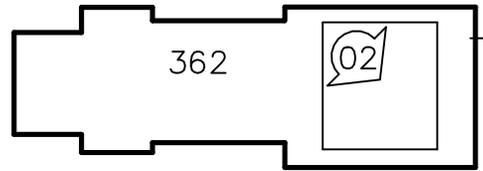
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



01

03

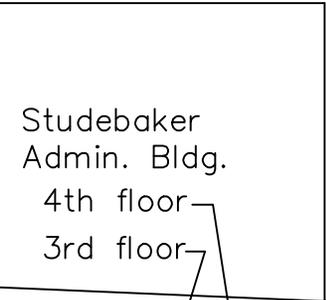
South Street



Union Station

362

02



Studebaker Admin. Bldg.  
4th floor  
3rd floor

Former New York Central  
& Grand Trunk Western RRs

United Drive

13

1st floor

Bldg. #112  
600

11

12

Bldg. #84

635

635

07

08

14

09

6th floor

17

Covered Shipping

16

Bldg. #113

635

06

04

Bronson St.

Boundary

Lafayette Blvd.

Vandalia Depot



701

S. Main Street

05

18

15

10



00 = Photograph

Studebaker-Railroad Corridor Historic District  
South Bend, St. Joseph Co., Indiana

West Sample Street



Studebaker-Railroad Corridor H.D., St. Joseph County, photo 0003



Studebaker-Railroad Corridor H.D., St. Joseph County, photo 0004



Studebaker-Railroad Corridor H.D., St. Joseph County, photo 0005

Studebaker-Railroad Corridor H.D., St. Joseph County, photo 0003



Studebaker-Railroad Corridor H.D., St. Joseph County, photo 0007



Studebaker-Railroad Corridor H.D., St. Joseph County, photo 0008



Studebaker-Railroad Corridor H.D., St. Joseph County, photo 0010



Studebaker-Railroad Corridor H.D., St. Joseph County, photo 0011