

**OLD RENSSELAER SUBDISTRICT GARAGE
607 MAPLE STREET
RENSSELAER, JASPER COUNTY, INDIANA**

WRITTEN DESCRIPTION

STATEMENT OF SIGNIFICANCE

DIGITAL PHOTOGRAPHS

REDUCED COPIES OF HISTORIC CONSTRUCTION DRAWINGS

*per the Indiana DNR - Division of Historic Preservation and Archaeology
Minimum Architectural Documentation Standards*

September 19, 2016

Old Rensselaer Subdistrict Garage
607 Maple Street
Rensselaer, Jasper County

Property: Old Rensselaer Subdistrict Garage

Location: 607 Maple Street, Rensselaer, Jasper County, Indiana

Present Owner: Indiana Department of Transportation

Dates of Construction: 1931-1932; 1936-1937

Designer: Indiana State Highway Commission

Builder: Indiana State Highway Commission

Project Information: The recordation of the Old Rensselaer Subdistrict Garage was prepared by the staff of the Indiana Department of Transportation's Cultural Resources Office pursuant to the conditions of a certificate of approval (COA) for the demolition of the facility under Indiana Code 14-21-1-18. The information provided in the Statement of Significance is primarily composed of edited excerpts from the Historic Context section of the report titled, *A Historic Survey and National Register of Historic Places Evaluations of the Indiana Department of Transportation's District Garages, 1919-1965*, prepared by Patrick Carpenter (final version, September 2008).¹ Supplemental research and written narrative specific to the history of the Rensselaer facility was completed by Mary Kennedy, as well as the written description and accompanying photographic documentation.

Written Description: The Rensselaer Subdistrict facility consists of three buildings: the main tile block garage/office building and two wood-frame storage sheds. The complex covers one full city block, totaling just under 2.5 acres, and it is enclosed with fencing around the entire perimeter. The buildings are located on the northern portion of the lot with the southern portion being a large paved area. A line of large pine trees is located along the western perimeter of the complex. A site plan from 1958 indicates that large trees once lined the entire perimeter of the complex. It is unknown when the trees along the north, east, and south sides were removed. Two cedar trees frame the western bay of the front façade, and a flag pole surrounded by a flower bed is located in front of the eastern bay of the front façade. A mature tulip tree is located just to the northeast of the main building.

The main tile block building consists of a two-bay false-front façade, with a barrel-shaped roof covering its office and service room areas. It sits on a raised concrete foundation and has concrete coping. A flat roof covers the brick addition at the rear of the building, which also sits on a raised concrete foundation. The front (north) façade features three concrete pilasters with flat caps. A pedestrian entrance and original steel-sash multi-pane casement windows with concrete sills are located in the east bay. The eastern-most window is covered by a metal awning. Steel-sash multi-pane casement windows with concrete sills are located in the western bay. A large, wood cut-out in the shape of the State of Indiana is located between the two windows.

The original tile block portion of the western façade features five concrete pilasters with all but the northernmost one terminating into the concrete coping at the roofline. A flat concrete cap tops the northernmost pilaster. The southernmost pilaster is cut in half by the rear brick addition to the building. Steel-sash multi-pane casement windows with concrete sills are located in each bay. The brick addition to the rear of the building consists of two bays divided by brick pilasters that have flat concrete caps. Steel-sash multi-pane casement windows with concrete sills are located in each bay.

The south façade of the building consists of the rear brick addition to the building. It is flanked by brick pilasters with the western one possessing a flat concrete cap. The cap on the eastern pilaster is missing. A pedestrian door is located at the west end of the façade and steel-sash multi-pane casement windows with concrete sills are located at the eastern end. A small shed-roofed, metal-sided addition with a pedestrian door is located in the middle of the façade. Old plans show that a metal coal door once occupied this space. Another small shed-roofed, metal-sided addition juts out from the east end of the building. A large brick chimney stack that is twice as tall as the main building rises from the northwest corner of the brick addition.

The east façade of the building consists of the original four bays of the tile block building to the north and the two bays of the brick addition to the south. The tile block portion is divided by five concrete pilasters with all but the northernmost one terminating into the concrete coping at the roofline. A flat concrete cap tops the northernmost pilaster. The northern bay features a steel-sash multi-pane casement window with a concrete sill and is covered by a metal awning. The next three bays to the south contain garage bay openings. Each features a concrete lintel, although the one in the middle bay is modern and placed closer to the roofline than the original two in order to accommodate a modern metal overhead garage door. The other two bays have openings with missing doors, but the southern bay has a steel-sash multi-pane casement window beneath the lintel. The two bays of the brick addition have been heavily altered. A brick pilaster with a concrete cap separates them. The northern bay has a modern metal overhead garage door. The southern bay has been extended to the east with the previously mentioned shed-roofed, metal-sided addition that has a pedestrian door.

The interior of the main building consists of an office area to the north, four service bays in the middle, and what were originally an equipment paint room, fuel room, and boiler room in the southern addition. The most recent function of all of the southern rooms appears to have been general storage. The office area has wood-paneled walls, a multi-colored utility tile floor, and a dropped ceiling. A small restroom is located immediately adjacent the office area in the service bay area. The service bay area has a concrete floor and riveted bowstring steel trusses overhead supporting the roof. The tile block walls are painted battleship gray at the wainscot level and painted white above. An original wood work bench is built into the western wall with wood supply cubbies also built into the wall on the north end. A pulley system is attached to an I-beam attached to the ceiling trusses along the west side of the room. Entrance into the storage rooms of the addition is via two tin-clad fire

doors that retain their original hardware. These rooms have painted brick walls with some built-in wood work benches, shelving, and supply cubbies in the western room.

The two storage sheds at the Rensselaer facility are wood-frame structures with shiplap siding, identified on standard plans as “car siding – horizontally.”² The first shed, which appears to be contemporary to the main building, is oriented east-west at the middle of the northern perimeter of the facility with its front (south) façade facing into the paved “courtyard” area of the facility. It is 1.5 stories tall and has a side-gable roof with exposed rafter tails. It originally had several wood-sash multi-pane windows on all facades, but most of the window openings now have no sash with some of them filled with plywood. The main façade of the building has heavily altered fenestration. It is hard to discern the original pattern, but it may have been similar to the standard Type A front elevation fenestration, which consisted of two garage bays on one end, a multi-pane window in the middle, and a pedestrian door on the other end.³ Currently, a modern metal panel sliding door covers a garage bay opening on the east end with double pedestrian doors in the middle and on the west end. The interior on the east end is 1.5 stories tall with a haymow-type opening on the upper west wall featuring a sliding wood door with original hardware. The interior on the west end consists of a one-story room with wood stairs leading to an upper half-story room.

The second shed, which was constructed circa 1936, is a Type B shed per the ISHC’s 1934 standard plans for storage sheds. It is oriented north-south at the northeast corner of the facility with its front (west) façade facing into the paved “courtyard” area of the facility. It is one-story tall and has a shed roof with exposed rafter tails. Of the four garage bays on the west façade, only one still contains the original wood-sash multi-pane overhead garage door, which is in the northern bay. The next bay to the south and the southernmost bay have modern metal overhead garage doors. The bay between the two modern garage doors is filled with shiplap siding. The north and south facades have wood-sash multi-pane windows and pedestrian doors. The eastern façade originally had several wood-sash multi-pane windows, but they have been filled with smaller wood sash one-over-one windows and shiplap siding.

Statement of Significance:

The Rensselaer Garage, built in 1931-1932 and remodeled in 1936-1937, has a significant association with the Indiana State Highway Commission’s (ISHC) Early Formation and Growth Period. The later addition of service bays and lowering of the parapet actually enhances the Garage’s association, as it physically reflects the growing maintenance needs in the ISHC’s expanding road network. Almost all aspects of the complex’s integrity are intact. Therefore, in 2007, the Old Rensselaer Subdistrict Garage was recommended eligible for the National Register of Historic Places under Criterion A for its association with the ISHC’s Early Formation and Growth Period.⁴ The staff of the Indiana Department of Natural Resources’ Division of Historic Preservation and Archaeology (IDNR-DHPA) concurred in this recommendation in a letter dated October 26, 2007.

The construction of the Rensselaer Subdistrict Garage by the ISHC is an indirect result of the advent of the automobile in the early twentieth century. With

improvements in their mass production, many Americans could travel faster and farther than ever before. Indiana residents were no different than the rest of the country in their quick acceptance of the automobile. For instance, in 1920, the number of motor vehicles registered in Indiana totaled 325,992 and by 1930 there were 900,000 registered vehicles.⁵ This remarkable increase in automobiles introduced a great strain on existing roads, more accustomed to horse and buggy. The weight, wear and sheer volume of these vehicles required much more durable roads than had previously been expected.

Understanding the importance of a reliable transportation system to sustain the country's development, a Federal government mandate called for states to assume more responsibility in roadway construction and maintenance. Indiana was slower in adopting legislation creating a state highway commission than other states, in some part due to the abundance of gravel in the northern part of the state and crushed stone in the southern part that provided ample supplies for local municipalities and counties to build and maintain roads more easily than other parts of the country.⁶ Eventually however, bowing to national trends, in 1919 the General Assembly formed the Indiana State Highway Commission (ISHC), which was tasked with laying out a system of state highways which would reach every county seat and city of 5,000 inhabitants or more, making a network of highways connecting every market center in the state.⁷ Once formed, the ISHC was funded by gasoline taxes, license fees and federal aid.⁸

Every year after its formation, the ISHC adopted hundreds of miles of road under its jurisdiction. In 1919, there were 133 miles of road under contract with an additional 400 miles planned for the next year.⁹ By 1926, the ISHC maintained 5,042 miles of road,¹⁰ and by 1932, road miles had ballooned to 8,422.¹¹

In recognition of the critical role maintenance played in the growing transportation system, a central garage was erected by the ISHC in 1920 at West and Market Streets in Indianapolis. The central garage served as the hub for the entire state roadway network and housed the primary administrative, maintenance and materials testing functions for the ISHC. Interestingly, prior to the central garage's construction, ISHC operations were scattered among existing state government buildings. For instance, before moving to the new central garage, the Bureau of Materials and Tests was located in a 12 ft. x 12 ft. room in the basement of the Statehouse.¹²

In addition to the central garage, at its formation the ISHC was organized into five maintenance districts with headquarters at Vincennes, Seymour, Greenfield, Ft. Wayne and Monticello with each consisting of five subdistricts.¹³ By 1922, it had become apparent that the district territories were too large to adequately cover responsibilities. Hence, the boundaries were redrawn to incorporate the Crawfordsville District. At the same time, each district was divided into six subdistricts.¹⁴ These district boundaries are remarkably similar to today's district configuration, with the exception of the shift from one district headquarters from Monticello to LaPorte.

By the late 1920s, it was apparent that the central garage could not solely handle the maintenance needs of the entire state. Prior to the construction of district garages, the

ISHC kept its district equipment and offices in rented buildings and warehouses, but it became difficult to secure proper accommodations in these private buildings. An important element missing in the rented buildings was that they were not fireproof. Therefore, the ISHC found that the construction of new fireproof buildings was necessary to meet the specifications particular to roadway maintenance operations.¹⁵

A key role of the ISHC-built garages was that more trucks were overhauled in the field garages instead of going to the central garage.¹⁶ In essence, the new garages allowed more work to occur at the district-level instead of transporting equipment to and from the central garage in Indianapolis. ISHC Supervising Architect B.B. Straight explained,

Each garage cares for the equipment in its own sub-district, and all repairs are made at these garages except extensive repairs; these are sent to the central garage in Indianapolis. Because of the distance from Indianapolis, the subdistrict garages must carry an adequate stock of repair parts for the different makes of equipment in use.¹⁷

Eventually, all maintenance work was done at the district level, further decentralizing ISHC operations in the expanding statewide road network. Accordingly, district garages were constructed at a rapid pace. By 1929, the ISHC had begun making plans for the systematic construction of new garages statewide. In fact, by this time, a 40' x 100' subdistrict garage had been built in Goshen on land donated by the Goshen Chamber of Commerce, and at the same time there were plans for four other garages.¹⁸ By 1930, 13 subdistricts had new garages.¹⁹

Remarkably, thirty-six garages were built in the span of eight years. The construction of the district garages was a noteworthy achievement for the ISHC. Indeed, the new district garages were highly regarded and promoted to the general public and highway industry. Arguably, the most impressive aspect of the garages was that they actively served ISHC (and later INDOT) operations until the late twentieth century. In fact, several of these early garages are still actively serving their original function for district maintenance operations. The continuing presence of the majority of these garages until the last decade can likely be attributed to the foresight of the planners and architects responsible for their design and construction.

Designed specifically to accommodate ISHC operations, district garages were tailored to meet a particular function of equipment storage and maintenance. Thus, ISHC district garages were designed to exhibit a straightforward form deliberately maximizing function while minimizing decorative and unnecessary architectural embellishments. Typically, the extant garages erected between 1928 and 1932 consist of brick or tile construction, with a two-story, stepped parapet false front façade fronting a barrel-shaped roof supported by riveted bowstring steel trusses covering the office and service equipment room. Square stone-capped pilasters separated the two-to-three-bay façade, and regularly spaced rectangular steel-sash multi-pane steel-sash casement windows with concrete sills flanked each elevation. Of those extant garages built prior to 1932 it appears that the service room contained two bays for equipment and storage.

The Rensselaer Subdistrict garage was one of several facilities built across several districts in 1932. Others built that year were located in Bluffton (Ft. Wayne District), Anderson (Greenfield District), Ridgeville (Greenfield District), Valparaiso (LaPorte District), New Albany (Vincennes District), and Vincennes (Vincennes District). The existing maintenance operations at Rensselaer had been housed in a rented facility.²⁰ ISHC annual reports indicate that many of the new subdistrict garage facilities were built on donated land. This was the case with the facility at Rensselaer. The annual report from 1931 concisely reports that the 1.87 acre lot²¹ on which the Rensselaer facility was being built was donated by the Rensselaer Chamber of Commerce.²²

Newspaper accounts from the era describe a bit of drama surrounding the Rensselaer site selection. The plans for building a new garage in Rensselaer made front page news of the *Jasper County Democrat* several times in mid-1931. On May 23, 1931, it was announced that the ISHC had finally secured sufficient funding to build a garage in Rensselaer on land that had been donated by the Rensselaer Chamber of Commerce a year earlier. It was reported that the city had been “eagerly awaiting” the announcement and that construction should start soon since the Chamber of Commerce had complied with “every request made by the state.”²³ The land was located in an area known as “Sunnyside addition” and funds for its purchase had been comprised of \$150 from the “old Commercial Club of Rensselaer” and donations solicited by Mrs. Thomas M. Callahan, wife of the president of the Chamber of Commerce, for a total of \$400.²⁴

A delay in the plans at Rensselaer occurred in late June 1931 when the matter of supplying water to the designated site of the new facility was under contention. Apparently, supplying water to the new site was not considered in the site section by the Chamber of Commerce, and when it was suggested by the State that the City construct a pipe from the site to a water main, the City declined due to the estimated cost of \$1,500.²⁵ The editorial side of the *Jasper County Democrat* came through when reporting the situation. The newspaper advocated for the city to find a solution so that the ISHC would not choose another location for the new garage, which was rumored could occur if the water issue was not resolved:

*What a funny place a garage would be without water. It would be more like [a] butcher shop without meat or a print shop without ink. . . A plan has been suggested to buy other lots nearer the end of the water mains. . . At least, it is said, new lots can be bought much cheaper than the water mains can be constructed. . . it appears to us that a \$1,000 or \$1,500 spent to bring a garage here that would employ from three to ten men and thus provide a means for that many families in the city, the money would be well spent. . .*²⁶

Amongst “sinister accusations up and down main street,” the Rensselaer City Council held a meeting with citizens to discuss the problem. An ISHC engineer, E. B. Lockridge, had recently visited the town to inspect potential site locations and he preferred a site that was closer to the water main and railroad tracks and also had surrounding trees for enhanced landscaping opportunities. At least some portion of the Rensselaer citizenry was upset that the City’s lack of cooperation on the matter might jeopardize the garage’s construction in their town. It was suggested at the meeting that the City could buy new lots and trade the State for the lots that had

already been donated. The city attorney indicated that the City could not purchase anything that was not specifically needed for governmental purposes. When it was pointed out that the City needed land for storage of light poles, piping, and other materials and equipment, it was suggested such a land swap might be possible.²⁷

Again, the *Jasper County Democrat* encouraged city officials to find a solution and argued that a new garage “would be worth many times the price of another set of lots or twice that amount, it is our belief.”²⁸ To support this statement, the newspaper recounted a visit by the editor to the recently constructed state highway garage in LaPorte, a “very imposing structure of concrete and vitrified tile,” of which the Rensselaer garage was to be a duplicate.²⁹ In LaPorte, the editor was impressed with the new, well-equipped main building, a large frame support building, well-landscaped grounds, and the “considerable business [that] was transacted in the office [in] the short time we were there by outside persons, district superintendents and employees.”³⁰

It is unclear how the water line/site selection situation was resolved, as no further mention of the matter could be found in the newspaper after July 1, 1931. The ISHC annual report for 1931 indicated that Rensselaer maintenance duties were still being carried out at a rented facility as of September 30 of that year, but that progress on the new garage was 20% complete.³¹ The ISHC reported in 1932 that operations had moved into the new Rensselaer facility on December 1, 1931, but that the frame storage shed was not completed until sometime in 1932. The total cost for the 40’ x 80’ main tile building, 24’ x 78’ frame storage shed, and new fencing around the entire facility was \$11,734.65.³²

The first ISHC garages were essentially utilitarian structures, typical of industrial and commercial architecture of the 1920s and 1930s. Despite their ordinary appearance, at least some of these garages were not designed by ordinary architects. In 1932, architectural fees were paid to Vonnegut, Bohn and Mueller, a prominent and prolific firm from Indianapolis, for the design of garages at Central, Dale, New Albany, Vincennes, Anderson, Bluffton, Ridgeville and Bloomington.³³

A shift in district garage design occurred when the *Standard Sub-District Garage Plans and Standard Storage Building Plans* prepared by L.A. Turnock were approved by the ISHC in September 1933.³⁴ It appears that after this point, Vonnegut, Bohn, and Mueller were no longer involved in garage design, based on lack of subsequent references to the firm and the implication that the ISHC was designing its own garages. The standardization of garage plans is not surprising, as highway safety standards and design manuals are fundamental tenants of transportation agencies. Applying standard designs to district garages would have been a logical measure for the ISHC. What may be more surprising is that the standard ISHC design actually incorporated more architectural ornament than the older garages, commonly in the form of highly accentuated pilasters with ziggurat stone caps, soldier bond borders and square corner stone blocks surrounding multi-pane casement windows, and a stone inscribed “State Highway Garage” plaque on the façade.

Near the end of its initial garage building phase, the ISHC began systematically modernizing its existing garage facilities. It was during this modernization effort that garages were expanded with additional service bays or supplemented with new storage sheds. Extant garages built prior to 1933 exhibit evidence of rear bay additions, as indicated by distinct change in materials with the furthest bay typically housed under a flat-roof section.

Drawings for the Rensselaer Subdistrict Garage approved in 1936 show remodeling plans and offer an illustrative example of the alterations that likely occurred at other garages.³⁵ As indicated in the plans, the original Rensselaer Garage consisted of the front office block with a raised 2nd story paint room directly above, and two service bays below the barrel-roof section. Primary remodeling consisted of the addition of two service bays at the rear and removal of the paint room above the office. Based on the extant garages from this era's form and design, it is reasonable to assume that most, if not all, underwent similar renovations. In 1937, while the ISHC maintenance division let only one contract to construct a new standard garage building, it let twelve contracts for "new storage sheds or for improving or enlarging present garage buildings" totaling \$197,771.88³⁶

A fascinating aspect of the widespread remodeling of the pre-1933 garages is the relatively short time span between their original construction and their expansion in 1936-1937. For instance, the Rensselaer Garage was constructed in 1932, making it only four years old before plans were made for its expansion. The additional service bays seemingly indicate that the maintenance demands placed on the subdistrict garages were even more than the ISHC had planned only four years earlier. Therefore, the remodeled garages through their architectural evolution provide a physical representation of the growth and expansion of the state highway system.

For the earliest garage facilities, wood-frame sheds with open bays for equipment storage were likely the only accompanying support buildings. However, storage sheds were not necessarily built simultaneously with the garages. It seems likely that support buildings were not constructed until either funds were available or specific needs arose. For instance, in October 1931, the ISHC maintenance division was authorized to construct 14 sheds at various garages.³⁷ One of the sheds at the Rensselaer facility does appear to be an early surviving example that was built along with the main building. It does not fit the standard of the two types described below and its dimensions match those listed in the ISHC annual report for the shed constructed in 1932.³⁸

After 1933, with the approval of the ISHC-designed *Standard Storage Shed Plans*, two storage sheds and an oil house were erected with each garage. The wood frame, shiplap siding-covered storage sheds, were described by B.B. Straight as measuring approximately 33' x 81' with concrete foundations. He explained their function, "... to care for the equipment that cannot be stored in the garages. In fact, very little equipment is stored in the garages except in cold weather, when so trucks are kept there for easy starting."³⁹ Storage sheds came in two designs, the Type B shed containing four garage bays, while Type A consisted of two garage bays, a tool room and an aggregate storage room.⁴⁰ These standard storage sheds were also constructed at the older garage complexes, likely during the garage modernization efforts in

1936. During the 1936-1937 remodeling effort at the Rensselaer facility, it appears that one Type B shed was built to accompany an existing shed that had been built in 1932 when the main building was constructed.

Oil houses have not fared as well, with most now razed. As detailed in the *Plans for Standard Oil Storage House*, the oil house was designed as a brick square block, with decorative details matching the garage. Specifically, the oil house featured corner ziggurat stone capped pilasters, steel-sash multi-pane casement windows with concrete sills, and stone coping on the parapet. The oil house at the Rensselaer facility was built during the 1936-1937 remodeling efforts, and it was removed in 2008 when contaminated soil at the site was removed.

The Rensselaer Garage, built in 1931-1932 and remodeled in 1936-1937, has a significant association with the Indiana State Highway Commission's Early Formation and Growth Period. The addition of service bays and lowering of the parapet in 1936-1937 actually enhances the Garage's association, as it physically reflects the growing maintenance needs in the expanding road network during this period. Almost all aspects of integrity of the facility are intact, including the main building's windows, the storage sheds, and grounds. Moreover, in comparison, the Rensselaer Garage maintains more integrity than the only other remaining garage from the Early Formation and Growth Period in the LaPorte District, located in Winamac.

As outlined in *A Historic Survey and National Register of Historic Places Evaluations of the Indiana Department of Transportation's District Garages, 1919-1965*, the most important aspects of integrity that the garages from the Early Formation and Growth Period must retain in order to be eligible for the National Register of Historic Places are its design, material, location and association. Essentially, it is critical that a garage reflects its original function through its design-exhibiting its barrel-roofed covered equipment bays and maintaining where administrative and equipment repair activities occurred. Moreover, the garage's materials should be indicative of its historic period-the original casement windows are powerful indicators of the garage's age. In addition, the retention of pilasters, coping, and exterior brick or tile patterns are necessary to provide conveyance of its contextual time period. Furthermore, maintaining location and association provides evidence that the garage functioned in highway maintenance operations. This association is shown through retention of original grounds, support buildings and relationship to the adjacent roadway. Although all seven aspects of integrity are important, retention of historic design, materials, location and association are critical for a garage to convey significance.

Per the requirements outlined above, the Rensselaer facility maintains enough integrity to convey its significance. Therefore, the Old Rensselaer Subdistrict Garage was recommended eligible for the National Register of Historic Places under Criterion A for its association with the ISHC's Early Formation and Growth Period in the 2007 INDOT report titled *A Historic Survey and National Register of Historic Places Evaluations of the Indiana Department of Transportation's District Garages, 1919-1965*.⁴¹ The staff of the IDNR-DHPA concurred in this recommendation in a letter dated October 26, 2007.

The Old Rensselaer Subdistrict Garage is no longer actively used by INDOT and has been relatively vacant since 2003 except for some equipment storage. The severely deteriorated condition of the buildings limits the potential future buyers who could utilize the site. Therefore, it is proposed to demolish all remaining buildings on the property before INDOT disposes of this land that is longer needed by the agency. Per Indiana Code 14-21-1-18, demolition of the facility was approved by the Indiana Historic Preservation Review Board at its October 21, 2015 meeting, pending completion of written and photographic architectural documentation of the facility. The City of Rensselaer has expressed interest in the cleared site as a park.

NOTES

¹ The full report can be found in its entirety here:

<http://www.in.gov/indot/files/HistoricContextReport.pdf>.

² Indiana State Highway Commission. *Plans for Standard Storage Shed*. 1 December 1934.

³ Ibid.

⁴ This recommendation was made in the report titled, *A Historic Survey and National Register of Historic Places Evaluations of the Indiana Department of Transportation's District Garages, 1919-1965*. This report can be found in its entirety here:

<http://www.in.gov/indot/files/HistoricContextReport.pdf>.

⁵ Ben H. Petty, "Indiana's Road Problem," *Indianapolis Star*, 3 September 1931.

⁶ J.M. Henry, *A Short History of the Indiana State Highway Commission* (Indianapolis, 1926), 1.

⁷ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1919* (Fort Wayne, Ind.: Fort Wayne Printing Company, 1920), 559.

⁸ Henry, 2.

⁹ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1919*, 559.

¹⁰ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1929* (Indianapolis, Ind.: William B. Burford, 1930), 1113.

¹¹ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1932* (Indianapolis, Ind: William B. Burford, 1933), 1076.

¹² Arthur R. Smith, "Indiana Testing Bureau Occupies New Quarters," *Better Roads*, March 1937, 35.

¹³ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1920*, 1142.

¹⁴ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1922*. 1008.

¹⁵ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1930* (Indianapolis, Ind.: William B. Burford, 1931), 1213.

¹⁶ Ibid, 1185.

¹⁷ B.B. Straight, "Modern Housing for Road Equipment," *Better Roads*, March 1937, 25.

¹⁸ "Report of the State Highway Commission," in *Yearbook of the State of Indiana for the Year 1929* (Indianapolis, Ind.: William B. Burford, 1930), 1183.

¹⁹ “Report of the State Highway Commission,” in *Yearbook of the State of Indiana for the Year 1930* (Indianapolis, Ind.: William B. Burford, 1931), 1213.

²⁰ “Report of the State Highway Commission,” in *Yearbook of the State of Indiana for the Year 1931* (Indianapolis, Ind.: William B. Burford, 1932), 1166.

²¹ It is interesting to note that the city block the Rensselaer facility occupies is just under 2.5 acres, indicating that perhaps it was expanded from the original parcel at some point, unless the 1.87 acre listed in the 1932 ISHC annual report was incorrect. The approximate southern half of the facility is primarily a paved area with all of the buildings located on the northern portion of the block, suggesting that if the facility’s lot was expanded at some point, the expansion was comprised of an acquisition of land to the south of the original land.

²² *Ibid.*, 1163.

²³ “State to Build Highway Garage in Rensselaer Soon.” *Jasper County Democrat*. 23 May 1931.

²⁴ *Ibid.*

²⁵ “State Garage Needs Water; City Says No.” *Jasper County Democrat*. 27 June 1931.

²⁶ *Ibid.*

²⁷ “Council Meets with Citizens on State Garage Proposition.” *Jasper County Democrat*. 1 July 1931.

²⁸ *Ibid.*

²⁹ *Ibid.*

³⁰ *Ibid.*

³¹ “Report of the State Highway Commission,” in *Yearbook of the State of Indiana for the Year 1931*, 1166.

³² “Report of the State Highway Commission,” in *Yearbook of the State of Indiana for the Year 1932*, 1200-1201.

³³ “Report of the State Highway Commission,” in *Yearbook of the State of Indiana for the Year 1932*, 1963.

³⁴ *Indiana State Highway Commission Minutes of Meetings*, Volume 4-Index 1/4/1928-Volume 9-12/29/1933, 11 August 1933, 86.

³⁵ While plans were made for remodeling the Rensselaer facility in 1936, the ISHC annual report for 1936 does not indicate any remodeling work occurred that year. The 1937 annual report does state that twelve remodeling contracts were let that year, with no locations specified.

³⁶ “Report of the State Highway Commission,” in *Yearbook of the State of Indiana for the Year 1937* (Indianapolis, Ind.: William B. Burford, 1938), 917.

³⁷ *Indiana State Highway Commission Minutes of Meetings*, 21 October 1931, 146.

³⁸ The dimensions listed in the 1932 ISHC annual report for the shed at the Rensselaer facility are 24’ x 78’, which is the size of the extant 1.5 story shed at the site. The standard Type A and Type B sheds were each approximately 33’ x 81’ in size and only 1 story tall. “Report of the State Highway Commission,” in *Yearbook of the State of Indiana for the Year 1932*, 1201 and Indiana State Highway Commission. *Plans for Standard Storage Shed*. 1 December 1934.

³⁹ Straight, 27.

⁴⁰ Indiana State Highway Commission. *Plans for Standard Storage Shed*. 1 December 1934.

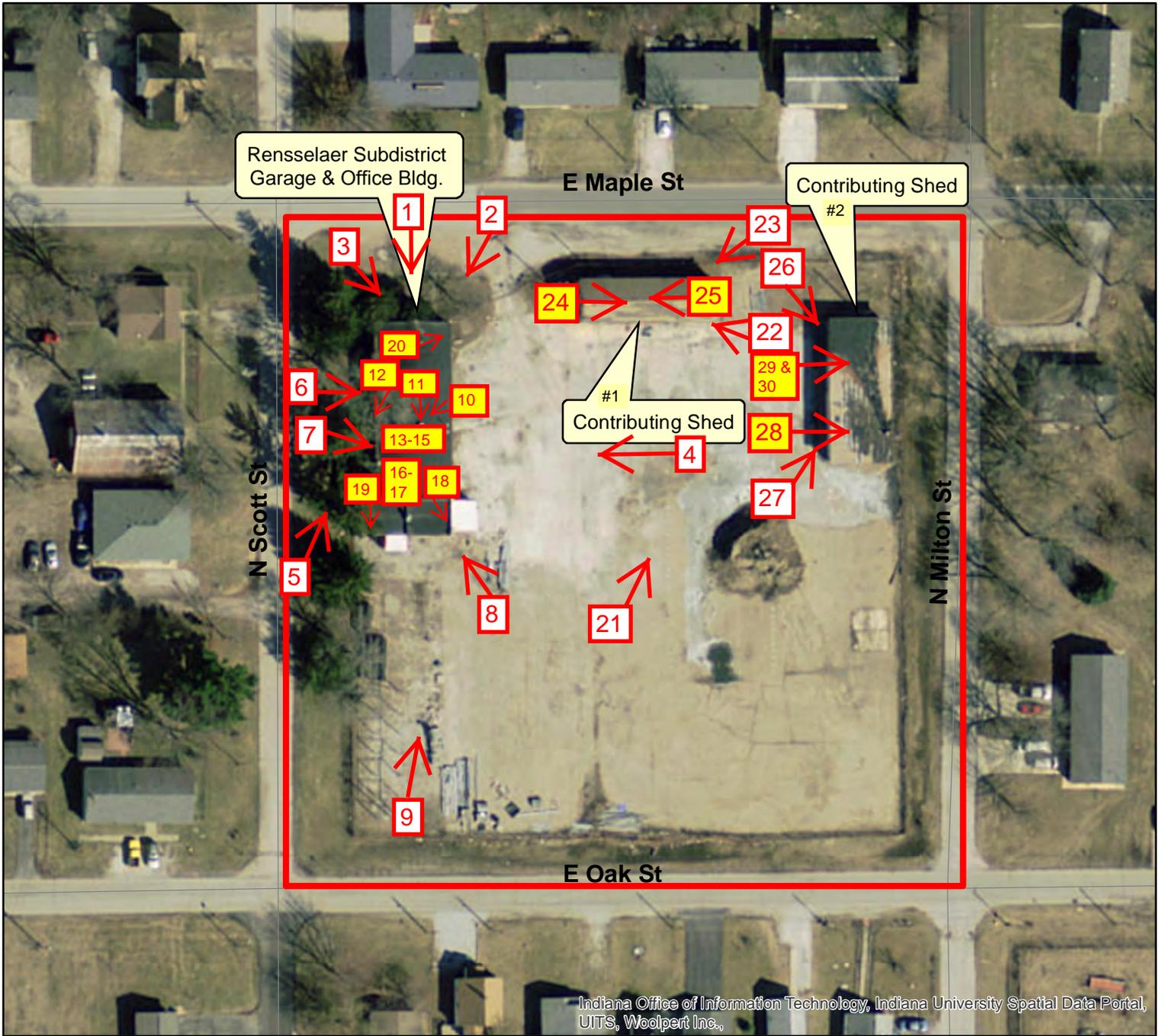
⁴¹ This report can be found in its entirety here:

<http://www.in.gov/indot/files/HistoricContextReport.pdf>.

REFERENCES

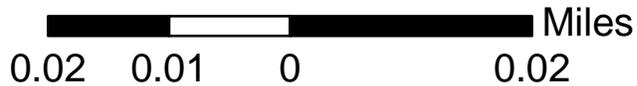
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Old Rensselaer Subdistrict Garage
 607 Maple Street
 Rensselaer, Jasper County



Indiana Office of Information Technology, Indiana University Spatial Data Portal, UITS, Woolpert Inc.

Scale 1:1,000



This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

Sources: Non Orthophotography

Data - Obtained from the State of Indiana Geographical Information Office Library

Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)

Map Projection: UTM Zone 16 N **Map Datum:** NAD83



Photo Location



Interior Photo Location

| State Routes Highways | |
|-----------------------|--------------|
| | Interstates |
| | State Routes |
| | US Routes |
| | Local Road |



IN_JasperCounty_OldRensselaerSubdistrict_01



IN_JasperCounty_OldRensselaerSubdistrict_02



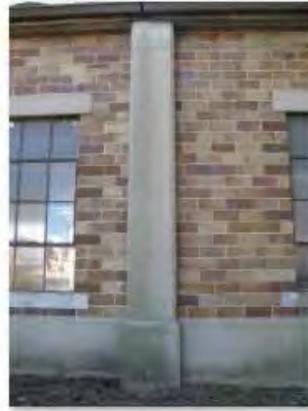
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IN_JasperCounty_OldRensselaerSubdistrict_04



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IN_JasperCounty_OldRensselaerSubdistrict_06



IN_JasperCounty_OldRensselaerSubdistrict_07



IN_JasperCounty_OldRensselaerSubdistrict_08



IN_JasperCounty_OldRensselaerSubdistrict_09



IN_JasperCounty_OldRensselaerSubdistrict_10



IN_JasperCounty_OldRensselaerSubdistrict_11



IN_JasperCounty_OldRensselaerSubdistrict_12



IN_JasperCounty_OldRensselaerSubdistrict_13



IN_JasperCounty_OldRensselaerSubdistrict_14



IN_JasperCounty_OldRensselaerSubdistrict_15



IN_JasperCounty_OldRensselaerSubdistrict_16



IN_JasperCounty_OldRensselaerSubdistrict_17



IN_JasperCounty_OldRensselaerSubdistrict_18



IN_JasperCounty_OldRensselaerSubdistrict_19



IN_JasperCounty_OldRensselaerSubdistrict_20



IN_JasperCounty_OldRensselaerSubdistrict_21



IN_JasperCounty_OldRensselaerSubdistrict_22



IN_JasperCounty_OldRensselaerSubdistrict_23



IN_JasperCounty_OldRensselaerSubdistrict_24



IN_JasperCounty_OldRensselaerSubdistrict_25



IN_JasperCounty_OldRensselaerSubdistrict_26



IN_JasperCounty_OldRensselaerSubdistrict_27



IN_JasperCounty_OldRensselaerSubdistrict_28



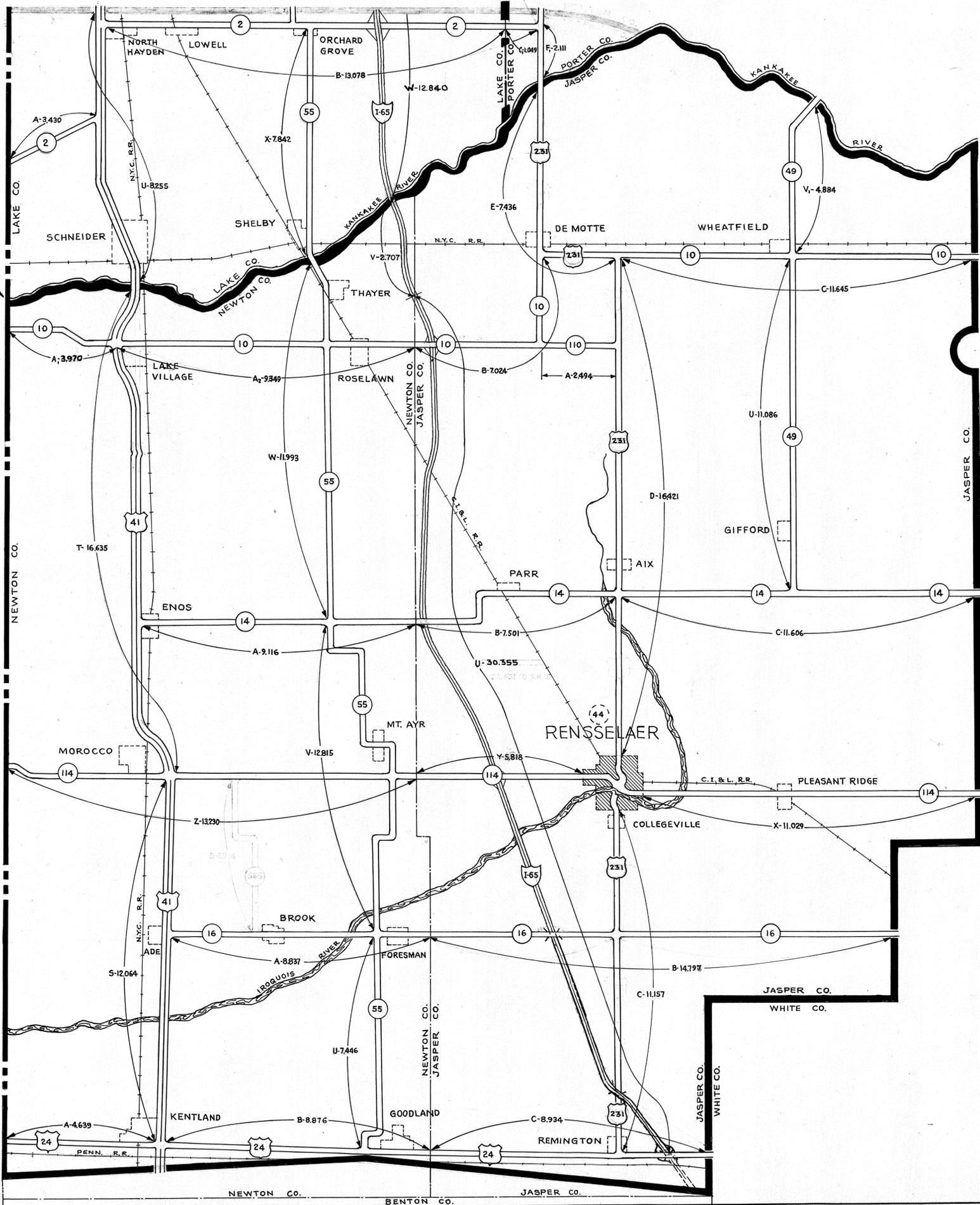
IN_JasperCounty_OldRensselaerSubdistrict_29



IN_JasperCounty_OldRensselaerSubdistrict_30

GARY SUB-DISTRICT

STATE OF ILLINOIS

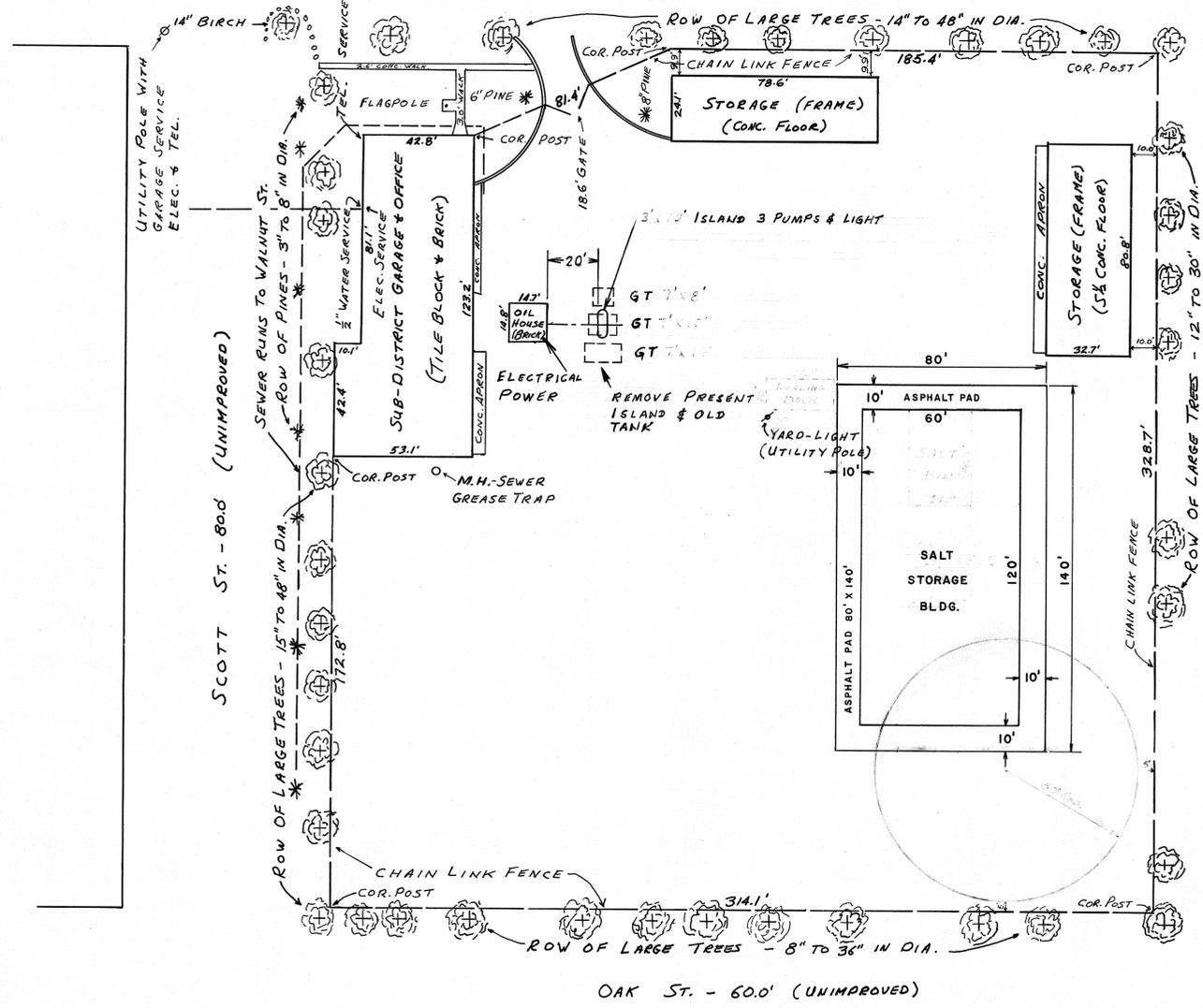


REV. NOV. 1966
 APRIL 1967 S.R.555 RE
 NOV. 1968
 JAN. 1969
 NOV. 1969
 DEC. 1970

RENSELAER SUB-DISTRICT
 MAINTENANCE SECTIONS
 INDIANA STATE HIGHWAY COMMISSION

← TO U.S. 231 (BIT. SURFACE)
1/4 MILE

MAPLE ST. - 60.0' (UNIMPROVED)



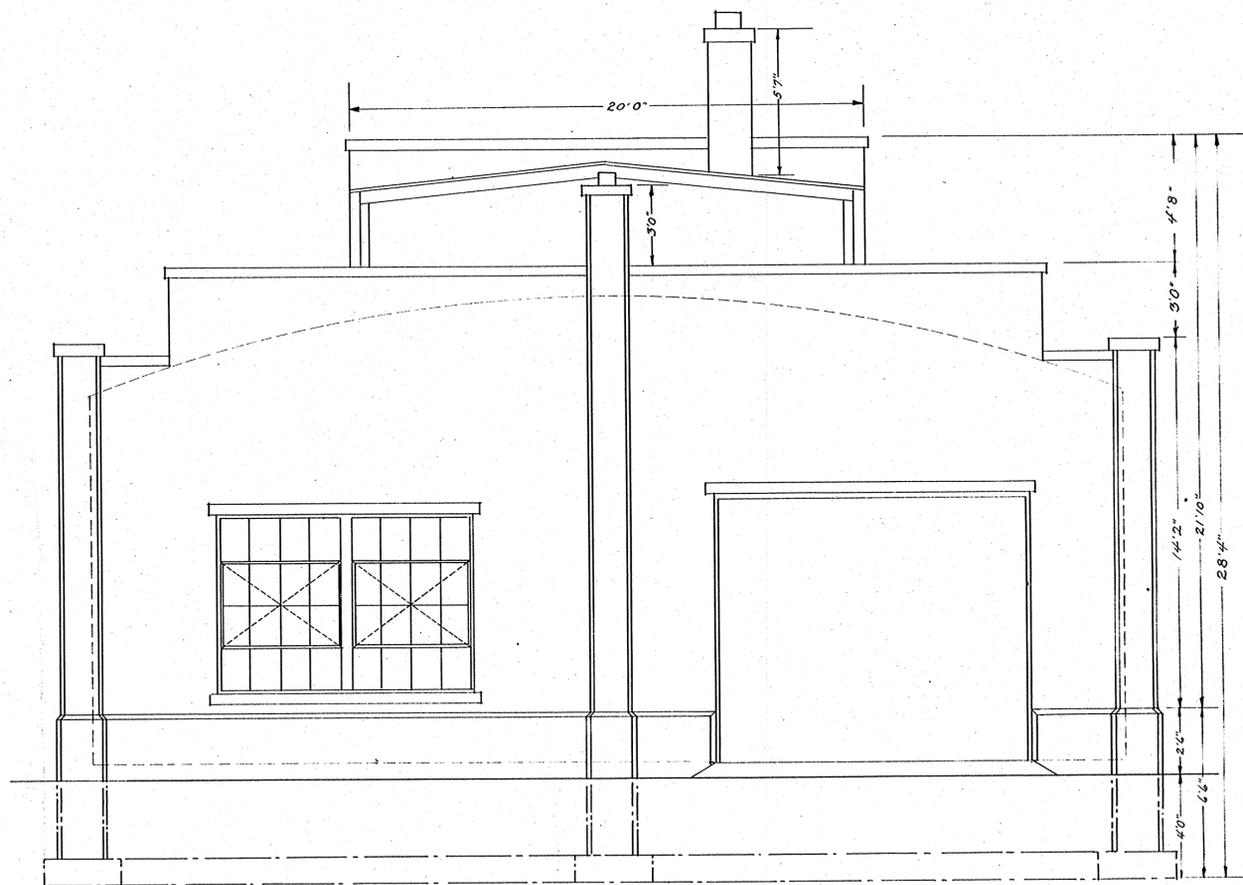
NOTE:-
WATER TABLE 15' BELOW
GROUND SURFACE.

2.37 acres

| | | | |
|---|---------|-----------------|------|
| INDIANA STATE HIGHWAY COMMISSION | | | |
| LAPORTE DISTRICT | | LAPORTE INDIANA | |
| PLAT OF RENSELAER SUB-DISTRICT SCALE 1" = 30' | | | |
| SUBMITTED BY | DATE | APPROVED BY | DATE |
| W.S. | 2-12-68 | | |
| DRAWN BY | DATE | DRAWING NO. | |
| D.B.G. | 2-26-72 | | |

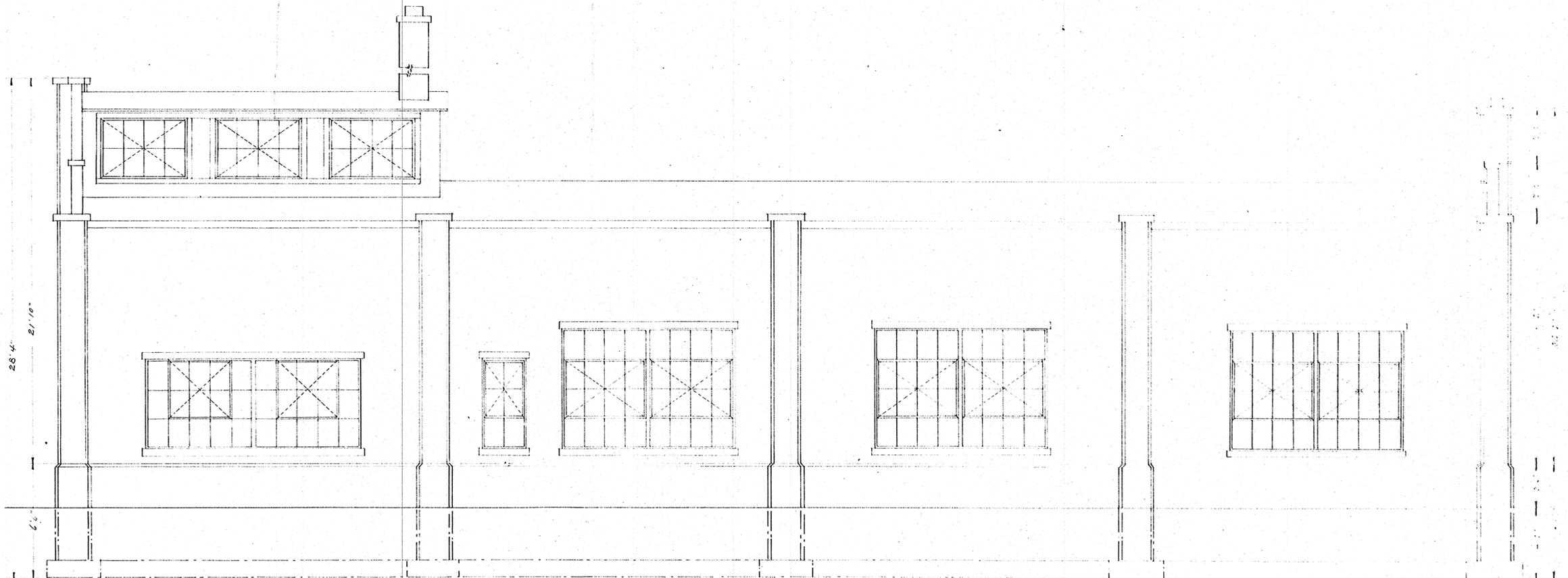


NORTH ELEVATION

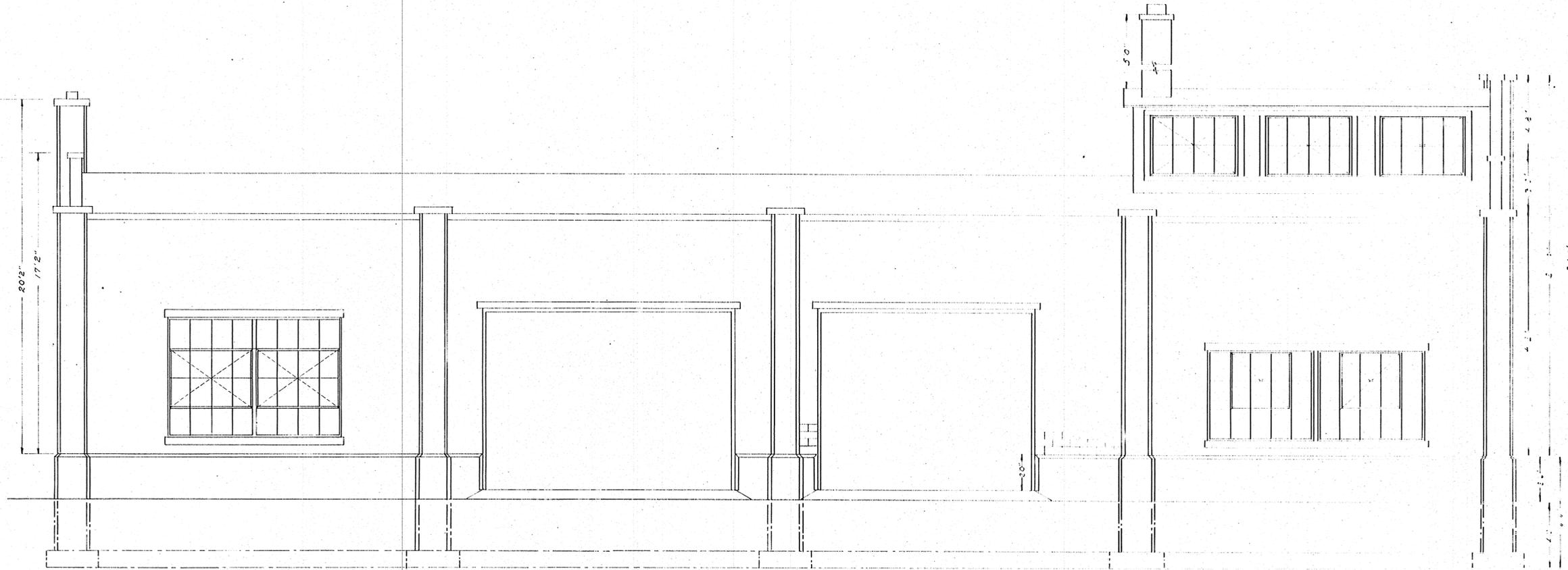


SOUTH ELEVATION

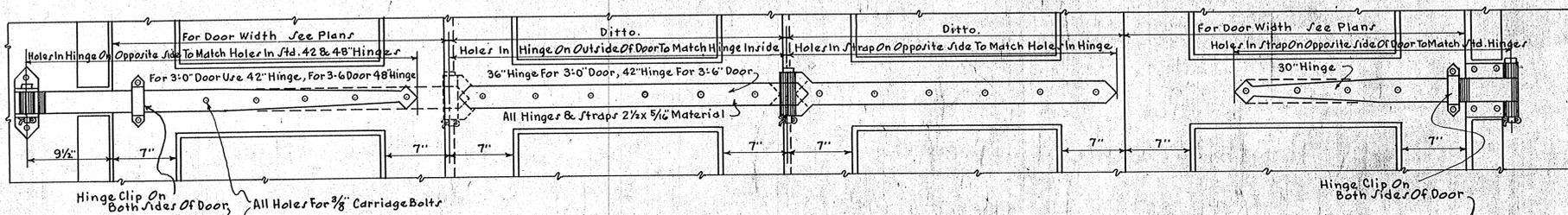
SCALE 1/4" = 1'



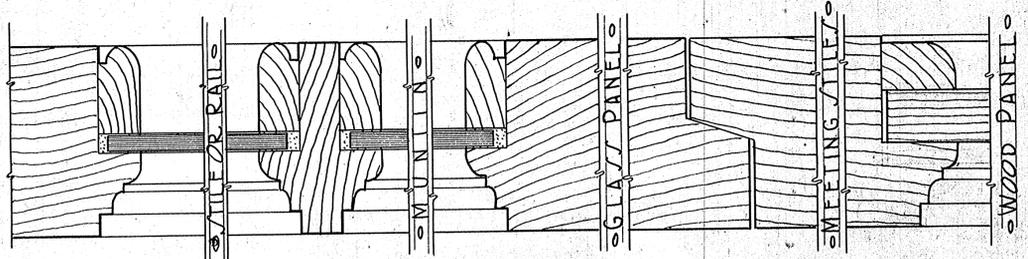
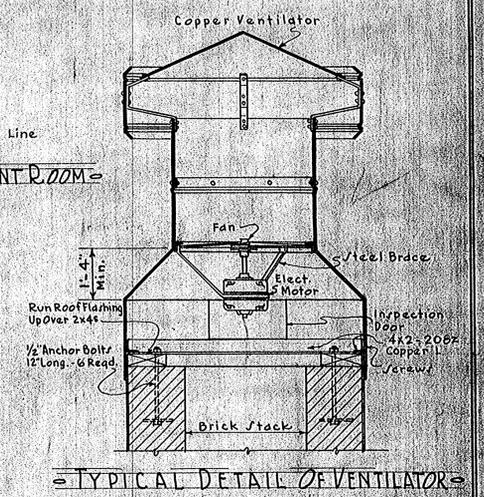
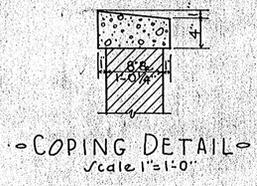
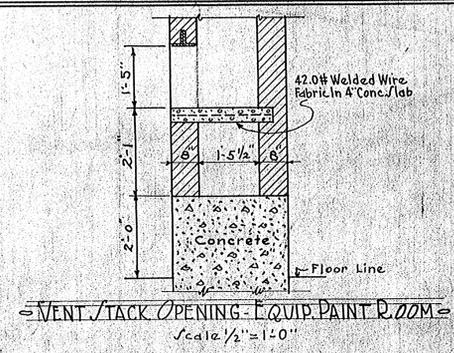
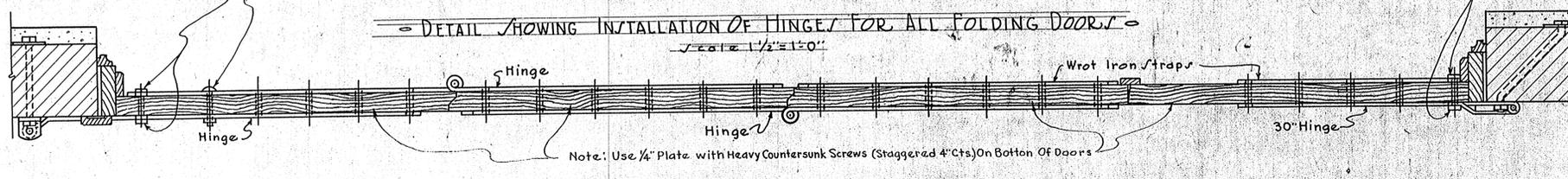
WEST ELEVATION



EAST ELEVATION

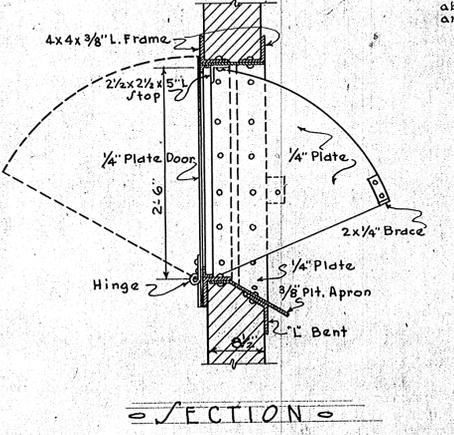
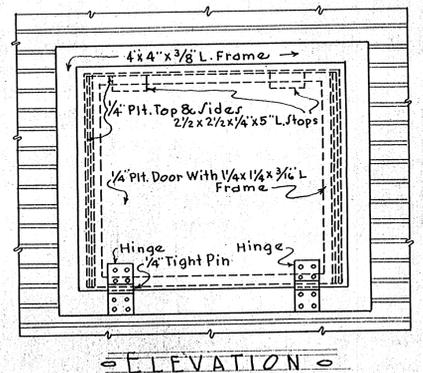
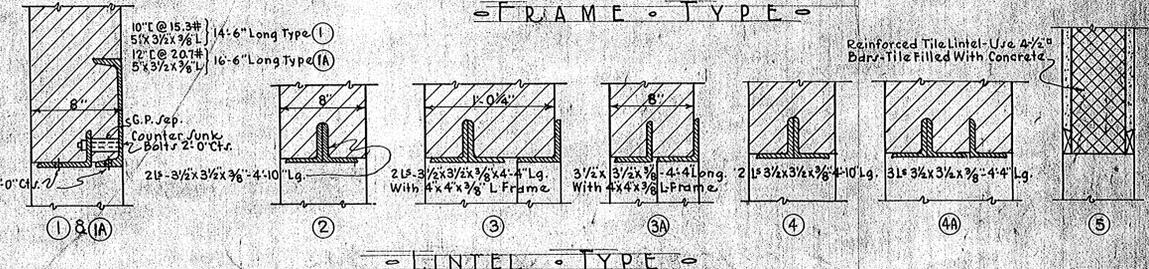
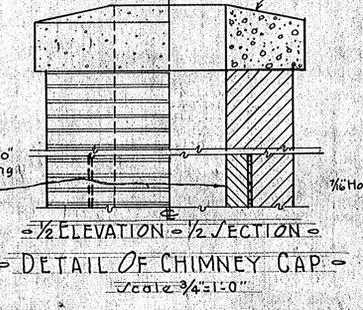
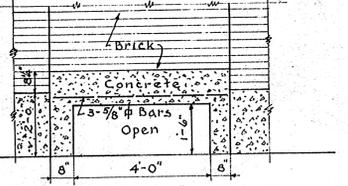
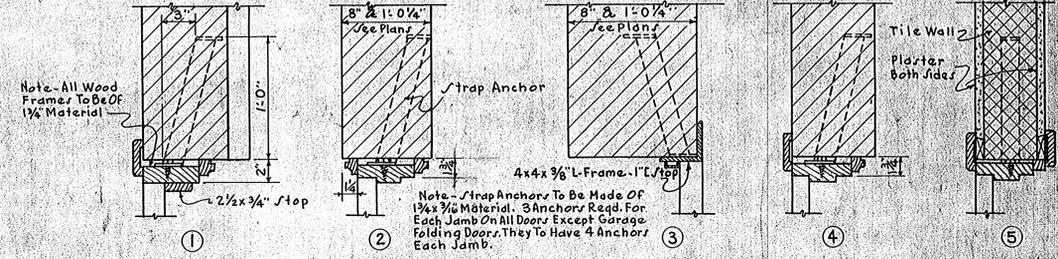
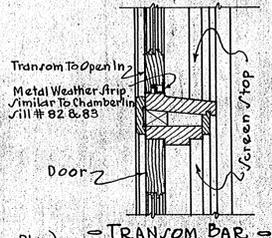


DETAIL SHOWING INSTALLATION OF HINGE FOR ALL FOLDING DOORS
Scale 1 1/2" = 1'-0"



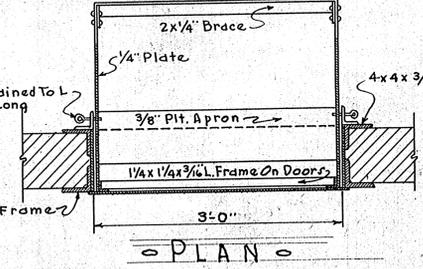
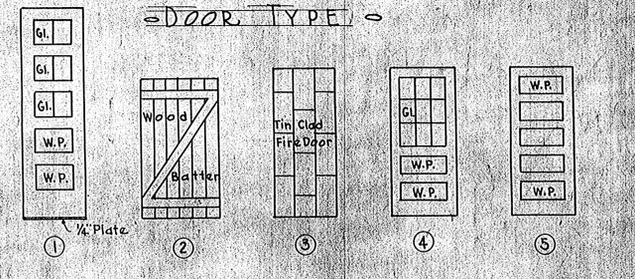
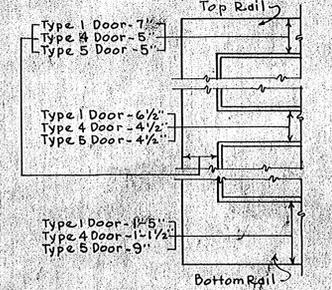
MATERIAL SCHEDULE

| | |
|----------|----------------|
| Brick | Stone |
| Concrete | Wood |
| Tile | Walls In Place |

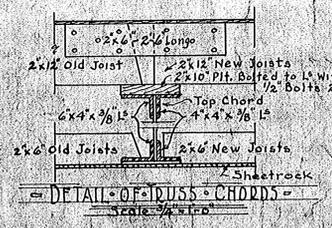
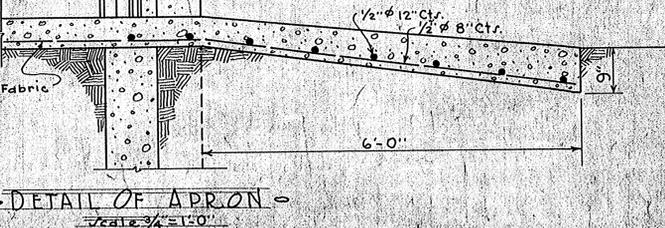


ELECTRICAL SYMBOLS

| | |
|-----------------------------|-----------------------------|
| ○ Ceiling Outlet | ○ S Switch |
| ○ Wall Bracket | ○ S3 3 Way Switch |
| ○ Wall Fan Outlet | ○ SP Pilot Light & Switch |
| ○ Double Convenience Outlet | ○ M Public Telephone Outlet |
| ○ Junction Box | ○ Electric Motor |

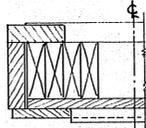
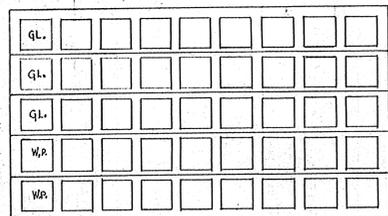


DETAIL OF COAL DOOR
Scale 1" = 1'-0"



STANDARD DETAILS
REMODELING FOR
STATE HIGHWAY GARAGE
DEPARTMENT OF OPERATIONS
STATE HIGHWAY COMMISSION OF IND.

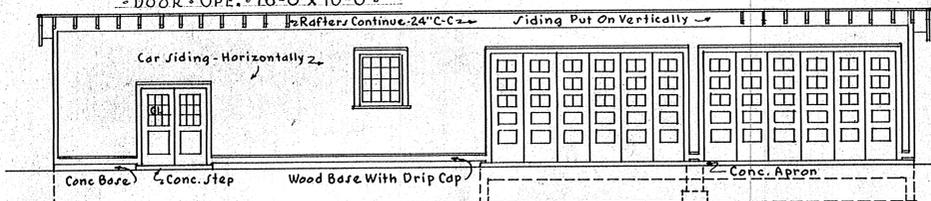
Date: 10/25/54
Drawn: F.N.M.
Checked: F.N.M.
Project: 888
SHEET NO. 2



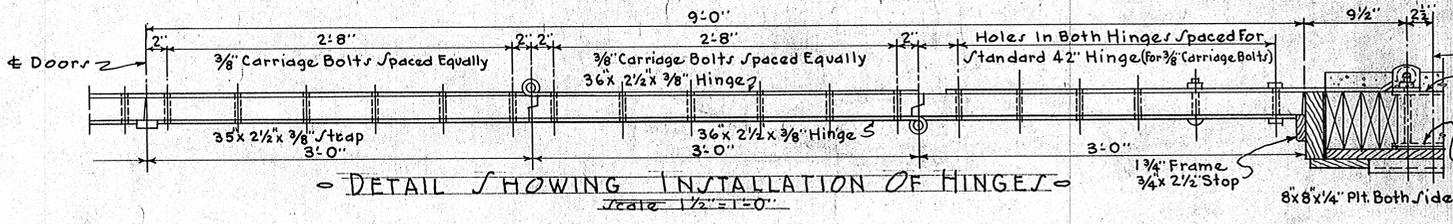
DETAIL AT POST
STORAGE SHED
Scale: 1/2" = 1'-0"

STORAGE SHED DOORS
DOOR OPEN: 18'-0" X 10'-0"

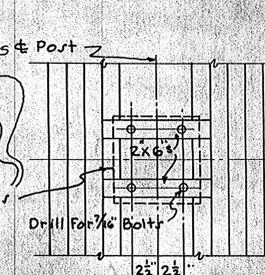
NOTE: These details are for Alternate No. 1



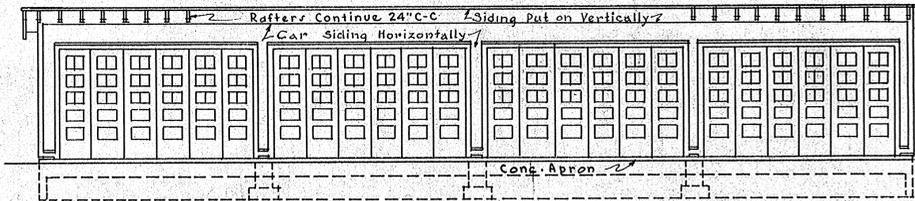
FRONT ELEVATION - SHED "A"
Scale: 1/8" = 1'-0"



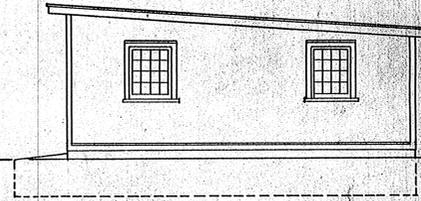
DETAIL SHOWING INSTALLATION OF HINGES
Scale: 1/2" = 1'-0"



ELEVATION SHOWING SUPPORT FOR HINGES

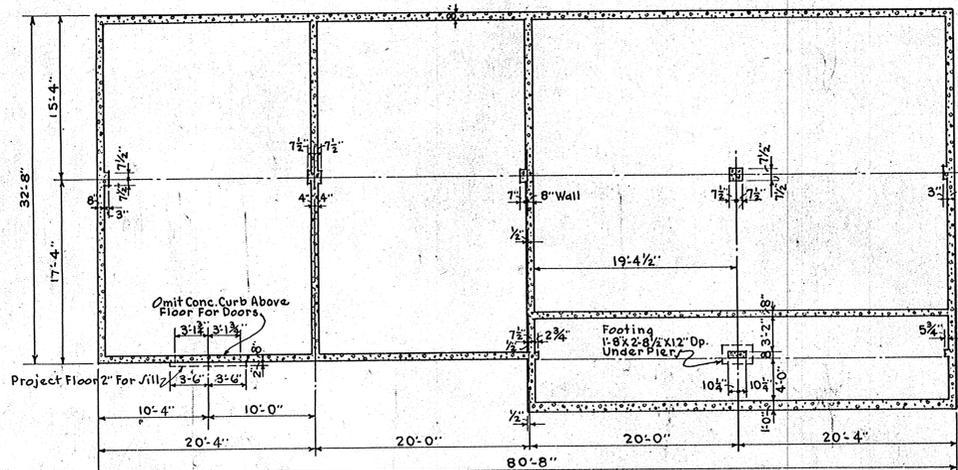


FRONT ELEVATION - SHED "B"
Scale: 1/8" = 1'-0"

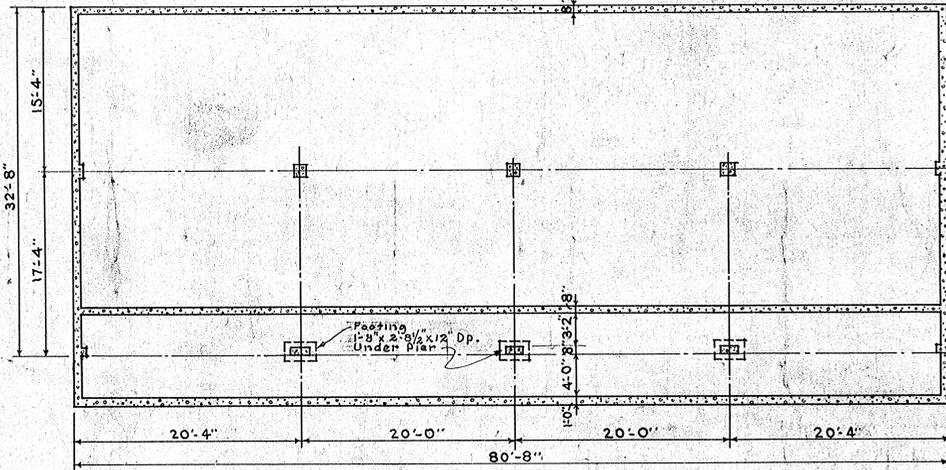


END ELEVATION
Scale: 1/8" = 1'-0"

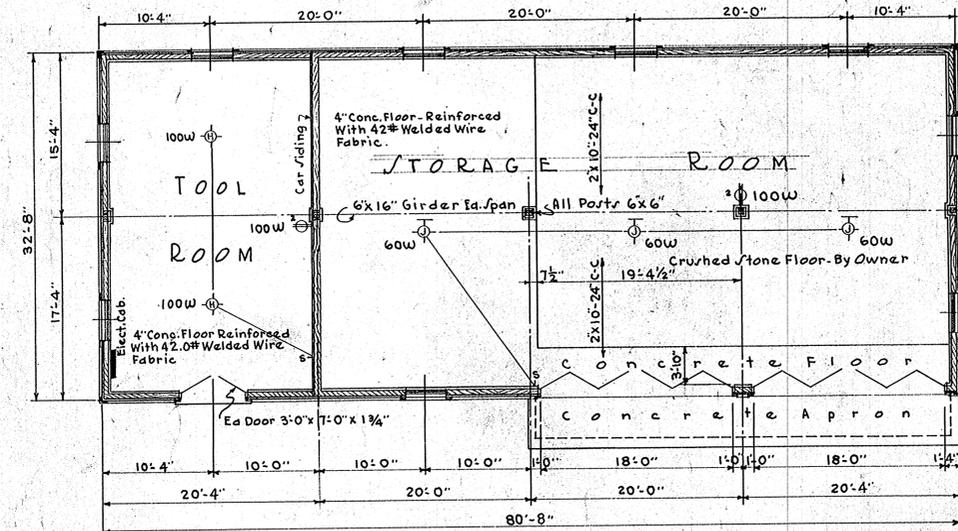
NOTE: Bottom row of lights in Overhead Doors shall be D.S.A. Clear Glass. Other glass in Doors shall be D.S.A. Hammered Glass.



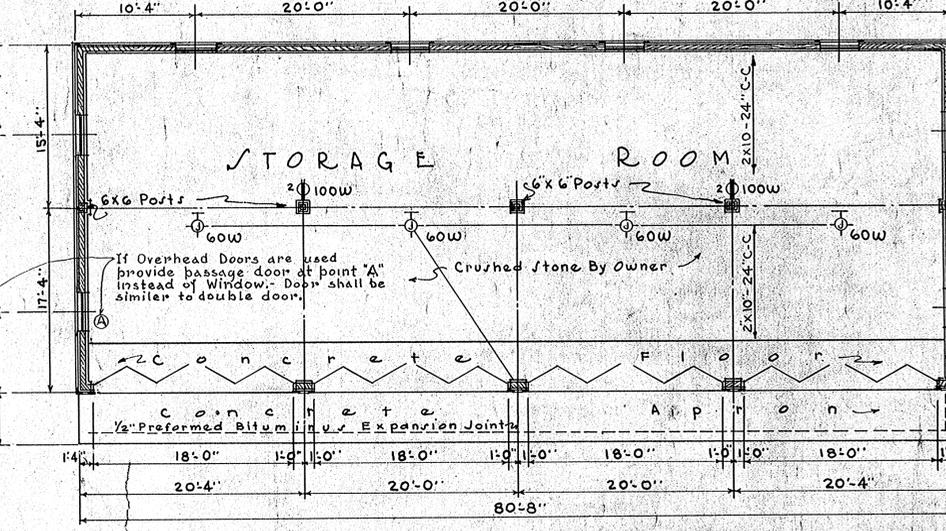
FOUNDATION PLAN - SHED "A"
Scale: 1/8" = 1'-0"



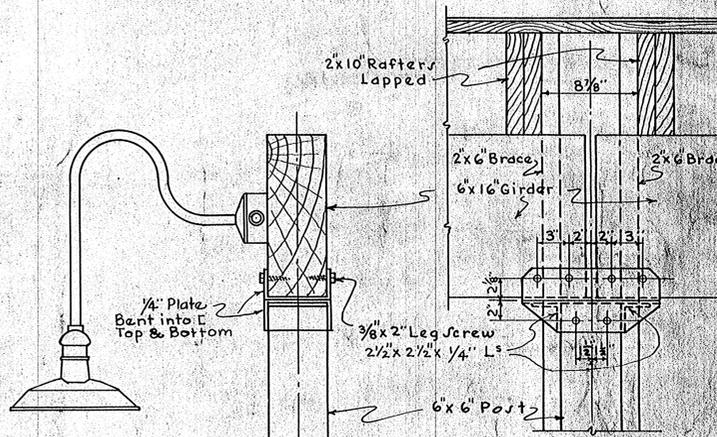
FOUNDATION PLAN - SHED "B"
Scale: 1/8" = 1'-0"



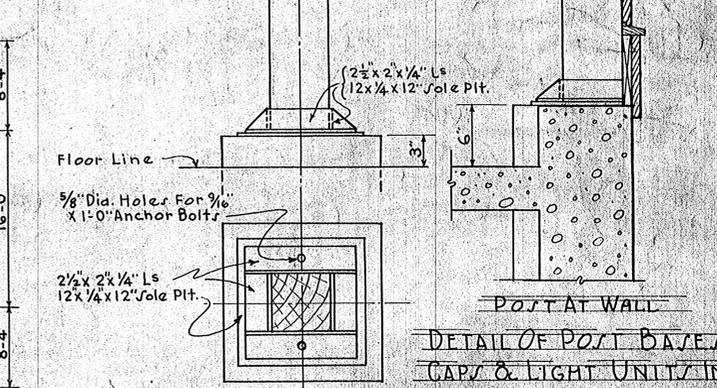
FLOOR PLAN - SHED "A"
Scale: 1/8" = 1'-0"



FLOOR PLAN - SHED "B"
Scale: 1/8" = 1'-0"



ELEVATION INTERMEDIATE POST



DETAIL OF POST BASE / CAP & LIGHT UNIT IN

PLAN & ELEVATION OF INTERMEDIATE POST
Scale: 1/2" = 1'-0"

REVISED - DEC. 1, 1934 - MAR. 4, 1935 - FEB. 26, 1936

| | |
|---------------------------------|----------------------------------|
| PLANS, ELEVATIONS & DETAILS | |
| PLANS FOR STANDARD STORAGE SHED | |
| DEPARTMENT OF OPERATIONS | STATE HIGHWAY COMMISSION OF IND. |
| Date: 12-1-34 | Drawn: E.N.M. |
| By: E.N.M. | Checked: E.N.M. |
| By: E.N.M. | Checked: E.N.M. |
| NO. | 1 |

THIS PLAN APPROVED BY
DATE DEC 1, 1934
CERTIFIED BY
James D. Adams Chairman
W. H. Stewart Engineer

