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. **Place additional certification comments, entries, and narrative items on continuation sheets (NPS Form 10-900a).**

1. Name of Property

Historic name Carmel Monon Depot

Other names/site number Monon Depot Museum

2. Location

street & number 211 First Street, Southwest ☐ not for publication

city of town Carmel ☐ vicinity

State Indiana code IN county Hamilton code 057 zip code 46032

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 ___ statewide _X_ local

Signature of certifying official/Title Date

Indiana DNR---Division of Historic Preservation and Archaeology
State or Federal agency/ bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency and bureau

4. National Park Service Certification

I, hereby, certify that this property is: Signature of the Keeper Date of Action

___ 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:)

5. Classification

Carmel Monon Depot
Name of Property

Hamilton, Indiana
County and State

Ownership of Property
(Check as many boxes as apply)

- [X] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

Category of Property
(Check only **one** box)

- [X] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	Objects
0	0	buildings
1	0	**Total**

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

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE/museum

7. Description

Architectural Classification
(Enter categories from instructions)

Late Victorian

Materials
(Enter categories from instructions)

foundation: Concrete
walls: Wood: Weatherboard
roof: Asphalt
other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Carmel Monon Depot is located at the corner of First Street, Southwest and Second Avenue in Carmel, Indiana. Built in 1883, the depot abuts the path where the Monon Railroad ran until 1974. The building served as both a passenger and freight depot until the services were discontinued in 1961 and 1974, respectively. Located on a 0.27 acre lot in the middle of downtown Carmel, the depot now sits one parcel west of its historic location. The building is currently owned by the Carmel Clay Historical Society and serves as the Monon Depot Museum. The structure, rectangular in plan, is a one-story building in the vernacular style commonly used for combination passenger and freight depots in the late nineteenth century.

Narrative Description

The Carmel Monon Depot is a vernacular combination passenger and freight railroad depot with a basic rectangular form originally measuring approximately 45 x 18 feet. The depot has an asphalt-shingle gabled roof with widely overhanging eaves. The wooden building, currently painted white with red band under the eaves and running under windows, sits on a concrete foundation, added during the 1980 relocation. The main elevation, facing east towards the Monon Greenway, features a wooden full-length deck and protruding, front-gabled, central bay (photos 1,2 and 3). The bay, which is approximately 8 x 3 feet, consists of a large four-over-four, double-hung window facing east, and one two-over-two, double-hung windows on its north and south sides. All of the depot's windows feature red painted wooden trim. Directly north of the bay is a four-over-four, double-hung window identical to the one on the bay's front and a door with three-panel transom. The depot's original rolling freight door, topped with a five-pane transom window, is south of the bay. An addition measuring 20 x 18 feet was added to the depot's southern elevation in 1981. It continues the original depot's side gable design and extends the rectangular footprint, but a lower roofline differentiates the original building from its late-twentieth century addition (photos 3 and 6). The addition has a four-over-four, double-hung window which is similar to but smaller than the other two included on the depot's eastern elevation.

The depot's north and south elevations are almost identical, single-bay ends. The south elevation, part of the 1981 addition, consists of a central door with an exterior wooden accessibility ramp while the north side has a central four-over-four, double-hung window under a painted wooden "Carmel" sign (photo 4).

The west elevation mirrors the eastern façade, but does not feature a central bay or entrance (photo 5). The original section includes two, four-over-four windows and a rolling freight door identical to the east side. The southern addition has a single, fixed four-pane window.

The interior looks much as it did when it was built in 1883. The entrance on the depot's main elevation leads into a narrow hall where passengers could purchase tickets. On the hall's southern wall is a half-door which acted as a ticket window and allowed access into the depot agent's office, which occupied the building's central bay (photo 7, center). A passenger waiting room was located directly west of the office. Originally a dividing wall separated the passenger space in the building's northwest corner from the freight room on the depot's southern end, but the wall was torn down during the 1981 renovation, leaving an open floor plan. The area south of the agent's office historically served as freight storage. Shipments would pass through the depot's eastern freight door into the staging area before customers would collect their goods at the western freight door. The interior track systems for both rolling freight doors remain intact. Today the depot agent's office continues to act as office space while the passenger and freight areas are used as museum space. The 1981 addition contains a kitchenette on its northwest corner (abutting the southwest corner of the original depot), a storage room to the south of the kitchen, and a room occupying the addition's east side which is set-up to resemble an early twentieth-century classroom. A narrow hall divides the space in half and leads to the southern entrance and an exterior handicap access ramp.

Changes to the Depot's Historical Appearance

During the building's 1980 relocation, the Carmel Monon Depot was placed on a concrete foundation and then renovated. The project included a new asphalt shingle roof replacing the remaining original wood shingles, repairing board and batten siding, and a new brick chimney. The southern addition was added at this time as well and the full-length wood deck was

constructed in the 1990s. Interior changes include removing the original south wall to allow access to the addition, removing a dividing wall along the south side of the agent's office which separated the depot's passenger and freight sections, and replacing damaged 1920s floor boards with new wood. Paint analysis in 1983 shows the building was first painted a dark green, but has also been barn red with white trim and gray.[1] The most recent paint scheme includes a white body. Painted red are trim bands under the eaves, foundation up to the depot's window sills, window sashes, and doors.

[1] Analysis was conducted by either the Indiana State Museum or the Indiana Museum of Art according to conflicting newspaper accounts. "Monon Depot Gets Coats of Paint; Lots Left to Go," Carmel Clay Historical Society Newspaper Clipping File, 20 June 1984; Lisa Kitchen, "Monon Depot Back on Track," *Carmel Tribune*. 13 April, 1986, 1.

Carmel Monon Depot
Name of Property

Hamilton, Indiana
County and State

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)

- [X] 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)

Property is:

- [ ] A owed by a religious institution or used for religious purposes.
- [X] 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.

Areas of Significance
(Enter categories from instructions)

Transportation

Period of Significance
1883-1961

Significant Dates
1883

1959

Significant Person
(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation
N/A

Architect/Builder
N/A

Period of Significance (justification)
The Carmel Monon Depot's period of significance begins with its construction in 1883 and extends until 1961, the National Register of Historic Place's arbitrary 50-year cut-off date.

Criteria Consideratons (explanation, if necessary)
The structure meets Criteria Consideration B because it was moved approximately 50 feet west of its original location (adjacent to the Monon Railroad tracks) in 1980. The new location allowed the building to keep the same orientation to the rail line, at a distance that moved it off of the right-of-way, as required by the owner at the time.

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of signficance and applicable criteria)

The Carmel Monon Depot is eligible for the National Register under Criterion A. The building is an example of a late-nineteenth century, small-town railroad depot. The depot was, and remains, the most tangible place associated with the rail era of Carmel. As the second-oldest depot in Hamilton County, the structure is in an area that saw increased population and economic activity related to railroad expansion. It is one of less than 250 surviving rail depots in Indiana and is the oldest surviving depot used by the Monon Railroad's Monon-Indianapolis section of the Indianapolis-Chicago Airline, a major Indiana rail line connecting central Indiana to Chicago. The period of significance extends from its construction date, 1883, through 1961, the arbitrary National Register cut-off date.

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

Railroads in Indiana
In 1832, the Indiana General Assembly chartered eight possible railroad lines to connect the state's rich central agricultural land and centrally-located capitol to Lake Michigan and the Ohio River.[2] Early track expansion was slow. Government officials supported canals as the next step in transportation. At the same time, a debt crisis cut funding and slowed Indiana's internal improvements during the late 1830's. By the end of the 1840's, only 100 miles of completed track existed within Indiana. However, the 1850s brought a railroad construction boom to the Hoosier state. By 1860, over 2,000 miles of railroad tracks crossed Indiana, successfully linking 71 of Indiana's 92 counties with the East Coast, Great Lakes, and Chicago.[3] As Richard Simons and Frances Parker, authors of *Railroads of Indiana* argue, "Indiana became a railroad state, and the railroad became the central fact in Indiana's growth and development" and ultimately "the driving force in Indiana's economy."[4] Indiana's economy now benefitted from connections to Chicago, St. Louis, Cincinnati, Louisville, Columbus, Detroit, Toledo, Pittsburgh, and Buffalo, with further connections to New York, Baltimore, and Philadelphia.[5] During the height of the railroad movement in the early twentieth century, the state claimed 7,426 miles of track and over 1,500 depots, leaving few communities more than 10 miles away from the nearest rail line.[6] By becoming the dominant transportation force within Indiana and the rest of America, railroads forged regional economies, fostered population growth in small communities, and help create a national identity and a shared American culture.

The Monon Line
The Monon Railway, considered "the Hoosier Line" since it traversed the state and only had rail lines within Indiana, operated 603 miles of track at its peak during the early twentieth century. Chartered in 1847, the New Albany and Salem Railroad aimed to turn the proposed macadam road from New Albany to Crawfordsville into a privately-owned railroad.[7] Instead of simply connecting central Indiana's agricultural products to the Ohio River, the company decided to expand its reach to Lake Michigan so Indiana's northern and southern water highways were connected and goods could travel the entire length of the state. On June 30, 1854, the first train from Michigan City arrived in New Albany, marking the first successful railroad trip across Indiana. After five years of financial woes linked to the Panic of 1857 and high debt, the company renamed itself the Louisville, New Albany, and Chicago Railway (LNA&C) in 1859 and set its sights towards the ultimate goal of reaching Chicago.

[2] Richard S. Simons and Francis H. Parker, *Railroads of Indiana* (Bloomington: Indiana University Press, 1997), 1.
[3] Ibid., 15.
[4] Ibid., 11, 15.
[5] Ibid., 15.
[6] Ibid., 21.
[7] Richard S. Simons, "Indiana's Lifeline," *Traces* Summer 1996, 6.

Indiana railroad promoters saw the benefit of connecting state capital Indianapolis with the Midwestern metropolis Chicago as early as 1865, creating the Indianapolis, Delphi, and Chicago Railway company that year, but construction on the railway did not start until 1875.[8] When the rail line, then known as the Chicago and Indianapolis Air Line Railway, reached Delphi, Indiana in 1879, it crossed paths with the LNA&C line in the small northwestern Indiana town of Monon. Seeing the newly constructed line as its way to expand into Illinois, LNA&C purchased the Chicago and Indianapolis Air Line in 1881 and the two companies officially merged in 1883. This merger added 183 miles to the LNA&C's original 296-mile route between Louisville and Michigan City. Throughout the next decade the company, usually referred to by the nickname that later became its corporate title, "Monon," accumulated other short lines throughout the state including a line going to the popular resort of French Lick and another connecting the coal mining fields in Bloomfield and limestone quarries in Bedford.[9]

Eventually the Monon Railroad became the go-to line for transporting people and goods across Indiana, influencing the state's geography and economic opportunities. Over a dozen Indiana towns were founded specifically on the Monon line including Francesville, named after the company president's daughter (1852), Brookston, named in honor of Monon president James Brooks (1853), and Roachdale, named for the Monon Company director (1880). Sometimes called "the College Line," the Monon connected Indiana University in Bloomington, Wabash College in Crawfordsville, Greencastle's Depauw University, Purdue University in Lafayette, and Butler University in Indianapolis, allowing students a quick connection to Indianapolis, different campuses across the state, and the recreational opportunities of Chicago. Business people benefitted from the round-trip Indianapolis-Chicago service, connecting the two major cities with daily routes. It also linked with major east-west lines including the Baltimore & Ohio, the Grand Trunk Western, the New York Central, and the Erie, opening up shipping routes for Indiana's agricultural products, limestone, and industrial goods.[10]

The Monon Railroad reached far beyond a simple transportation route, however. As time passed it became an Indiana institution with cultural significance. Notable businessmen including America's richest man, John Jacob Astor and banker J. Pierpont Morgan controlled the line during the early twentieth century, and James Roosevelt, future president Franklin Delano Roosevelt's father, acted as the line's president from 1883-1884.[11] Indiana poet James Buchanan Elmore, author of "The Monon Wreck," and Hoosier humorist George Ade, who produced the poetry booklet *Monon Madrigals,* used the rail line as inspiration.[12] Capitalizing its collegiate connection, in the 1940s the company painted its passenger cars red and gray to represent Indiana University and Wabash College's school colors and chose black and gold, the colors shared by Purdue and DePauw, for its freight equipment. Extra trains for football games and weekly service from Bloomington to Chicago made the Monon Railroad an important part of collegiate life for generations of Hoosiers.[13]

Even though the rail line was beloved by many Hoosiers, by the late 1950s the automobile all but replaced passenger train service. In 1959 the Monon cancelled its Indianapolis-Chicago service. In 1967, it halted its last route, the Louisville-Chicago. During the line's final run, passengers appeared in each station's vestibule to play "Taps" and the Lowell High School Marching Band met the train with appropriately somber music.[14]The Monon Railroad was purchased by Louisville & Nashville (L&N) in 1971 and systematically disassembled over the next 16 years.[15]

Hamilton County

Agriculture ruled Hamilton County and most of central Indiana since the white settlers came to the area in the early nineteenth century. The majority of residents lived on farms and grew corn or wheat for their own consumption until technological advances and previously cleared land made larger-scale production possible in the 1850s.[16]

While the county's earliest residents did not expect to profit from their harvests, later farmers looking for a market had to haul their animals and surplus crops to Lawrenceburg, Lafayette, or Cincinnati. The time and effort needed to trek to the

[8] Ibid., 9.
[9] Richard S. Simons, "Indiana's Lifeline," *Traces* Summer 1996, 10.
[10] Monon Railroad Historical-Technical Society, "We Been Workin' On th' Railroad.....!" (Booklet by Monon Railroad Historical-Technical Society), 1997.
[11] Simons & Parker, *Railroads of Indiana,* 132-133.
[12] Monon Railroad Historical-Technical Society, "We Been Workin' On th' Railroad.....!" (Booklet by Monon Railroad Historical-Technical Society), 1997.
[13] Simons, 15; Monon Railroad Historical-Technical Society, "Monon History" from http://www.monon.org/history.html cited 10/24/11.
[14] Simons, 15.
[15] Simons & Parker, 133.
[16] John F. Haines, *History of Hamilton County Indiana* (Indianapolis: B.F. Bowen & Co., 1915), 274.

nearest river port and broker a price for their wares made each trip almost unprofitable.[17] When Hamilton County's first railroad, the Peru-Indianapolis line, opened in 1851, citizens feared that the rail service would direct all forms of business to Indianapolis, leading to a collapse of home industries and a decline in service-related establishments such as taverns.[18] Instead, the revolutionary form of transportation allowed Hamilton County to benefit from its connection to the state's capital and bolstered the county's population. With stops in Fishers, Noblesville, Cicero, Arcadia, and Atlanta, the Peru-Indianapolis Railroad fostered growth in these eastern Hamilton County communities, allowing locals easier access to larger markets, Indianapolis businesses, and higher prices for their grain and hogs.

Carmel, Indiana

Bethlehem, Indiana, straddling the line between Clay and Delaware Townships in Hamilton County, was first platted in 1837 by Daniel Warren, Alexander Mills, John Phelps, and Seth Green.[19] Located 14 miles north of Indianapolis and six miles west of Hamilton County seat Noblesville, the settlement was originally started by Quakers who left the Carolinas during the 1820s, drawn to central Indiana's rich agricultural land. The town slowly grew, with additional lots platted throughout the 1840s and 1850s. When the town was granted a post office in 1846, city officials discovered that a Bethlehem Post Office already existed in Indiana so another biblical name, Carmel, was chosen. Eventually the town petitioned for incorporation under the new name in 1874, officially becoming the town of Carmel.[20]

A small farming community, Carmel depended on Noblesville for most of its goods, railroad access, and mail service until 1883. When the Monon Railroad's Indianapolis-Chicago Airline passed through downtown Carmel on its path to Indianapolis in 1883, the city and the western half of Hamilton County were finally connected to the rest of the state. The railroad constructed a 45 foot x 18 foot wooden structure at the corner of 1st Street and 2nd Avenue to serve as a "combination depot" equipped with room for both waiting passengers and freight storage. The depot immediately became a Carmel landmark and allowed the town to further develop its connections to Indianapolis, northern Indiana, and Chicago.

The building, located adjacent to the tracks, resembles most combination depots built between 1880 and 1900. In the railroads' earliest days, any existing building sitting close to the tracks could be used by railroad companies as a center of operations. However, as the railroads' influence and popularity grew, a standardized depot form based on efficiency was developed.[21] Carmel's Monon Depot embodies this simple yet effective ground plan. The depot's narrow, rectangular plan was situated parallel to the Monon track, giving quick access to passing trains. Its centrally-located agent office has a large bay window which allowed the depot supervisor to keep an eye on the tracks, sell tickets to passengers, oversee shipments passing through the depot's southern freight room, and tend to any company paperwork that might cross his desk.[22] A sliding freight door situated on interior tracks along the building's east side allowed conductors to easily move goods from freight cars to the depot's storage while an identical door on the west side let customers transfer goods into their wagons. The depot's north side included a waiting room where passengers and their friends or family could gather around the building's coal stove on cold days when waiting for the next train to arrive. Another standard depot feature seen on the Carmel depot is a wide roof overhang which protected passengers and packages from inclement weather, making sure that they would be relatively dry when they boarded the train.

While Carmel benefitted from Noblesville's railroad access for over thirty years, having a depot within the city limits allowed Carmel to gain social benefits associated with direct railroad access. Railroad depots connected small-town America to the hustle of city life. As John Stilgoe, a railroad historian, says "in turn-of-the-century small towns, the depot served not only as the information funnel, but as a prism through which Main Street folk peered at metropolitan life."[23] Instead of relying on tri-weekly mail deliveries via Noblesville, Carmel citizens could now get their news almost instantly through the depot telegraph office or pick up mail from the daily postal car deliveries. Merchandise from popular mail-order catalogues like Montgomery Ward & Co. and Sears & Roebuck could be picked up from the freight window as soon as the train pulled into downtown Carmel, an incentive for Carmel citizens wanting to order large or heavy goods.[24]

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[17] Ibid., 275.
[18] Ibid., 268.
[19] Ibid., 274
[20] The Polis Center, "Carmel-Narrative History," from http://www.polis.iupui.edu/RUC/Neighborhoods/Carmel/CarmelNarrative.htm, accessed 10/26/11.
[21] John R. Stilgoe, *Metropolitan Corridor: Railroads and the American Scene* (New Haven, Yale University, 1983), 195.
[22] Ibid., 198-199.
[23] Ibid., 206-209.
[24] Tom Rumer, "Railroad Depots Linked Towns to Wider World," *Carmel Star* (March 31, 2007), 7.

Residents could also take day-trips to Chicago or Indianapolis to set up business contacts or shop in the big city. In 1911, the Monon Railroad introduced the *Hoosier*, a specialty passenger train dedicated to the Indianapolis-Chicago route.[25] Pulling into Carmel, the first stop after Indianapolis, at 8:00 each morning, the train would reach Chicago by noon. It would then leave at 6:00pm, allowing a full day in the city before returning to Carmel at 10:00pm. A night coach offered businessmen the option of using the *Hoosier*'s sleeping car and arriving in Chicago early so they could take advantage of a full business day.[26]

Economic benefits also accompanied the new rail line. Area dairy farmers used the line to quickly ship gallons of milk to a processing plant in Sheridan, a small town 12 miles northwest of Carmel which was another stop along the Monon. During the early twentieth century, three major Carmel industries shipped large volumes of orchids grown in local greenhouses, wine bottled in Carmel plants, and Rhode Island chickens from a nearby hatchery.[27] Even after passenger trains lost their popularity during the 1950s, the Monon Railroad continued to bring businesses to Carmel. Tons of Florida-grown produce passed through the depot every winter and Purdue University-owned Lynnwood Farms, located at 116th Street and White River, express shipped its hogs across the country using the Monon's freight cars. Lumber yards, coal bins, feed and seed plants, and chemical companies, all major businesses with big shipping needs, moved to Carmel specifically for its reliable rail access and quick service across Indiana.[28]

Even though the Monon Railroad experienced a revival that renewed interest in travelling by train, increasing costs and lower demand ultimately took their toll on the railroad's Indianapolis-Chicago passenger service, which stopped in 1959. The depot continued to serve as a freight stop and rail line office as trains competed with the growing use of trucks using the new interstate highway system and airplanes that offered quicker travel times to meet shipping needs. In 1974, the Carmel Monon Depot handled its last shipments and closed its doors.

Since the Depot's Closing

When the depot finally closed in 1974, there was immediate concern within the community that the 90-year old structure would be demolished.[29] Even though some citizens considered the abandoned building a "'tinderbox,' 'fire trap,' 'fun factory,' and 'menace,'" the Carmel Clay Historical Society offered to buy and preserve the structure.[30] L&N, the rail company which merged with Monon in 1971, agreed to sell the building for a nominal fee if it was moved to a private lot. After substantial fundraising efforts and calls for community involvement, the historical society acquired a piece of property adjacent to L&N's land and, in 1980, moved the depot one lot west of its original location, situating it on a new foundation that included a basement.[31] A substantial interior and exterior renovation followed the move, transforming the building into museum space.[32] In the museum, the society tells the story of Clay Township and its connection to the Monon Railroad by displaying locally-significant artifacts. The Carmel Depot Museum includes a conference room, kitchenette, and modern bathroom in addition to its museum space.

When CSX, the large, national rail company that purchased L&N, pulled up the tracks in 1987, Carmel became the largest Indiana city to lose railroad access. For the next decade, a legal battle waged between CSX and the city of Carmel over land rights of the abandoned railroad right-of-way led to court decisions that shaped national railroad real estate policy. Ultimately the courts ruled that the right-of-way land belonged to individual property owners, allowing the city of Carmel to rule the area condemned and take possession of the land.[33] This allowed Carmel city officials, with overwhelming public support, to turn the land into a greenway, connecting to the existing Monon Trail through Indianapolis. Completed in 2001, the trail stretches 13.1 miles from downtown Indianapolis to northern Carmel offering a paved multiuse path for thousands of Hoosiers each year.[34] Besides creating a walking and biking path, creation of the Monon Trail allowed Carmel to physically preserve its railroad heritage even after CSX removed the track. Even though the depot has been moved from its original location, it still maintains a sense of geographic context, with its larger bay window still overseeing activity on

[25] William Bennet Stewart, "All Aboard: Last Call for the Monon Line," *Indianapolis Monthly* (July 1985), 34.
[26] Bob Boxell, "In the heyday of the Carmel Monon Station," *Hamiltonian* (October 1977), 8.
[27] Rumer, "Railroad Depots Linked Towns to Wider World," 7.
[28] Boxell, 7.
[29] "Sue's Script," *Carmel Topics*, Aug. 16, 1975, 2.
[30] Ibid.
[31] "L&N Ultimatum: Move Depot," *Carmel News Journal*, Mar. 26, 1980, 1; "Monon Depot to Get Facelift," *Carmel Journal*, Oct. 17, 1979, 1.
[32] "Depot Renovation Almost Complete After 10 Years," *Carmel Topics*, Nov. 5, 1986, 4.
[33] "Carmel, Indiana (25,600)," 103.
[34] Rails-to-Trails Conservancy, "Trail of the Month: Monon Trail, Indianapolis-June 2002," from http://www.railstotrails.org/news/recurringfeatures/trailmonth/archives/0206.html, cited 10/24/11.

the busy path that still runs miles north and south. The Carmel Monon Depot, one of less than 250 surviving railroad depots in Indiana and one of only three remaining near their original Hamilton County locations, acts as a convenient stop for those using the greenway, as well as a reminder of the rail system that once crossed much of central Indiana.

Developmental history/additional historic context information (if appropriate)

9. Major Bibliographical References

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Polis Center. "Carmel-Narrative History." http://www.polis.iupui.edu/RUC/Neighborhoods/Carmel/CarmelNarrative.htm

Rails-to-Trails Conservancy. "Trail of the Month: Monon Trail, Indiana- June 2002." 2007. http://www.railstotrails.org/news/recurringfeatures/trailmonth/archives/0206.html

Previous documentation on file (NPS):

___ preliminary determination of individual listing (36 CFR 67 has been requested
___ 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 #_____

Primary location of additional data:

___ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
_X_ Other
Name of repository: **Carmel Clay Historical Society**

Historic Resources Survey Number (if assigned): 056 098 55015

Carmel Monon Depot
Name of Property

Hamilton, Indiana
County and State

10. Geographical Data

Acreage of Property Less than one
(do not include previously listed resource acreage)

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	16	574281	4425594	3			
2				4			

Verbal Boundary Description (describe the boundaries of the property)
The Carmel Monon Depot is situated in the southwest corner of the intersection of First Street, Southwest and the Monon Greenway (formerly the Monon Railroad tracks). The north, west and south boundaries is a line 10 feet (ten feet) distant from the depot's exterior walls. On the east side of the structure the boundary is a line five feet (five feet) east of the easternmost end of the stairs to the depot's deck.

Boundary Justification (explain why the boundaries were selected)
Because the depot was moved 50 feet west of its original location, the boundary includes a modest buffer area and not the entire lot.

11. Form Prepared By

name/title Hilary Retseck, Kelsey Brennan (interns) and Rebecca Smith, Community Preservation Specialist
organization Indiana Landmarks date 11/21/2011
street & number 1201 Central Avenue telephone 317-639-4534
city or town Indianapolis state IN zip code 46202
e-mail rsmith@indianalandmarks.org

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

  A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items)

Carmel Monon Depot
Name of Property

Hamilton, Indiana
County and State

Photographs:

Submit clear and descriptive black and white photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Carmel Monon Depot

City or Vicinity: Carmel

County: Hamilton State: IN

Photographer: Kelsey Brennan

Date Photographed: August 3, 2011

Description of Photograph(s) and number:

1 of 9: North and east elevations, looking southwest.

2 of 9: North and east elevations looking southwest over Monon Greenway.

3 of 9: East elevation, looking west.

4 of 9: North elevation, looking south.

5 of 9: West elevation, looking east.

6 of 9: South elevation, looking north.

7 of 9: Interior of depot, looking north.

8 of 9: Interior of depot, looking south.

9 of 9: Interior detail of sliding freight door.

Property Owner:

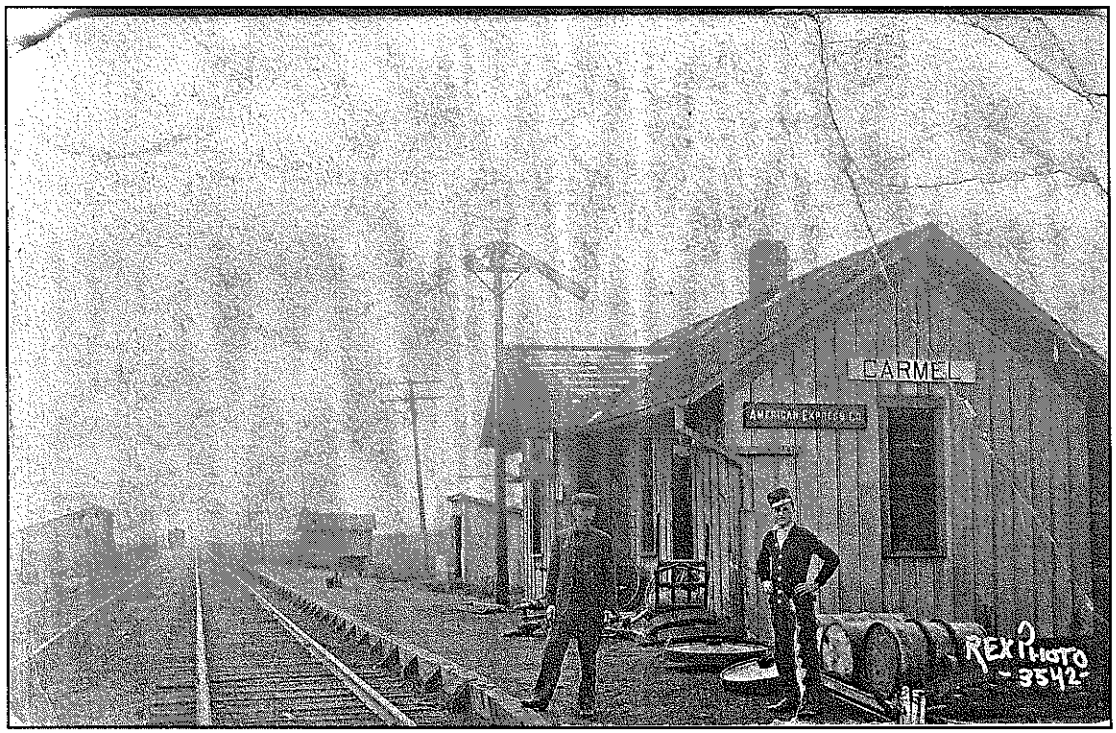
(Complete this item at the request of the SHPO or FPO.)

name Carmel Clay Historical Society

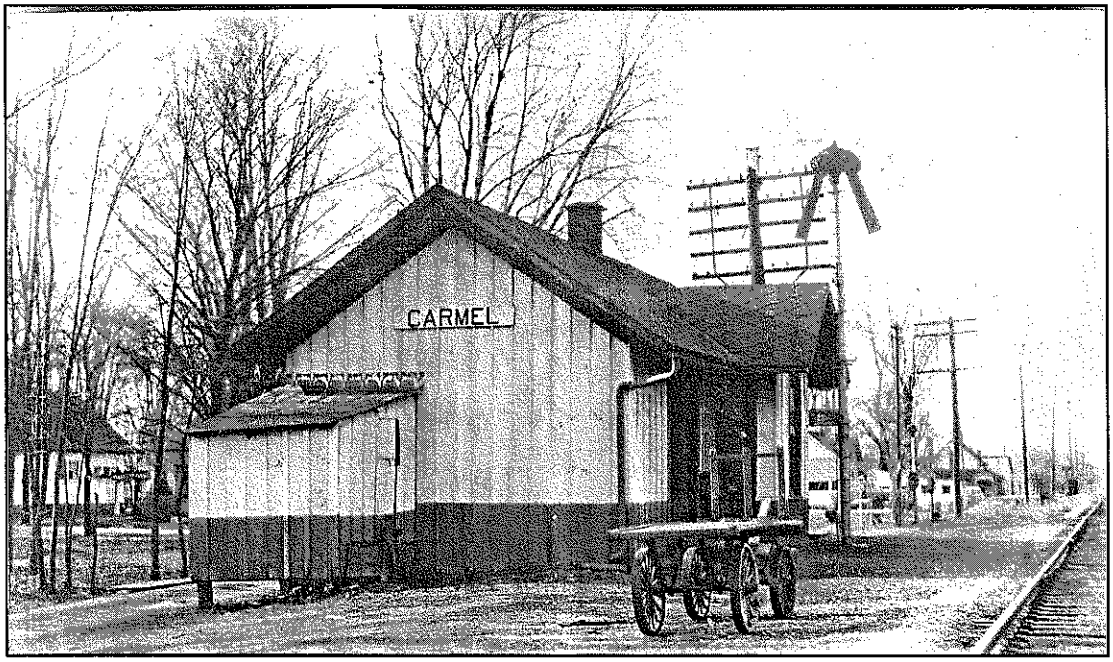
street & number 211 First Street, Southwest telephone 317-846-7117

city or town Carmel state IN zip code 46032

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 18 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 Chief, Administrative Services Division, National Park Service, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

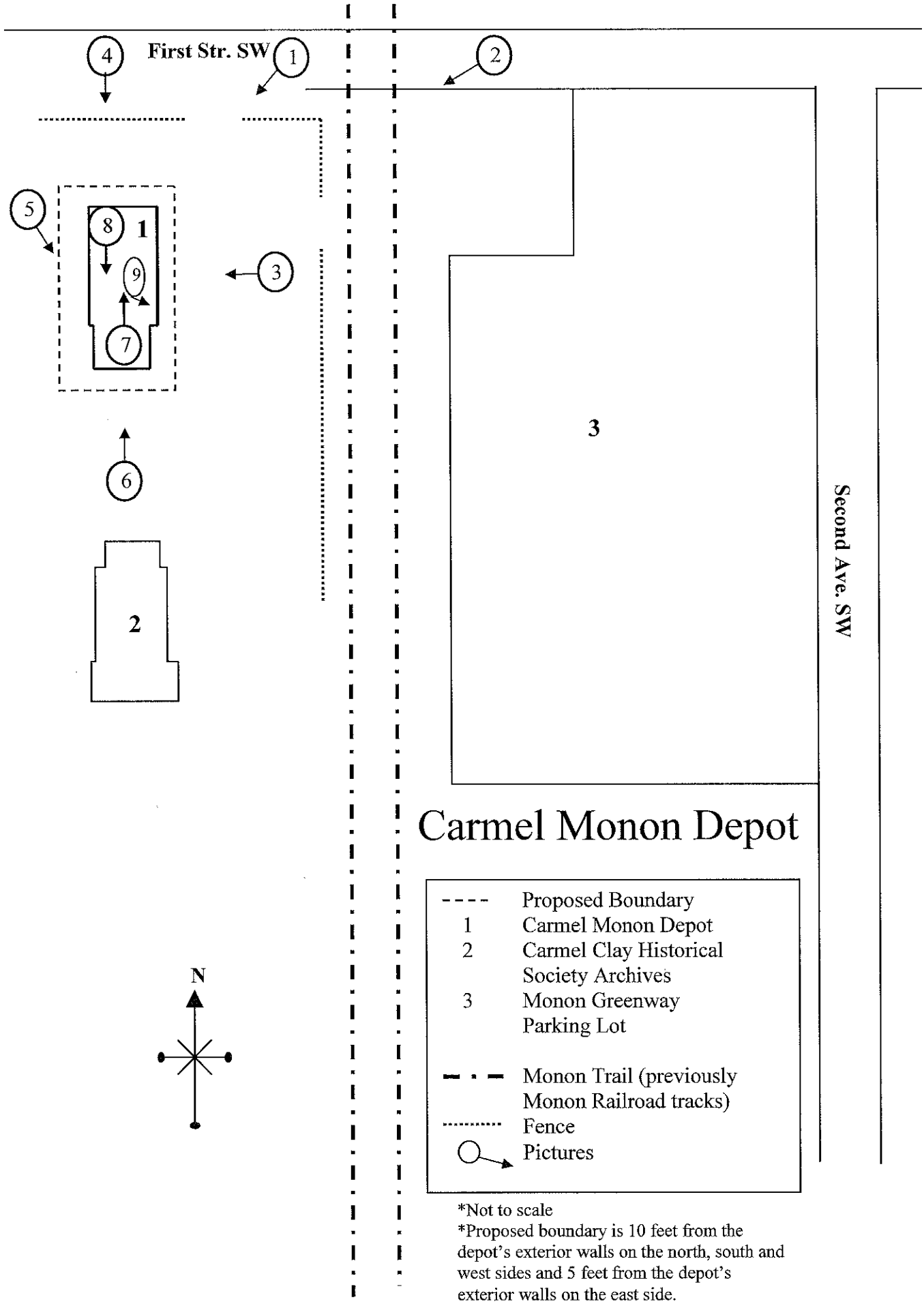


Carmel Monon Depot, c.1910



Carmel Monon Depot, c.1940

Carmel Monon Depot at original location, June 1972.


First Str. SW
Second Ave. SW
1
2
3
4
5
6
7
8
9
N
Carmel Monon Depot
Proposed Boundary
1 Carmel Monon Depot
2 Carmel Clay Historical Society Archives
3 Monon Greenway Parking Lot
Monon Trail (previously Monon Railroad tracks)
Fence
Pictures
*Not to scale
*Proposed boundary is 10 feet from the depot's exterior walls on the north, south and west sides and 5 feet from the depot's exterior walls on the east side.

Carmel Monon Depot, Hamilton Co., IN #001

Carmel Monon Depot, Hamilton Co., IN #002

Carmel Monon Depot, Hamilton Co., IN #004

Carmel Monon Depot, Hamilton Co., IN #005

Carmel Monon Depot, Hamilton Co., IN #007

Carmel Monon Depot, Hamilton Co., IN #008