

Substantive Review

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

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received AUG 27 1984

date entered OCT 10 1984

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Craigville Depot

and/or common Craigville Depot/Craigville Telephone Company

2. Location

street & number Ryan and Edgerton Roads, N/A not for publication

city, town New Haven vicinity of

state Indiana code 018 county Allen code 003

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input checked="" type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<u>N/A</u>	<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Edward L. Byer

street & number 909 W. Wildwood

city, town Fort Wayne N/A vicinity of state Indiana 46807

5. Location of Legal Description

courthouse, registry of deeds, etc. Wells County Court House

street & number

city, town Bluffton state Indiana 46714

6. Representation in Existing Surveys

title N/A has this property been determined eligible? yes no

date federal state county local

depository for survey records N/A

city, town state

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved date <u>October, 1979</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Craigville Depot is sited in a wooded area at the intersection of Ryan and Edgerton Roads in Jefferson Township, Allen County, Indiana, approximately four miles east of New Haven. The building was relocated in 1979, from Craigville in Wells County, to save it from demolition. The building had already been moved once, in 1950, across the tracks from its original location.

During the move, the roof of the depot was truncated. All rafters and ridgepoles were numbered and splined into their original locations after reaching the new site. The structure was restored and painted the approximate original colors of dark cream with dark brown and red trim. The interior has been painted in appropriate colors, as original colors could not be determined. The building is heated by two coal stoves; the chimney has been rebuilt. There is no plumbing. The building has been wired for electricity. Although no outlets have been installed, it is lighted by two fixtures in each of the three rooms.

The depot faced north on its original site and faced mainline tracks, with a road about 60 yards to the north. It presently faces south onto a narrow gauge track and is about 25 yards from a road to the south. Other tracks and equipment are located nearby. (See enclosed site plan.)

Portions of the roof and some of the siding were deteriorated badly before restoration, but the building and its trim are unaltered from its original construction, c.a. 1879.

The depot is a wood frame building, 16 feet wide and 32 feet long, and 16 feet, 6 inches high above the sill. It has a windowed bay for the telegrapher-dispatcher extending 3 feet to the front of the building and approximately in the center. The bay has a gabled roof with elaborate ornamentation of an arch and beams with turned ball ends. The gable ends of the building also had arches with beam and ball ornamentation which deteriorated and disappeared, but will be restored. The depot has a prominent, 4 foot overhang on all sides. It is comprised of three rooms—the 10 foot by 16 foot passenger/waiting room to the right, the 8 foot by 16 foot telegrapher-dispatcher ticket office in the center, and the 14 foot by 16 foot baggage room to the left with a sliding door at both front and rear. Both the waiting room and office have walls and ceilings of 3 1/2" x 1/2" tongue and groove with beaded edge. There is a wainscot rail at window sill height in the passenger room, and a ticket window and low baggage door between the waiting room and the office. The ceilings are 11 feet high. The baggage room has 6" x 3/4" tongue and groove siding to the height of the door opening. The building was not wired for electricity until recently. The only heat was provided by coal and wood burning stoves in the office or waiting room piped to a central chimney which was deteriorated and collapsed. The waiting room has 6 foot tall windows in the front, side, and rear, along with an entrance next to the dispatcher's bay. A door at the rear connects the waiting room and the office; directly opposite is a door connecting the office and the baggage room. In addition to the window bay in front, the office has a 6 foot window at the rear.

The beam and ball ornamentation in the gables and the dormer gable was peculiar to Craigville. Other DB&F (clover leaf) stations were sturdy but plain. In addition to this ornamentation, the siding was unusual, being decorative in both varieties of siding used and in the patterns created. The top of the gable had a diagonal pattern of 2 1/2" x 1/2" tongue and groove siding. Beneath that and to the top of the window, a 2 1/2" x 1/2" tongue and groove siding set in the opposite diagonal was used. From the top of the window to the center of the window a 6" x 3/4" tongue and groove, center groove, beaded edge siding set on a horizontal was used. A 2 1/2" x 1/2" center groove, beaded edge tongue and groove siding was set diagonally from center of window to window sill. Beneath the window

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Item number 7

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from the belt rail to the sill a 2 1/2" x 1/2" tongue and groove siding with a center V groove and a beaded edge was set in a vertical direction. Window and door framing was molded and carved—another distinctive elaboration. So far as it is known, this is the only depot of this size serving a small town on the Clover Leaf Railroad to be so lavishly treated.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1879 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The Craigville Depot is significant as a good example of a late-19th-century, small-town railroad station in a relatively unaltered condition. It is also significant for its exceptional Stick Style ornamentation.

The Craigville Depot was, in size and plan, typical of those built along the series of narrow-gauge (three foot) railroads which connected Toledo and St. Louis. Craigville was a stop for one of these railroads, the Delphos, Bluffton and Frankfort, completed in 1879. The Craigville Depot is thought to have been built that year.

The building was moved from its original site across the tracks after it was abandoned by the railroad in 1950. It had been vacant since the 1930's. The owner sold it to the Craigville Telephone Company, which used it as a warehouse. The Depot was recently moved once more, to a rail museum, which comprises a variety of railroad-related buildings, operated by the Fort Wayne Historical Society. Had it not been moved, the Depot would have been demolished by the telephone company to make way for a new facility on the site.

Although no longer located in its original community, the Craigville Depot is still a significant resource because of its architectural detailing and relatively unaltered condition. Most such depots in the state have been demolished or altered.

9. Major Bibliographical References

Rehof, John A. THE NICKEL PLATE STORY, Kalmbach Publishing Co., 1965

10. Geographical Data

Acreeage of nominated property Less than one acre

Quadrangle name Maples, Indiana

Quadrangle scale 1:24000

UTM References

A

1	6	6	7	1	2	3	0	4	5	4	9	3	3	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification The Depot is in Jefferson Township, Allen County, 25 yards north of Edgerton Road, 60 yards east of Ryan Road, 200 yards south of New Defiance branch railroad track and 55 yards east of N & W siding track. The boundary line is located six feet from and parallel to the depot's exterior walls.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Edward L. Byer

organization Owner date October 2, 1979

street & number 909 West Wildwood telephone 219/745-4574

city or town Fort Wayne state Indiana 46807

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature John T. Cosseth

title Deputy Director, Dept. of Natural Resources date 8-17-84

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I hereby certify that this property is included in the National Register

Carol D. Skell

date 10-10-84

Keeper of the National Register

Attest: _____ date _____

Chief of Registration