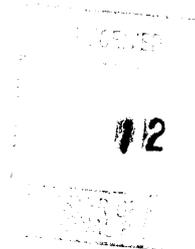


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



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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 **Wabash Railroad Depot**

other names/site number 003-214-62714

2. Location

street & number 530 State Street N/A not for publication

city or town New Haven N/A vicinity

state Indiana code IN county Allen code 003 zip code 46774

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.)

J. C. St.
Signature of certifying official/Title
Indiana Department of Natural Resources
State or Federal agency and bureau

1-30-03
Date

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:)

[Signature]
Signature of the Keeper
Edson H. Beall
Date of Action
3/26/03

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count)		
		Contributing	Noncontributing	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building	1	0	buildings
public-local	district	0	0	sites
public-State	site	0	0	structures
public-Federal	structure	0	0	objects
	object	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

7. Description

Architectural Classification

(Enter categories from instructions)

LATE VICTORIAN: Stick/Eastlake

Materials

(Enter categories from instructions)

foundation: OTHER

walls: WOOD: Weatherboard

roof: ASPHALT

other

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.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
ARCHITECTURE

Period of Significance

c.1890-1951

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

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

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:

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	16	666170	4548390	3			
	Zone	Easting	Northing	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 Jeffrey R. Hoffman

organization New Haven Area Heritage Association date 12-26-2001

street & number 1137 Straford Road telephone 219/ 493-3685

city or town New Haven state IN zip code 46774

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 New Haven Area Heritage Association

street & number P.O. Box 94 telephone 219/ 749-2278

city or town New Haven state IN zip code 46774

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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Wabash Railroad Depot, Allen Co., IN

Section 7 – Description

The Wabash Depot is a Wabash standard combination depot built circa 1890 (photo # 1). The Wabash Railroad used a standard plan for its early combination depots. The Sitting Room is on the west end of the building, the Freight/Baggage Room is on the east end, and the Agents Office is in the center of the Depot. It sets on a lot of less than an acre facing the Norfolk & Southern railroad line (formerly the Wabash), which runs east-west. There were tracks that ran past the north and south sides of the depot. However, the lines to the north have been removed, as well as the line that served the depot on the south side. State St. borders the property on its eastern edge. The depot is a wood-framed building, approximately 50' x 20', with vertical board and batten siding panels, alternating with diagonal accents. The depot has a gabled roof, with a 12' nominal eave height and approximately a 7:12 roof pitch (photo # 3). There is a cross gable located above the operator's (ticket agent) rectangular bay window. The roof has wide overhangs, which served to protect railway passengers from the elements during their wait. (photo # 7). Decorative woodwork under the gables is found on an otherwise simple frame building.

Foundation

The floor framing consists of 2 x 12 wood joists spaced at about 16" on center and spanning about 20 feet in the north-south direction. It appears the joists bear on a perimeter wood beam that bears directly on the soil. The perimeter beam is rotted and deteriorated in the locations examined. It was not determined if the joists were supported at the center or how much space originally existed below the bottom of the joists. There appears to be very little if any space currently. Some of the joists that are visible have significant deterioration. There is a concrete pit (about 5' deep) below the restroom and storage area, which provides access to the sanitary sewer and water lines. The pit is capped with a 4 1/2" slab with a steel access plate located in the restroom. This pit was likely added when water and sanitary sewer services became available to the building. The floor elevation varies significantly and the exterior walls have all settled with the southeast corner settlement greater than 8". The large amount of differential would support the assumption that very little if any foundation exists along the perimeter except at the brick chimney and concrete pit. The settlement is the result of insufficient foundation and foundation depth, the deterioration of the joists and unsatisfactory soil bearing capacity. The settlement is reflected through the structure in the walls and roof framing as many of the opening and walls are no longer square or plumb. There are some individual member failures (rotted rafters and floor joists), however, the overall structural integrity is fair.

Exterior

The exterior walls are wood-framed with rough sawn 2 x 4 studs at approximately 28" c/c. The building is visibly out of square due to the differential settlement and rotting wood. Doors and windows are consequently out of square. The upper ends of the wood studs that are visible appear to be in good condition. It is anticipated that some deterioration exists at the base sole plate that will require repair or replacement. The exterior board and batten siding, trim and paint are in fair condition with the lower portion below the horizontal trim in very poor condition, as a result of moving foundations, rotting and animal infestation. The exterior ornamentation (braces and detailing) are Stick / Queen Anne style and are in need of paint (photo # 6). Each eaves brace is in the form of a kingpost truss with chamfered surfaces and lamb's tongue stops. There are two braces at each corner of the building and a kingpost gable truss with diagonal struts at each gable. The protruding central ticket window gable has a unique decorative truss that

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Wabash Railroad Depot, Allen Co., IN

is less common among depots of its time (photo # 10). The truss is "broken" or open at the bottom chord, with queenposts flanking a wooden arch. All surfaces are chamfered. Some braces or trusses have significant deterioration, however all are repairable.

The depot has door and window openings as follows: the south elevation, from east to west, has a baggage door, the operator's bay with two windows, a transomed personnel door, and a window. The north elevation has, from east to west, a transomed double baggage door, window, small high-set square window, transomed personnel door, then window. The east gable end has two windows, the west end, a narrow horizontal window. Door, windows, and moldings are described separately in this document.

Roof

The current roof membrane is composed of an aggregate surfaced asphalt felt surface (rolled roofing) and has clearly served its useful life. Portions of the membrane are missing, which has allowed water to penetrate and cause some damage. The eave overhangs are roughly 5' 0" (north and south elevation). The gable end overhangs are approximately 3' 0" (west and east elevation) and serve as protection from the elements. The wood rafter roof system is composed of 2 x 6 rafters spaced 24" c/c. The roof deck consists of 1 x nominal wood plank sheathing. The ceiling joists are rough sawn 2x8's spaced at approximately 24" c/c, and offer tensile resistance created by the rafters and serve to support the wood ceiling in the clerk/agent area and likely the original sitting room ceiling. They are irregularly spaced above the Baggage/Freight area. The loosening of the connection between the rafters and ceiling joist over the years contributes to the sagging of the ridge (photo # 1.).

Doors

The exterior main doors are primarily four-panel, 3'-0" x 6'-10" painted wooden doors. Most of the doors and frames are warped and out of square due to moisture penetration and building movement over time. The paint is in poor shape and some of the door edges are weathering and rotting. All exterior doors have transoms above, which were once a major component of the ventilation system of the building. The door hardware is missing in many locations, and would likely need to be replaced completely with the exception of some hinges. The Baggage/Freight area has a 6'-0" x 9'-9" sliding door on the south elevation. There is no transom above this door. This door is not currently functioning and will require extensive repairs or replacements. A 6'-0" x 6'-10" opening exists on the north side of the building. These double doors are 2-panel wood doors with no remaining hardware except for the hinges (photo #11). The panels have diagonal siding. In general the doors are in poor condition. The area of the most substantial deterioration of the doors is the bottom sill, which in most cases is rotting and in need of repair or replacement. Most door frames will need to be reconstructed and the salvageable doors will require repairs in order to function properly and be secure.

Windows

The majority of the windows in the building are broken and missing due to the settlement of the foundation.

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Wabash Railroad Depot, Allen Co., IN

Several transoms have been boarded over and some windows just have remainders of glass shards. The windows were originally individual panes of divided lite glass, with 2' wood sills. The window trim is the same as the door trim: 1 x 6 painted wood. The vertical window and door trim boards extend beyond the headers in the form of mitred tabs. Many of the windows have missing or broken glass and have been covered with wood sheeting (photo # 4).

Interior

Floor

The interior floors are primarily wood, with the exception of the restroom and storage space floor, which is concrete, as they are located above the concrete pit. The flooring in the Freight/Baggage area is original, composed of 2 x 10 planks, running west-east. The flooring in the Agent Office, also original, is 1 x 3/4 tongue and groove, running west-east. The 1 x 5 1/4" tongue and groove flooring in the Sitting Room is apparently not original, as it appears to be laid over the original flooring, running north-south. The condition of the flooring is fair to poor with some warping, located mostly in the Agent Office. There is rotting in several areas. The restroom and storage area both have concrete floors, and are located above the concrete pit. There appears to be little (if any) settlement in these areas because they bear on more stable soils. Over time, the flooring has assisted in stabilizing the floor framing against failure due to excessive differential settlement.

Ceiling

The current ceiling in the Sitting Room is plywood and appears to have been added later, as the ceiling height varies from the other two spaces and plywood was not a material used during the original building time period. The ceiling is approximately 8'-0" above finish floor and is painted. The paint is peeling across the entire ceiling in this area. The Freight/Baggage ceiling is exposed structure: the roof deck, rafters, and ceiling joists are visible. The ceiling in the Agent Office, Storage, and Restroom is approximately 13" above the finish floor. It is composed of 1 x 6 wood tongue and groove, and painted to match the walls. It is in poor shape as a result of moisture penetration and building movement. Several ceiling boards are hanging and warped, and the entire ceiling has peeling paint.

Walls

The Sitting Rooms walls are finished with 5" wood wainscoting with 2" strips. All of the walls are painted a pale green color, and the paint is peeling and flaking. A chair rail was removed at some point in the building's history, there is evidence within the room. Several pieces of the wood wainscoting are missing at the chimney (located on the east wall of the room) and the brick is exposed in this location. The Agent Office walls are similar to the Sitting Room walls. There are several built-in components lining the perimeter of the room, including a shelf unit at the rectangular bay window. The walls are painted up to approximately 7', and left unpainted to the ceiling. The wood dividers at the south rectangular bay are not an original part of the building. The wall between the Agent Office and the Freight/Baggage room consist of 1 x 10 unfinished wood wainscoting up to 7', with the remainder of the wall being exposed structure as described earlier. Generally, walls in the building are in fair shape. Some will require only small repairs, while others

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Wabash Railroad Depot, Allen Co., IN

will require replacement of some components.

Doors

Interior doors that separate the three main spaces within the depot are nominal 3' x 7' with operable transoms above. The operable transoms were used for ventilation and the movement of heat between the Sitting Room and Agent Office (photo # 13). The door frames for these 4-panel doors are in poor condition and will require repair or replacement. The 4-panel door which accesses the restroom from the Sitting Room is 2'-6" x 6'-4 3/4", as was the door that is no longer in place to access the storage area off the Sitting Room (photo # 12). Both door frames in this are extremely out of square.

Systems

The plumbing and concrete pit below the Restroom/Storage was added when water and sanitary sewage became available to the area. The plumbing system that exists in the building consists of a 4" cast iron sanitary line. There is a bent located in the north wall of the Storage Room and exits the building at the north wall of the concrete pit below the Restroom. All piping is in need of replacement. The heating system consisted of a wood-burning stove located in the east wall of the Sitting Room, in front of the brick chimney. The wood-burning stove that sits in the Freight/Baggage is original to the building. The wood-burning stove was used to heat the most occupied rooms: the Sitting Room and Agent Office. Typically the Freight/Baggage Room was left unheated. The operable transoms throughout the building were the major component of the ventilation system in the building (photo # 13). Both the original heating system and the original method of ventilating the building are not practical to use in today's building as the main sources of heating and ventilation, but are acceptable as supplemental to today's system. The chimney is in very poor condition and will require extensive repairs or replacement for it to properly function.

Electrical

The electrical service to the building is not original, and was added when electricity became available to the area. The service comes into the building on the east wall and is extended to distribution boxes on the south wall. There are very few electrical outlets or fixtures in the building. The electrical system will require complete replacement.

Section 8 - Statement of Significance

The Wabash Railroad Depot in New Haven, Indiana, meets Criterion A for its locally significant role in the history of transportation. The depot also has architectural significance under Criterion C as a rare example of a specific building type. Built in c. 1890, the building is a prime example of a small town, wood framed, Stick style depot. The depot is the only small town combination depot left in Allen County. The depot served the community well past the fifty-year cut off, until 1964.

Long before permanent settlement by Europeans and Euro-Americans, Native Americans understood the importance of the New Haven area in terms of its transportation links. The Maumee-Wabash was an

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Wabash Railroad Depot, Allen Co., IN

important route for canoe trade or, transportation of warriors or soldiers. A short portage of five miles or so connected travelers from the eastern Great Lakes bordering Ohio and Canada to the Wabash River, and on to the Ohio River. Euro-American Fort Wayne supplanted the Native American villages in 1794, allowing eventual American control over trade and travel on the Wabash River. The promise of river trade was enough to lure settlers to plat both Fort Wayne and New Haven. Pioneer John Gundy had arrived in the New Haven area in 1820; he and Margaret Gundy, his wife, filed the plat for New Haven with the Fort Wayne land office in 1826.

What river trade failed to consistently offer in terms of commerce, the canal more than compensated for. The Wabash and Erie Canal would eventually connect Allen County both to the rich farms of the Wabash Valley, and to goods from back east. In 1832, canal planners began the waterway in Fort Wayne, but carried it first to the south toward Huntington, Logansport, Lafayette, and beyond. Workers did not extend the canal to New Haven until 1839, and Toledo, Ohio was finally reached in 1842. From the 1830s to the just after the Civil War, New Haven was a canal town. New Haven officially incorporated as a town in 1866. The town had mills, cabinet makers, wagon makers, blacksmiths, several grocers, pharmacies, and a number of other stores. A chair factory and other lumber-related businesses came later. All would benefit and depend on rail service for goods, customers, and shipping by this time.

Just before the Civil War, New Haven's canal prosperity began to fade as it had elsewhere along the route. As elsewhere in the nation, rail transport proved to be less susceptible to Hoosier weather conditions than river or canal trade. Investors formed a railroad to rejuvenate traffic between Toledo and the rest of the Wabash Valley. They formed the Lake Erie, Wabash and St. Louis Railroad in 1847, however, construction from Toledo to New Haven and Fort Wayne was not complete until 1855. Eventually known as the Wabash Railroad by the 1890s, this line saved New Haven from economic decline. Neighboring Fort Wayne then had two rail lines, the Pittsburgh, Fort Wayne, and Chicago (later the Pennsylvania), completed west to Chicago in 1856, but skirting several miles south of New Haven. New Haven would not receive a second rail line until the 1880s, when the abandoned canal was drained and its right-of-way sold to the Nickel Plate line.

The Wabash Railroad built a repair shop just west of New Haven. But beyond this, the railroads not only served business and industry, it also connected the town's citizens to the outside world. The Wabash Depot is the sole historic property most closely associated with New Haven's railroad years. The Wabash Railroad Depot in New Haven, Indiana, is the only stick-style depot on the Wabash line that has survived in Indiana. It is the only combination depot on the Wabash's Toledo-St. Louis Line (now Norfolk and Southern) that has survived. Only two other combination depots existed as of 1986 on the Toledo-Chicago Line (partially abandoned). The one at Wakarusa in Elkhart County has been restored, but it is missing its Sitting Room, and has been moved from its original location. The other at North Liberty in St. Joseph County has been torn down within the past ten years.

Allen County has several remaining depots, nearly all located in Fort Wayne. The list for Fort Wayne includes an 1880s LS&MS Depot on Cass Street; a Pennsylvania RR Freight House, 1929; a 1914 Arts and Crafts passenger depot for the Pennsylvania RR located downtown; an early twentieth century LM&MS Freight house; a Wabash RR Freight Depot of similar vintage; a 1955 Nickel Plate depot and elevated tracks; an interurban office and freight house on Pearl Street from the early 1900s; and a recently

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Wabash Railroad Depot, Allen Co., IN

discovered (apparent) Ft. Wayne and Findley RR Depot from the 1880s that has been moved twice. Some have been restored, while most of the freight depots are currently vacant, but none are combination depots. New Haven is the only other location in Allen County that still has its depot standing in its original location. In Allen County, Grabill, Hometown, and Monroeville have all lost their small town combination depots within the past 25 years. A Toledo, St. Louis, & Kansas City Depot also stands just outside of New Haven, however, this depot was originally from Craigs ville in Wells County, Indiana. It was listed on the National Register in 1984 for its architectural value.

The depot has played an important role in the development of New Haven. The railroad replaced the canal upon which New Haven got its start, and connected New Haven with points throughout the United States. The coming of the railroad into New Haven and completion of the Depot in the 1890's marked a new beginning for New Haven. Instead of a town that would die with the canal, it thrived with the railroad. The railroad provided a method of sending the farmer's produce and manufacturer's goods to market. The depot saw many Eastern Allen County men and women depart in the service of their country from the time of the Spanish-American War through the Korean War. The Wabash Depot played an important part in the community until its closure in 1964.

Section 9 - Bibliography

History of Allen County, Indiana: Illustrated. Chicago: Kingman Brothers, 1880.

Indiana Historic Sites and Structures Inventory. Fort Wayne, Indiana Interim Report. Fort Wayne: Fort Wayne Historic Preservation Review Board, 1996.

New Haven Area Centennial: 1866-1966. New Haven, IN: np, 1966.

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

"A Study of the Wabash Depot New Haven, Indiana." Fort Wayne, IN: Martin Riley Mock, 2001.

Taylor, Robert et. al. Indiana, A New Historical Guide. Indianapolis: Indiana Historical Society, 1989.

Warner, John. "Canals and Related Resources" (Resource Protection Planning Process Document prepared for DNR Division of Historic Preservation and Archaeology), Department of History, I.U.P.U.I., 1993.

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Section number 10 Page 7

Wabash Railroad Depot, Allen Co., IN

Section 10 – Geographical Data - Verbal Boundary Description

This parcel of land is situated in the Northeast Quarter of Section 11, Township 30 North, Range 13 East, Allen County, Indiana being particularly described as follows:

Commencing at the southeastern corner of said Northeast Quarter of Section 11; thence with the eastern line of said Section 11, in a northwardly direction, for a distance of 500 feet to a point in the southern right-of-way of the former New York, Chicago & St. Louis Railroad Company (now Norfolk and western Railway Company); thence, with said southern right-of-way line extended in a westwardly direction, for a distance of 398 feet, more or less, to its intersection with the western line of State Street; thence, with said western line of State Street, in a northwardly direction, crossing the center line of main track of said Railway for a distance of 70 feet to the point of intersection of the west line of State Street with the dividing line between the former New York, Chicago & St. Louis Railroad Company and the Wabash Railroad Company (Norfolk and Western Railroad Company--Lessee) the true POINT OF BEGINNING; said point being radial to and about 37 feet distant, northwardly from a point in the center line of main track of the Fort Wayne Division--Chicago District of the Norfolk and Western Railway Company at about Station 19198 + 60 and at Mile Post 365 +770 feet, more or less, as measured from Buffalo, New York; thence, with the dividing line between lands of the former New York, Chicago & St. Louis Railroad Company and the Wabash Railroad Company as follows: in a northwestwardly direction, a deed distance of 251.29 feet to a point, radial to and about 45 feet distant, northwardly, from a point in said center line of main track at or about Station 19201 + 16; thence, continuing with said dividing line in a northwardly direction, for a distance of 50 feet to a point; thence through said land of the Wabash Railroad Company in an eastwardly direction, for a distance of 250 feet to a point in the aforesaid western line of State Street; thence, with said western line of State Street, in a southwardly direction, for a distance of 75.4 feet to the POINT OF BEGINNING and containing 0.4 of an acre, more or less.

Verbal Boundary Justification

This is the boundary of the property and depot structure as recorded in the Allen County Recorder Deed Book.

Photos

All photos of the Wabash Depot, 530 State St., New Haven, IN taken by Wendy Kilbourne on October 21, 2001. Negatives located at 428 Broadway, New Haven, IN 46774

Photo	Description	Camera direction
1	full front, south elevation	north
2	full rear, north elevation	south
3	side view, east elevation	west
4	north and west elevations	southeast
5	tracks in front, south and east elevations	northwest
6	eaves / brace detail	west (south side of building)

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Wabash Railroad Depot, Allen Co., IN

photos, continued

7	eaves line detail	west (north side of building)
8	east gable end brace	west
9	roof and chimney	northwest
10	operator's bay gable end brace	north
11	Freight doors	south
12	ticket agent's office, interior	east
13	ticket agent's office, interior	east
14	sitting room, interior	south
15	freight/baggage room, interior	west