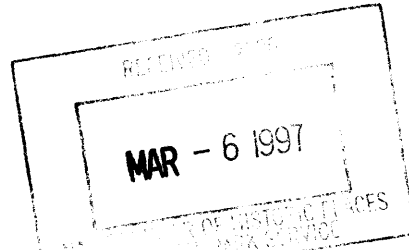


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United States Department of the Interior  
National Park Service

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Cincinnati, Richmond, & Muncie Depot

other names/site number Chesapeake & Ohio Depot

2. Location

street & number Wysor Street at Broadway N/A  not for publication

city or town Muncie N/A  vicinity

state Indiana code IN county Delaware code 035 zip code 47301

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  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 36CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. (  See continuation sheet for additional comments.)

*Pat R. Roberts*

2-7-97

Signature of certifying official/Title

Date

Indiana Department of Natural Resources

State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. (  See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.  See continuation sheet.

determined eligible for the National Register  See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other, (explain:)

*for* Signature of the Keeper  
*Robert Savage*

Date of Action

4-14-97

Name of Property

County and State

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
- 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
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

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: Rail-Related

Current Functions

(Enter categories from instructions)

VACANT

WORK IN PROGRESS

7. Description

Architectural Classification

(Enter categories from instructions)

LATE VICTORIAN: Romanesque

Materials

(Enter categories from instructions)

foundation STONE: Limestone

walls BRICK

STONE: Limestone

roof ASPHALT

other METAL: aluminum

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

**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.)

Property is:

- 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 of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**Areas of Significance**

(Enter categories from instructions)

TRANSPORTATION

**Period of Significance**

1901-1945

**Significant Dates**

1901

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

**Architect/Bullder**

Kauffman, William A.

Locke & Hill

**9. Major Bibliographic References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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
- Other

Name of repository:

National Register Files

10. Geographical Data

Acreage of Property <1

UTM References

(Place additional UTM references on a continuation sheet.)

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Zone Easting Northing

3 [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ]  
Zone Easting Northing

2 [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ]

4 [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ] [ ]

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Craig Leonard, Consultant for Cardinal Greenway, Inc.

organization date 10-29-95

street & number 521 West Market Street telephone 219/824-4010

city or town Bluffton state IN zip code 46714

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name Cardinal Greenway, Incorporated

street & number 650 West Minnetrista Blvd. telephone 317/287-0399

city or town Muncie state IN zip code 47303-2992

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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The former Cincinnati, Richmond, and Muncie depot (better known in the recent past under the name of its later owner, the Chesapeake and Ohio railroad) is located northeast of downtown Muncie. The site is roughly triangular, bounded on the north by the former C & O right-of-way, on the south and east by the curve where Wysor Street becomes Broadway, and on the west by an industrial site that is now a wholesale millwork shop (Photo 1). To the north of the abandoned right-of-way that is part of the station property, there is an active set of Norfolk Southern tracks; the banks of the White River are immediately to the north of those rails. The majority of the site between the depot and the street is an open, gravelled parking lot that is now used by the employees of the millwork shop. The immediate area of the depot has wide concrete walks that encircle the building and also extend to the northeast approximately one hundred feet to define the former platform area.

The depot itself is a one-story rectangular structure whose bell-cast hipped roof overhangs the walls with wide flat eaves. Shallow rectangular bay projections punctuate the midpoints of each of the long sides of the building; the bay on the track (north) elevation is more pronounced and was originally the track operator's vantage point. On the west end of the depot, an open area for baggage and freight has since been enclosed with wooden walls faced by aluminum siding that contrast with the formerly freestanding piers that support the corners. The bell-cast roofline was originally clad in red Spanish tile and enriched with eight hipped dormers including larger dormers that surmounted the bay projections; only a brick stack on the east end of the north rake now remains (see Photos 2 and 3).

The exterior walls of the station have a base of rock-faced ashlar limestone that extends up to the sill line of the windows, where the base is capped by a sharply-raked stringcourse. The rest of the walls are laid in yellow semi-glazed Roman brick with buttered joints. A wooden architrave along the tops of the walls has been stripped of its moldings and clad in aluminum; a similar fate has befallen the broad eaves, whose pairs of long shaped modillions have been removed from the beaded soffits that are now also clad in metal. Most of the original one-over-one double-hung windows survive, as do the small-paned upper sash panels used in the bay windows. On either side of the southeast corner of the building, two original windows have been walled up with brick that closely matches the original work. A double doorway on the north side of the depot has been walled up in the same manner, and the original main entrance on the south elevation has been covered by a shed-roofed vestibule that has glass block infill between brick corner piers. Among the surviving original elements are four rectangular conductor pipes that are attached to the masonry by decorative wrought iron straps. Knowledge of the building's original appearance is provided not only by two historic postcard views of it (Photos 4, 5), but

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CR&amp;M Depot Delaware Co., IN

also by postcards of an identical building that is still standing in Richmond, Indiana (though minus its dormers and later shortened in overall length, it still has its modillions (Photo 6)), and a more elaborate depot at Peru, Indiana, which is still more intact, having not only retained its similar dormers, but also having been restored.

A detailed understanding of the original internal arrangement of the building is provided by a floor plan of the identical Richmond depot that appeared in the June 19, 1902, issue of The Engineering News and American Railway Journal, a trade magazine (Photo 7). This shows a scheme typical of small combination depots, in which the length of the plan is divided into serial spaces to house, proceeding from west to east, the open area for freight carts, a freight room, and a general waiting room flanked on either side by lounges and restrooms.

The open area referred to as a "porch" on the 1902 plan was enclosed during the time when the depot was in use as a track maintenance office, in the 1950's and later. Due to this, its architrave trim and beaded ceiling were spared the alteration that befell the same elements on the exterior (Photo 8). The space has an original concrete floor. Access into the adjacent freight room is provided by a double opening that extends to the underside of the architrave; the original diagonal-sided wood sliding doors have been fixed in place flanking modern plywood infill around a passage door (Photo 9). The freight room is another utilitarian space, with walls of exposed common brick. While also having a beaded wood ceiling, the room does not have any architrave or cornice along the top of its walls. The room's two windows do have the architrave casings used elsewhere in the depot, and in the northeast corner of the room, the hatch to the basement has a wooden rail with plain newels and a balustrade with plain square sticking under a shaped handrail (Photo 10). The basement stairs is a straight run that leads into a passage that extends along the north wall of the building to a roughly square boiler room located under the center of the main waiting room (Photo 11). Crawlspace extend under the rest of the waiting room and the rooms on either end of it.

The bay immediately to the west of the main waiting room was originally a men's lounge. This consisted of a restroom area in the ten feet at the north end of the bay and a "smoking room," or sitting area, in the balance of the space. The toilet room has its original fixtures and hexagonal tile floor. A marble stall partition stands on a turned leg and is trimmed with ornamental pipe rail; the stall has a five-panelled wood cafe style door (Photo 12). An original doorway directly onto the platform from this room now has a modern flush panel leaf. The smoking room was originally lined with a built-in bench along its walls; the room retains its plaster cove cornice (Photo 13).

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The smoking room opens into the main waiting room via a double opening in the center of the west wall of the waiting room (Photo 14). On the north side of the waiting room, the operator's bay defines an area that extends into the central space as a low platform elevated one step above the rest of the room. This level change was once concealed by the curb of a wooden curtain wall that included a ticket window on its south side and was also glazed with panels of chipped glass. The main entrance to the depot is located in the southwest corner of the room, and the exit to the platform was located in the northeast corner; both openings had pairs of glazed doors beneath a transom. Though the entrance retains its transom and casing both openings have been reduced to a single leaf with a modern flush panel door (Photo 15). The ceiling of the waiting room has a plaster cove cornice and its length is divided into three bays by plastered beams that span the width of the room. These beams extend down the face of the cornice as knee arches that spring from the tops of plaster corbels (cf. Photo 15). Though the ceiling is now difficult to see due to having been painted flat black as well as having modern duct work hung beneath it, the plaster work is largely intact. The corbels are in the form of brackets ornamented with acanthus leaves and lions' heads rendered in high relief (Photo 16).

In the center of the east wall of the main waiting room, a double opening whose casing is set into a smooth plaster reveal opens into the former women's lounge area (Photo 17). The casing of the doorway consists of panelled pendentives that form a round arch; although the corbel and keystone trim have been removed from this opening, the same detailing survives on the back side of a similar casing that was used on the finish of the entrance into the toilet room that is located in the northwest corner of the women's lounge (albeit above a modern dropped ceiling). This toilet room also retains its original fixtures and hexagonal tile flooring. The "women's waiting room" in the rest of this area was once lined with built-in benches along its walls.

A common set of decorative elements is used in the main waiting room and the flanking spaces. The rooms have a plain ten-inch molded plaster base and a plaster wainscote that extends five feet up the walls. The latter is scored to imitate the appearance of three by six inch tiles laid in a running bond. A blunt convex oak chairrail runs along the top of the wainscote. Windows are set in shallow plaster reveals that are trimmed by stools with architrave casings (Photo 18). Though most of the doorways are also set in plaster reveals, the principal entrances were distinguished by the use of full architrave casings (cf. Photo 15). Though now covered with such thick layers of paint that finer details, such as the scored lines on the wainscoting, are almost obscured, the majority of the interior details have survived. An idea of the quality of the original finishes is provided by the intact finishes preserved above the ladies' restroom ceiling (Photo

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19), where not only the flat ochre paint on the walls, but also the stain and high gloss finish on the oak woodwork is visible. An idea of the rest of the decorative scheme of the interior is provided by a description of the building that appeared in the Muncie Times on November 12, 1901:

"One is impressed with the exterior appearance of the station but to appreciate the efforts of the decorators one must see the interior...The doors are massive. They and the interior casing are of dark oak with a gold finish...The walls and ceilings are artistically decorated. An excellent imitation of tile wainscoting, cream in color, relieves the monotony of the walls to a point extending five feet above the floor. This rich color is offset by a deep green tapestry in which the walls from the wainscoting to the base of the arches are done. The ceiling is constructed of steel arches with projecting girders. It is finished in buff with light green frescoeing...The floor in the general waiting room is of solid maple."



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The Cincinnati, Richmond and Muncie Depot meets National Register Criterion A for its association to the development of rail transportation in Muncie. Rail transport played a key role in the economic and social life of the city during its peak years of the "Gas Boom" era (1886-1905). The Cincinnati, Richmond and Muncie Depot is one of few local reminders of how railroads put Muncie on the regional market map; it is the only passenger depot left in town and one of a handful of rail-related buildings surviving in the city.

The coming of the railroad had an important effect on the Muncietown, as it was known in the mid nineteenth century. Founded in 1827, Muncietown was a minor trading center for the county, where farmers brought their goods to sell. The fact that it was the county seat also brought some business to the community.

The first railroad to pass through Muncie was the Indianapolis and Bellefontaine, which was chartered by the State Legislature in 1847 as a connecting line between Indianapolis, the capital, and Bellefontaine, Ohio. In Bellefontaine, the line intersected an eastbound rail line across Ohio and Pennsylvania to Philadelphia. When completed in 1853, the "I & B" provided Muncie with its first direct access to Eastern markets; its development made Muncie a trading center for the immediate area. Eventually, this line became part of the New York Central system. The population of Muncie in 1850 was 666; by 1860, it had more than doubled to 1,782.

A second rail line reached Muncie in 1869 when the Lake Erie and Western Railroad connected Fort Wayne, Muncie, Louisville, and Cincinnati. This line is now part of the Norfolk Southern system. In 1876, another Lake Erie and Western line was built from Lafayette, through Muncie, and eastward to Sandusky, Ohio. Taken together, these three railroads tied Muncie into a nationwide rail network and facilitated the development of local agriculture and industry by providing access to major markets. The population of Muncie echoed the economic opportunity brought by railroads, rising from 2,992 (1870); 5,219 (1880); to over 11,000 by 1890. The social influence of railroads on Muncie cannot be overlooked. Rail travel opened Muncie's residents to new experiences and opportunities, as rail transport had elsewhere in America.

Next to the influence of the railroads in the life of the city was the "Gas Boom". Some of the aforementioned population increases were brought on by the Boom. Exploitation of natural gas deposits in North Central Indiana began in the late 1880s and brought sudden wealth and heavy industry to the area. In 1886, deposits were found near Muncie and were quickly put to use. The city had forty factories by 1880, mostly related to the harvesting of timber in the area. Just as this resource was being exhausted and local industries were threatened with failure, the

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ability to offer a free and seemingly inexhaustible fuel lured a dozen new industries. Chief among them was the Ball Brothers glass factory, which was relocated from Buffalo, New York. Kitzelman's Wire Works, Midland Steel, and the Indiana Iron Works were examples of other industries which thrived on natural gas fuel. All were dependent on readily available heavy freight transportation provided by the railroads. Indeed, one could argue that the "Gas Boom" and railroads worked in tandem to fuel the economy of Muncie at the time.

The supply of natural gas was wasted since no technology existed to store excess fuel. Open flames burned away the hope of an endless supply of fuel. By 1905, the "Gas Boom" was over, but most industries switched to coal and stayed in Muncie. The fact that Muncie was now a regional rail center was probably a stabilizing influence on the economy. Two more short rail lines were built at the turn of the century to connect Muncie with other Midwestern rail centers. The Chicago, Indiana & Eastern Railroad was built to connect Muncie with a Chicago-bound line of the Pennsylvania Railroad in 1899; the C.I.&E. was bought by the Pennsy in 1900. That purchase probably sealed the fate of the second line, the Cincinnati, Richmond and Muncie, which was built primarily to duplicate that service by connecting Muncie with Chicago and Cincinnati. The C.R.&M. ultimately foundered on its inability to secure permanent entry into any Chicago terminal. After the railroad's fragile finances were shattered by the Panic of 1907, the line was bought at auction by the Chesapeake and Ohio in 1910.

Rail-related resources in Muncie are both rare and significant. In recent years, as many as four major buildings were linked to the history of railroads in Muncie. Clearly, the most significant was the "Big Four" Union Station (1886, addition in 1906) near High Street. The "Big Four" was a descendent of the old Indianapolis and Bellefontaine line. Most unfortunately, this depot was demolished in about 1990. A 1920 brick freight depot associated with the "Big Four" still stands at 800 South Liberty Street. The Lake Erie and Western line built a brick freight depot in 1912; it stands at High Street near the site of the Union Station. Lastly, a passenger depot was moved from Upland, Indiana to Muncie's outskirts. This frame building was a "Big Four" depot. The only surviving passenger (combination) depot linked to Muncie's rail history is the subject of this nomination, the C.R.&M. Depot at Wysor and Broadway, north of the commercial area of downtown Muncie.

It is notable that all of the depots on the C.R.&M. line were designed by Richmond, Indiana architect William A. Kauffman (1848-1916). Of the five that Kauffman is known to have delineated between 1901 and 1903, this building and two others survive: what was originally a sister design in Richmond (rebuilt minus about one third of its length after being struck by a train

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CR&M Depot Delaware Co., IN

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in 1925) and a more elaborate depot since reused as a community hall in Peru, Indiana. These are the only depot commissions that Kauffman is known to have done; he is otherwise best known as a designer of schools, churches, and commercial buildings in East Central Indiana.

The C&O operated the track through Muncie as a subsidiary to its main line, for the most part providing passenger and freight service to Cincinnati and Chicago. On October 28, 1949, Mr. M.D. Wood, who had been the ticket agent for the depot for twenty-seven years, locked the doors of the passenger station for the last time. The depot was then converted into a track office by the C&O, which became part of the CSX Corporation through later consolidations. Passenger service returned to the building in 1977, when it reopened as an Amtrak depot. Amtrak service through Muncie was discontinued in 1986, and the station has since been vacant. In 1992, the station, along with about sixty miles of CSX right-of-way through the five counties between Richmond and Jonesboro, Indiana was bought by Cardinal Greenway, Inc., for the purpose of developing a trail for bicycling and hiking. The former depot is to be restored to most of its 1901 appearance while being reused as a headquarters and interpretive center for Cardinal Greenway.

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CR&M Depot Delaware Co., IN

BOOKS

Parker, Francis H., Indiana Railroad Depots: A Threatened Heritage. Muncie: Ball State University, 1989.

PERIODICALS

Hilton, George, "The Chicago Cincinnati & Louisville Railroad," Bulletin of the Railway and Locomotive Historical Society, Number 114, April 1966, pp. 6-12.

\_\_\_\_\_, "A New Railway Between Chicago and Cincinnati," The Engineering News and American Railway Journal, Volume XLVII, Number 25, June 19, 1902, pp. 496-499.

NEWSPAPERS (in chronological order)

\_\_\_\_\_, "Chicago Direct, Cincinnati Also," Muncie Daily Herald, Muncie, Indiana, Number 212, November 21, 1901, p. 1.

\_\_\_\_\_, "The Elegant C. R. & M. Station," The Times, Muncie, Indiana, November 12, 1901, p. 2.

\_\_\_\_\_, "One of Muncie's Finest Passenger Depots," The Morning Star, Muncie, Indiana, November 21, 1901, p. 3.

Hiner, Jack, "Ticket Agent for 27 Years Locks C & O Station Door," Muncie Star, Muncie, Indiana, October 29, 1949, p. 1.

Francisco, Brian, "Amtrak, Muncie Bid A Mutual Farewell," Muncie Star, Muncie, Indiana, November 28, 1986, p. 1.

Spurgeon, Bill, "Once-Busy East Central Indiana Rail Line May Be Abandoned," Muncie Star, Muncie, Indiana, July 17, 1988, Section A, p. 3.

Slabaugh, Seth, "'I Think It Looks Better,'" Muncie Star, Muncie, Indiana, February 21, 1995, p. 1A.

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VERBAL BOUNDARY DESCRIPTION

The property is the original depot grounds, as now owned by Cardinal Greenway, Inc., and described as follows:

Commencing at a point where the south line of the right-of-way of the Norfolk Southern Railroad crosses the West right-of-way line of Broadway, then proceeding South and West along that line as it becomes the North right-of-way line on Wysor Street until it reaches a point that intersects the West right-of-way line of an abandoned section of Vine Street lying North of Wysor Street; then proceeding in a Northwesterly direction along the West right-of-way line of Vine Street to its intersection with the south line of the right-of-way of the Norfolk Southern Railroad; then proceeding in an Easterly direction along that line until it intersects the starting point.

BOUNDARY JUSTIFICATION

This is the historic boundary, including the depot and its immediate environs.

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All photographs used in this nomination were taken in May 1995 by Craig Leonard. Location of the negatives is as follows:

Craig Leonard  
521 West Market Street  
Bluffton, IN 46714

Photographs

1. General view looking West of the site and its context
2. General view looking Northwest of the exterior of the depot
3. General view looking Southeast of the exterior of the depot
4. Historic postcard view looking Northwest of the depot c. 1910; the frame freighthouse to the right of the station was later displaced by the present Norfolk Southern tracks. Collection of William Raney.
5. Historic postcard view looking Northeast of the depot c. 1910, as reproduced in a clipping from the Muncie Star in October, 1984. Collection of the Muncie Public Library.
6. Historic postcard view looking southwest c. 1910 of the duplicate building in Richmond, Indiana. Collection of Craig Leonard.
7. "Plan of Station at Richmond, Indiana," reproduced from The Engineering News and American Railway Journal, Volume XLVII, Number 25, June 19, 1902, p. 498.
8. General view looking West in the former open area in the West end of the building
9. General view looking Northwest from the freight room into the former open area, showing the original sliding doors
10. Detail view looking Northeast of the basement stair balustrade
11. General view looking Southeast from the end of the passage into the basement
12. Detail view looking North in the men's toilet room of original stall
13. General view looking southwest in former smoking room
14. General view looking West in the main waiting room
15. Detail view looking southwest of the main entrance in the southwest corner of the main waiting room
16. Detail view looking Northwest of plaster corbel in main waiting room
17. General view looking East in the main waiting room
18. Detail view looking Northeast of typical base, wainscote, and window treatment as seen in the women's lounge
19. Detail view looking East of original casing with intact finish above suspended ceiling of women's restroom