

56-712

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.



### 1. Name of Property

Historic name: Grand Rapids & Indiana Railroad Depot

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:

N/A

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

### 2. Location

Street & number: 111 North 7<sup>th</sup> Street

City or town: Decatur State: IN County: Adams

Not For Publication:  Vicinity:

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this x nomination \_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property x meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

\_\_\_ national \_\_\_ statewide x local

Applicable National Register Criteria:

xA \_\_\_B xC \_\_\_D

<u>Phil C Dore</u>	<u>1.19.2017</u>
Signature of certifying official/Title:	Date
<u>Indiana DNR-Division of Historic Preservation and Archaeology</u>	
State or Federal agency/bureau or Tribal Government	

In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
_____ Signature of commenting official:	_____ Date
_____ Title :	_____ State or Federal agency/bureau or Tribal Government

Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain): \_\_\_\_\_

*Joe Edson H. Beall*  
Signature of the Keeper

*3/6/17*  
Date of Action

**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(s)
- District
- Site
- Structure
- Object

Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

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/NOT IN USE

---

---

---

---

---

Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

---

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS: Tudor Revival

---

---

---

---

---

---

**Materials:** (enter categories from instructions.)

foundation: STONE: Limestone

walls: BRICK

roof: ASPHALT

other:

---

---

---

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

---

### Summary Paragraph

The Grand Rapids & Indiana Railroad Depot was constructed between North 7<sup>th</sup> Street and the Grand Rapids & Indiana Railroad tracks west of Decatur's downtown. The building was constructed by the railroad in 1902-03 in the Tudor Revival style with features of other popular styles of the period, in brick and stone trim. The small building has typical rooms associated with passenger depots: passenger waiting area, baggage room, ticket office, and other smaller support rooms. The building was restored in 2015 and is located on a substantial, open lot. A platform and sidewalk composed of paver bricks surrounds the perimeter of the building.

Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

## Narrative Description

The Grand Rapids & Indiana Railroad Depot is located between 7<sup>th</sup> Street on its east and the railroad tracks on its west, just north of the T-intersection of 7<sup>th</sup> and Madison Streets. The building's front façade faces slightly northeast and its back wall faces slightly southwest. For purposes of this document, the front façade shall be referred to as the east or front façade, the back façade shall be referred to as the west or back façade, and the building's sides shall be referred to as the north and south facades.

### *Exterior, photographs 0001-0005*

The Grand Rapids & Indiana Depot is one story with a steeply-pitched gable roof. The building has orange-colored brick walls with stone foundation and trim, side gabled walls, and a lower cross-gable on the front and back of the building. All brick is laid in stretcher bond, all limestone is dressed to a smooth finish. A stone sill course creates a belt course around the perimeter of the building. The building has a combination of different wood window muntin patterns including 3/1, 3/3, 2/2, and 2/1. The windows have stone lintels. The building has six-panel wood exterior doors. Each of the side and cross-gables have crow-stepped parapet walls with stone coping. The bottom of the gable walls have square stone blocks at each corner, which is repeated approximately halfway up the rake where the parapet coping steps around the square blocks. Wood louvers enframed by stone surrounds are centered in each of the gable walls.

The roof is covered with asphalt shingles; originally, the roofing was slate. The wide-overhanging eaves on the front and back of the building are supported by exposed rafter tails. The ends of the rafter tails are sawn with a cusp and lobe. The underside of the eaves are covered with beaded boards. Aluminum gutters and downspouts are located on the front and back of the building.

The front façade has a porch on its north side (photo 0001). The porch has a low-pitched hipped roof supported on its outside corner by a brick pilaster. The pilaster has a stone foundation, belt course, and cap. The porch roof is supported by a wood lintel that rests on stone corbels set into the building's walls. A pair of entry doors is in the back wall of the porch. The entry doors have two panels in their bottom halves and two windows in their top halves. A lower cross-gable projecting out from the building is south of the porch. The cross-gable's front wall has a 3/3 window on its north side and a 2/2 window on its south side. The windows are short and set higher on the façade well above the belt course. The windows have plain stone sills and plain heavy lintels. The gable end vent has a beveled oval opening with stepped stone surround. The north wall of the cross-gable is void of windows. A small room with a hipped roof is on the south side of the cross-gable (seen in the middle of photo 0002). The front wall of the room has a door on its north side and a 3/1 window on its south side. The south wall of the room has a 3/1 window on its west side, the depot's stone belt serves as the windowsill for these two windows. The eaves of the room are slightly flared. The south side of the front façade has a pair of

Grand Rapids & Indiana Railroad Depot

Adams County, IN

Name of Property

County and State

baggage doors centered in it. A large brick chimney with cornice-like stone cap rises above the roof south of the cross-gable.

The north and south facades are nearly identical (photos 0001-0003). A pair of windows with transoms are located in the walls. The north façade (right side of photo 0001) has 3/1 windows with transoms divided into three panes of glass. A narrow stone lintel is located between the transom and top of the window. The belt course serves as a sill for both windows. The gable vent on each side is a quatrefoil-shaped opening in a stepped stone surround. The south façade (photo 0003) has short 3/3 windows with transoms divided into three panes of glass. The windows on the south façade have individual sills and are set higher on the façade, well above the belt course. A crimson-colored metal sign with "DECATUR" in gold lettering and trim is centered at the base of the gable wall on the north and south facades.

The back façade faces west and the railroad (photo 0004). The north half of the façade has a pair of passenger doors with 3/1 windows flanking the doors. A cross-gable with a three-sided bay is slightly off-center to the south. The bay, which functioned as a depot manager's observation point, has cut-away corners with windows in each wall. The bay's front wall has a 3/1 window with transom divided into three panes of glass. The bay's other two walls have 2/1 windows with transoms divided into two panes of glass. The building's lower belt course serves as sills for the operator bay's windows. A stone lintel is between the transoms and windows, at the same level as a second belt course on the bay. The transoms have stone lintels that also appear like a belt course near the top of the bay. A thin stone frieze course is at the top of the bay's walls. The bay has a low-pitched hipped roof.

A depot manager's door is located south of the cross-gable and a pair of baggage doors is south of the manager's door. A short 3/3 window is south of the baggage doors. Like the other short windows in the building, it is set up higher on the façade, well above the belt course. Gabled porch roofs are over the back façade's baggage and passenger doors (photo 0005). The porch roofs are composed of decorative king's post trusses with chamfered edges that are open on their front walls. The trusses have sawn rafter tails that match those that support the building's eaves. The trusses rest on wood brackets. The horizontal member of the bracket has chamfered edges and an elaborate profile butt-end. The brackets are supported at their ends by large, arching braces springing from the wall just above the belt course. A wall sconce with a porcelain-enameled shade is located above each pair of doors.

### *Interior, photographs 0006-0011*

The depot is divided principally into three major sections: passenger area in the north part of the building, office/ticket area in the center, and baggage area in the south part of the building. Ancillary support or service rooms are located within each division. The building has a basement which was used for coal storage and furnace under the passenger and office/ticket areas. The passenger and office/ticket areas have wood floors and plaster walls and ceilings that have been covered with drywall. A tall wainscot composed of vertical beaded boards with a top trim board is located in the ticket area, passenger area, and passenger waiting room. The

Grand Rapids & Indiana Railroad Depot

Adams County, IN

Name of Property

County and State

windows and doors have wide wood casings with simple ogee trim. The windows that have transoms in the passenger and ticket areas have a wood panel between the transom and window. The interior doors have five horizontal panels.

The passenger area (photo 0008) is a large room at the north end of the building with a pair of entry doors that lead to the porch on the northeast corner of the building. A second pair of doors leads to the train boarding area on the west side of the room. A partial wall once separated the passenger area from the ticket area; markings in the floor show where the wall was located on the south side of the passenger area. A small waiting room is off the southeast corner of the passenger area. The room has a wood bench with jig-sawn brackets against its east wall (left side of photo 0010). The floor below the bench is angled up toward the outside wall where an opening was located from the basement to the exterior. A small bathroom is off the waiting room's south wall (seen in right side of photo 0010). The bathroom has wainscoting composed of subway tiles and its floor has new ceramic tile.

The ticket area (photo 0009) features a three-sided observation bay with cutaway corners in its southwest corner. A small two-panel pass-thru door that raises up is located in the south wall of the ticket area. Wood shelves with jig-sawn brackets are under the pass-thru door, on each side of the wall (background of photo 0009). A door with four panels and a window is east of the pass-thru door; it leads to a small baggage clerk's room. Opposite the observation bay is a steel wall safe that opens to the north (left side of photo 0009). North of the safe is a door that leads to the depot manager's office (photo 0011) which features modern wood cabinetry and countertops. A small hallway and storage room are located off the office's north wall (left side of photo 0011). The hallway leads to an entry door on the east side of the building and the storage room is lined with built-in wood shelving. The hallway has wainscoting composed of subway tiles and may have been created from a bathroom.

The baggage area is a large room in the south end of the building (photos 0006-0007). Its exterior walls are unpainted brick, the floors are concrete, and the ceilings are composed of beaded boards. A pair of baggage doors is located in the east and west walls of the room. The door openings were fitted with a rolling track above them. The north wall of the baggage area is composed of beaded boards. A basement door and attic access hatch are in the north wall (right side of photo 0007). A baggage clerk's room is located in the northwest corner of the room. The walls are composed of beaded boards. A door is in the east wall of the clerk's room and a window with four panes of glass is north of the door (left side of photo 0007). A door leading to the railroad tracks is located in the west wall of the clerk's room.

Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- 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.)

- 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 old or achieving significance within the past 50 years



Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE

TRANSPORTATION

---

---

---

---

---

**Period of Significance**

1903-1957

---

---

**Significant Dates**

---

---

---

**Significant Person (last name, first name)**

(Complete only if Criterion B is marked above.)

---

---

---

**Cultural Affiliation**

---

---

---

**Architect/Builder (last name, first name)**

Williamson & Crow

Mann & Christen

---

**Period of Significance (justification)**

The period of significance begins in 1903 when the Grand Rapids & Indiana Railroad completed construction of its passenger depot in Decatur. The period ends in the approximate last year passenger service was provided by the railroad. While the depot continued to be used by the railroad after 1957, its intended purpose for passenger service ended in about 1957.

Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

**Criteria Considerations (explanation, if necessary)**

N/A

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Grand Rapids & Indiana Railroad Depot is eligible for the National Register under criterion A due to its association with rail-related transportation. The passenger depot was constructed by the railroad at a time when it was upgrading several of its facilities in an effort to promote use of its line by tourists. The depot is also eligible under criterion C due to the high quality and craftsmanship exhibited in the architectural style of the building which blends features of Queen Anne with features of other styles popular during its construction. The building's architecture is also significant as a type of building, a passenger depot, which is demonstrated in its configuration of rooms and location near the railroad.

---

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

TRANSPORTATION

The first railroad constructed through Adams County was originally organized as the Cincinnati, Union City, & Ft. Wayne Railroad, but was later called the Cincinnati, Richmond, & Ft. Wayne Railroad. Adams County purchased \$150,000 in stock to bring the railroad to the county. It was constructed in about 1853, however, it was not until Christmas day in 1871, after the Grand Rapids & Indiana Railroad took over the line, which the first passenger train operated. The railroad's route went through the county from north to south through the communities of Monmouth, Decatur, Monroe, Berne, and Geneva. A Decatur native, Judge David Studebaker, was particularly instrumental in the development of the railroad. He was a member of the railroad's board of directors into the early 1900s and platted the town of Buffalo in 1853 in anticipation of the railroad. Buffalo consolidated with Alexander to become Geneva.

A number of industries began to locate on the west and southwest sides of Decatur near the Grand Rapids & Indiana and the Erie Railroads which crossed on the southwest side of the city. The industries began to propel the city to significant growth during the late 1800s. These industries included J. Hart's City Mills, J. Niblick & Sons Elevator, P. Baker & Brothers Wooden Stirrup Factory, Eagle Manufacturing, H. Hart's Foundry, A. T. Lynch's Hub & Spoke Factory, Creamery Packaging Co., Decatur Stave & Heading Co., Adams County Lumber Co., L. D. Adams Stave Factory, and G. Christen's Planning Mill & Sash, Door, & Blind Factory. Most of these industries would have used the railroad to bring in raw materials, such as lumber, and to ship their finished products to outside markets. The Grand Rapids & Indiana Railroad constructed a wood frame depot in Decatur on 7<sup>th</sup> Street just south of Monroe Street by the

Grand Rapids & Indiana Railroad Depot

Adams County, IN

Name of Property

County and State

1880s, just north of the nominated depot and only a few blocks west of the downtown commercial district.

The Grand Rapids & Indiana Railroad was largely profitable in the late 1800s due to the lumber industry of northern Michigan and shipment of timber to southern markets. But by the 1880s timber was largely depleted and the railroad needed other means to be profitable. By the late 1890s and early 1900s the railroad developed a marketing plan to increase passenger and tourist travel by raising awareness of the resort communities in northern Michigan, particularly at Petoskey, Bay View, Oden, and Mackinac Island. In 1902, the Grand Rapids & Indiana Railroad produced several marketing pieces including folders and booklets that promoted resort communities near the line's northern terminus and placed them in communities along its route. Trying to appeal to outdoor sportsmen, the railroad branded itself as the Fishing Line with connections to fishing and other outdoor recreational resorts in the northern part of Michigan.

Likely in an effort to attract passenger service as part of its larger marketing plan, the Grand Rapids & Indiana Railroad began a facilities improvement plan which replaced several of their older depots along its route. This began no later than 1900 when the large, new Union Station was constructed in Grand Rapids, Michigan. New passenger depots were also built in Cadillac and Petoskey, Michigan between 1900 and about 1903. Combined with the Grand Rapids depot, the three were mentioned in a report given to the St. Louis Convention of American Park and Outdoor Art Association & American League of Civic Improvement by the Railroad Improvement Committee in 1904. The association sought out higher standards in civic improvements and noted facilities, such as the ones mentioned, for quality architectural and landscape design. The report made mention that generally railroads were implementing a higher grade of architecture in their facilities with attention to sanitary regulations, and parks were being created by landscape designers surrounded new depots.

The Grand Rapids & Indiana Railroad also constructed at least three other depots during the first few years of the 20<sup>th</sup> century in an effort to improve its passenger facilities. These included a passenger and freight depot in Mendon, Michigan (wood frame, c. 1901) and passenger depots in LaGrange (wood frame, 1901) and Decatur (brick, 1902), Indiana. A new depot was also constructed at the intersection of the Grand Trunk & Western and Grand Rapids & Indiana Railroads in Vicksburg, Michigan in 1903. Although it is unclear which of the two railroads took the lead in building the depot, the architect, Williamson & Crow of Grand Rapids, was the same firm commissioned to design the depot in Decatur, Indiana. Of the depots owned by the Grand Rapids & Indiana Railroad, the Vicksburg depot is most similar in style to the Decatur depot. Similar features include shaped parapet gable walls, cross gables, and a combination of hipped and gabled roofs. The depot in Cadillac, Michigan also had a lower cross gable with shaped parapet wall.

Plans for the new depot in Decatur were announced in April, 1902 with anticipation that the building would be completed by summer of the same year. However, surveyors with the railroad were not on site until June and for an unknown reason work stalled through the summer and was not substantially resumed until September. Work on the depot was completed in February, 1903 after which time the contractors, Mann & Christen of Decatur, turned the building over to the

Grand Rapids & Indiana Railroad Depot

Adams County, IN  
County and State

Name of Property

railroad for use. The old wood frame depot was relocated to the west side of the railroad tracks and was used as a freight station. The railroad also constructed a new water tower in January, 1903. The freight station and water tower are not extant.

The design of the new depot in Decatur was described as beyond the wildest expectations of the city, a model of beauty, a credit to the city, and a monument to the railroad. The floors were to be maple throughout except in the toilet rooms where tile was used and where an enamel tile wainscot was to be installed. The building was to be lit by electricity, incorporate an air ventilation system, and be completely fireproof due to its brick and stone walls and slate roof. The estimated cost was \$7,500.

While the Grand Rapids & Indiana Railroad had four passenger trains running to and from Mackinac City by 1907, profits from riders were not sufficient to support the railroad and its investments. As passenger ridership declined, the railroad began to see losses by the end of the 1910s. In 1918, the railroad was purchased by the Pennsylvania Railroad, which had been a substantial shareholder since 1871. Both passenger and freight service continued on this line of the Pennsylvania Railroad until about 1957 after which time the depot was closed to passenger service. The Grand Rapids & Indiana's depots in other Adams County communities had long been shuttered by this time and are not extant. In 1980, the railroad from Decatur to Richmond was abandoned. Decatur's other depot on the Erie Railroad was also razed. An electric railroad, known as the Ft. Wayne & Springfield Traction Line, operated between 1907 and 1927. The traction line used part of the Boch Block in the downtown district as its passenger depot.

## ARCHITECTURE

The Grand Rapids & Indiana Railroad Depot is significant for its architecture, both as a clear representation of a building type, and for its combination of popular architectural styles. By the time of its construction in 1902-03, builders and architects employed for and by railroads had all but codified the specifications for small town depots. The Decatur, Indiana depot for the Grand Rapids & Indiana Railroad has all the classic features of a depot from the height of the rail era.

First, a raised brick platform allows passengers, personnel, and baggage or freight to be kept off the ground and dry. The depot's basic functional areas are arranged in a mostly linear pattern; baggage, operations, and passenger waiting areas are oriented to the rail line and have separated entrances for clear access to the train being served. The office is centralized for ease of control of the station, and has an operator's bay, for direct line of sight to incoming and outbound trains and to monitor activity on the platform. For passengers, there is a covered porch as well as a room. Though not the usual long, covered platform, the porch and deep door hoods allow passengers protection from the elements. Interior finishes reflect the hierarchy that railroads hoped to communicate to the public. Passenger waiting rooms are the best finished, as here in Decatur; rail employee areas are finished with functional bead-board walls and ceilings; and baggage rooms have no finish, bare brick in the case of the Decatur depot.

For the exterior, Williamson & Crow departed from the strictly linear massing associated with rail depots. The "town" side that faces North 7<sup>th</sup> Street and the downtown has cross gabled

Grand Rapids & Indiana Railroad Depot

Adams County, IN

Name of Property

County and State

massing, to accommodate the interior restrooms and a corner porch. The massed plan of the depot allows for a more complex architectural treatment, with prominent gable ends, on the “town” side of the building. Depots often reflected popular architectural styles, since rail lines wanted to offer an appealing and substantial image to passengers and towns. Rarely did railroads wish to take the risk of attempting to set a trend. The architectural style of Williamson & Crow’s design is not tied to any one style, but, overall, shows influence from the newly emerging Tudor Revival style. The use of fractable gables is seen on many depots from the 1890s; other depots on the Grand Rapids & Indiana “Fishing Line” also feature brick construction and similar gables, but most examples on the Fishing Line have simpler massing and feature round arched windows and doors that relate to Romanesque Revival influences. Others have the more typical massive hip roof common to 1880s and 1890s depots, which could shelter both building and outdoor platform. None have the integrated porch, complex massing, and fractable gables with decoratively treated attic vents of the Decatur depot. The stepped surrounds of the attic vents, especially the north vent, with its quatrefoil surround, contribute to the Tudor Revival feel of the building, as do the heavy-linteled, rectangular window openings, and in general, the use of red brick and contrasting light stone. The king post truss hoods that rest on arched braces on the west (rail) side of the depot can be interpreted as late Stick Style elements, even down to the chamfer work on each wood member. This element also resembles Tudor half-timbering and the hammer-beam interior work often seen inside many later Tudor Revival churches. The operator’s bay was clearly a necessary, functional part of the depot. By centering this functional element within an extension with decorative fractable gable, and using bands of stone on the bay, the architects made it into a Tudor Revival stylistic feature.

Tudor Revival was a not a common style in 1902, when Williamson & Crow designed the Decatur depot. Most early examples in Indiana date to the end of the first decade of the 1900s and are residential (Edmund B. and Bertha Ball House, Muncie, 1907; Glossbrenner House, Indianapolis, 1910; Van Camp Mansion [demolished], Indianapolis, 1906). Though Americans had been introduced to English medieval architecture by the popularity of both the Gothic Revival and the Queen Anne style, builders and architects often used details from the pre-Renaissance era in both profusion and without context when planning structures in these 19<sup>th</sup> century styles. Colleges appear to have provided the earliest, large-scale, specific examples that purposely drew on English medieval architecture. In open hopes of conferring the same ancient cloak of wisdom that their overseas collegiate counterparts had, American colleges began to commission buildings that directly emulated the Late Gothic architecture of the great colleges and universities of Britain. Bryn Mawr’s Pembroke Hall, built in the 1890s, is often cited as the first of many. Many of these college buildings emulated late Medieval or Tudor-era buildings, and so were a manifestation of Tudor Revival. American educational buildings in the style are often called “Collegiate Gothic.”

An active firm proficient in period revival styles like Williamson & Crow probably knew of the style from periodicals featuring schools, or they may have seen images of eclectic depots like Danville, Virginia’s Southern Railway Depot (1899), with its unusual crow-stepped Flemish gables and “Flemish Renaissance Revival” exterior. What is known is that despite its early date of 1902-03, the Decatur Grand Rapids & Indiana Railroad Depot is a locally rare and early example of Tudor Revival design.

Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

---

### **Developmental History/Additional historic context information**

#### **HISTORY OF DECATUR**

Decatur was laid out in 1836 by proprietors Thomas Johnson and Samuel Rugg. A portion of land was donated to Adams County to provide for a county seat of government. The population in 1850 was 231 but increased, due in large part to the railroad, to 4,142 by 1900. The town was surveyed by Jacob Hofer who constructed the first residence, a log cabin, in the town. The first store was also a cabin kept by Henry Reichard, who moved to the village in 1838. A plank road was constructed through town in 1852, which included a bridge over the St. Mary's River on the east side of town and connected the town to other markets. Decatur incorporated as a town in 1853.

With the coming of the railroad, the town experienced growth in both commerce and industry, and a new courthouse was built on the public square between 1872 and 1873. Decatur incorporated as a city in 1882. By the late 1880s, street and sidewalk improvements were made and during the early 1890s the city experienced rapid growth, necessitating the construction of water and electric plants. In 1903, a library and post office were constructed, followed by several other social club buildings and other civic improvements. Of special note was the Knights of Pythias Hall, constructed in 1907. While the building is no longer extant, it had a front gable with a shaped parapet nearly identical in design to the Grand Rapids & Indiana Railroad Depot, possibly the work of the same contractor or drawn upon for inspiration.

Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

---

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

Adams County Interim Report. Ft. Wayne: ARCH, 2011.

*Decatur Democrat* (Decatur, Indiana) 24 April 1902: page 1, column 6.

*Decatur Democrat* (Decatur, Indiana) 27 July 1902: page 1, column 3.

*Decatur Democrat* (Decatur, Indiana) 12 February 1903: page 1, column 4.

“Passenger Stations on the Grand Rapids & Indiana” *The Railroad Gazette* 30 December 1904: pgs. 682-684.

“Railroad Station Improvements” *Railroad Men* October 1904: pgs. 127-130.

“Railroad Station Improvements” *The Railroad Gazette* 23 September 1904: pg. 373.

Sanborn Fire Insurance Maps: Decatur, Indiana: 1885, 1890, 1895, 1900, 1907.

Snow, J. F., Snow’s History of Adams County, Indiana. Indianapolis: B. F. Bowen, 1907.

---

### 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 # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

### Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: \_\_\_\_\_

Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

**Historic Resources Survey Number (if assigned):** 001-155-24101

---

## 10. Geographical Data

**Acreage of Property** Less than one acre

Use the UTM system

### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 674518 | Northing: 4521894 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting :       | Northing:         |

### Verbal Boundary Description (Describe the boundaries of the property.)

Beginning at a point on the center line of Madison Street, on the west side of 7<sup>th</sup> Street, face slightly southwest and continue in a line approximately 120 feet with the south property line of 111 N. 7<sup>th</sup> Street to the railroad right-of-way. Turn north and continue in a slightly northwesterly line approximately 60 feet. Turn southwest and continue in a line approximately 10 feet. Turn slightly northwest and continue in a line approximately 120 feet to the west property line of 111 N. 7<sup>th</sup> Street. Turn slightly northeast and continue in a line with the north property line approximately 130 feet to the west edge of 7<sup>th</sup> Street. Turn southeast and continue in a line with the west edge of 7<sup>th</sup> Street approximately 180 feet to a point with the center line of Madison Street, or the point of beginning.



Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

**Boundary Justification** (Explain why the boundaries were selected.)

The boundary described above are the boundaries of city lots 137, 140, and 141 of the City of Decatur on which the Grand Rapids & Indiana Railroad Depot is located and owned by the City of Decatur. The property was historically a part of the depot's grounds and operations in the city and includes the one contributing resource, the depot.

---

**11. Form Prepared By**

name/title: Kurt West Garner  
organization: K. W. Garner Consulting/PIP  
street & number: 12954 6<sup>th</sup> Road  
city or town: Plymouth state: IN zip code: 46563  
e-mail: kwgarner@kwgarner.com  
telephone: 574-936-0613  
date: January 29, 2015

---

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

**Photographs**

Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Grand Rapids & Indiana Railroad Depot  
Name of Property

Adams County, IN  
County and State

**Photo Log**

Name of Property: Grand Rapids & Indiana Railroad Depot

City or Vicinity: Decatur

County: Adams State: IN

Photographer: Kurt West Garner

Date Photographed: November 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: Northeast corner of depot, facing southwest

1 of 11.

Name of Property: Grand Rapids & Indiana Railroad Depot

City or Vicinity: Decatur

County: Adams State: IN

Photographer: Kurt West Garner

Date Photographed: November 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: Southeast corner of depot, facing northwest

2 of 11.

Name of Property: Grand Rapids & Indiana Railroad Depot

City or Vicinity: Decatur

County: Adams State: IN

Photographer: Kurt West Garner

Date Photographed: November 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: Depot grounds, facing north along railroad

Grand Rapids & Indiana Railroad Depot

Adams County, IN  
County and State

Name of Property

3 of 11.

Name of Property: Grand Rapids & Indiana Railroad Depot

City or Vicinity: Decatur

County: Adams State: IN

Photographer: Kurt West Garner

Date Photographed: November 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: West (back) façade of depot, facing east

4 of 11.

Name of Property: Grand Rapids & Indiana Railroad Depot

City or Vicinity: Decatur

County: Adams State: IN

Photographer: Kurt West Garner

Date Photographed: November 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: Gabled porch roof over west baggage doors, facing up/northeast

5 of 11.

Name of Property: Grand Rapids & Indiana Railroad Depot

City or Vicinity: Decatur

County: Adams State: IN

Photographer: Kurt West Garner

Date Photographed: November 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: Baggage room, facing southwest

Grand Rapids & Indiana Railroad Depot

Adams County, IN  
County and State

Name of Property

6 of 11.

Name of Property: Grand Rapids & Indiana Railroad Depot

City or Vicinity: Decatur

County: Adams State: IN

Photographer: Kurt West Garner

Date Photographed: November 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: Baggage room, facing northwest toward baggage clerk's office

7 of 11.

Name of Property: Grand Rapids & Indiana Railroad Depot

City or Vicinity: Decatur

County: Adams State: IN

Photographer: Kurt West Garner

Date Photographed: November 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: Passenger area, looking northeast from ticket area

8 of 11.

Name of Property: Grand Rapids & Indiana Railroad Depot

City or Vicinity: Decatur

County: Adams State: IN

Photographer: Kurt West Garner

Date Photographed: November 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: Ticket area, looking southwest from passenger area

Grand Rapids & Indiana Railroad Depot

Adams County, IN  
County and State

Name of Property

9 of 11.

Name of Property: Grand Rapids & Indiana Railroad Depot

City or Vicinity: Decatur

County: Adams State: IN

Photographer: Kurt West Garner

Date Photographed: November 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: Waiting room and bathroom, looking southeast from waiting room

10 of 11.

Name of Property: Grand Rapids & Indiana Railroad Depot

City or Vicinity: Decatur

County: Adams State: IN

Photographer: Kurt West Garner

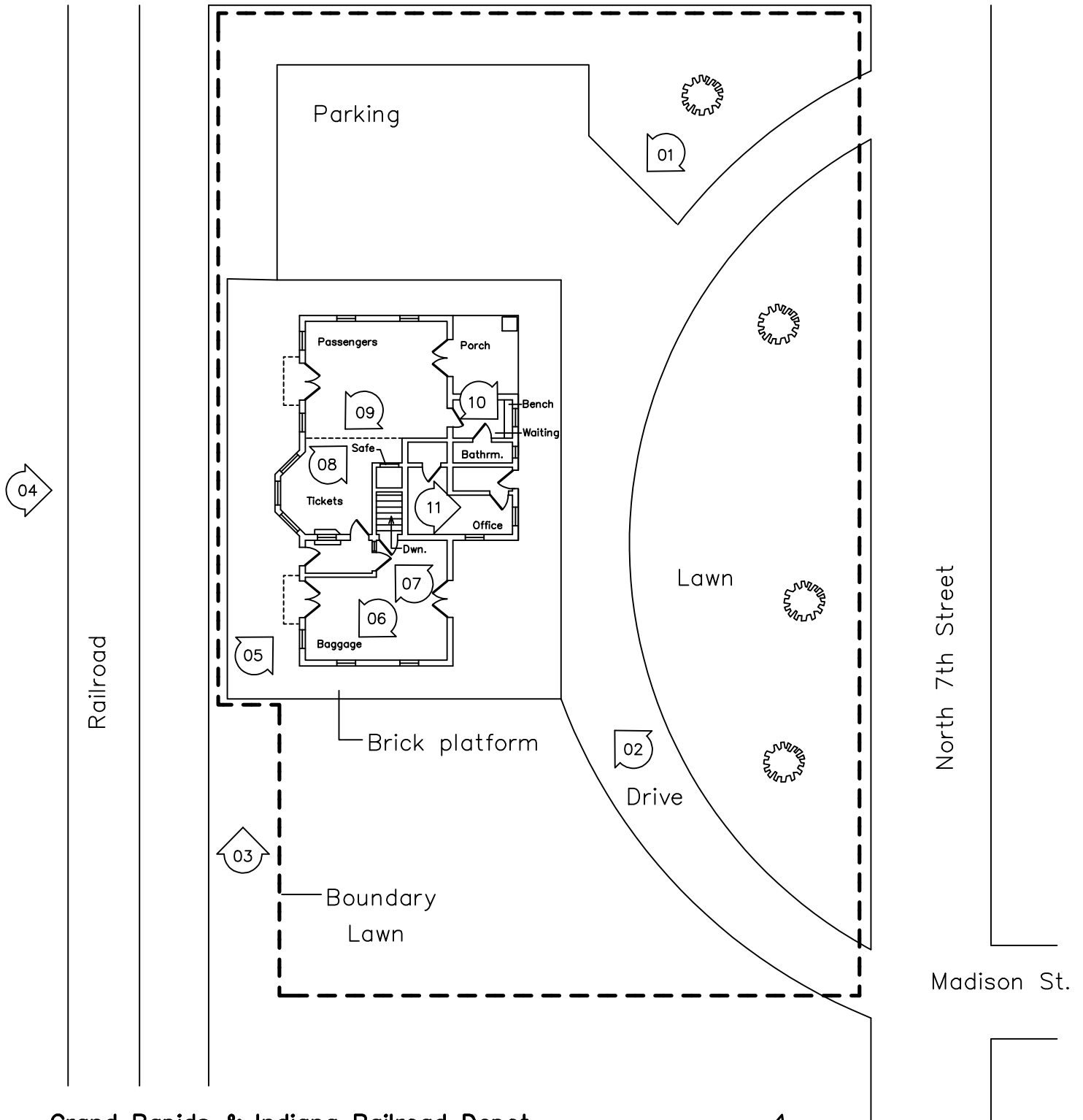
Date Photographed: November 1, 2016

Description of Photograph(s) and number, include description of view indicating direction of camera: Office, looking east

11 of 11.

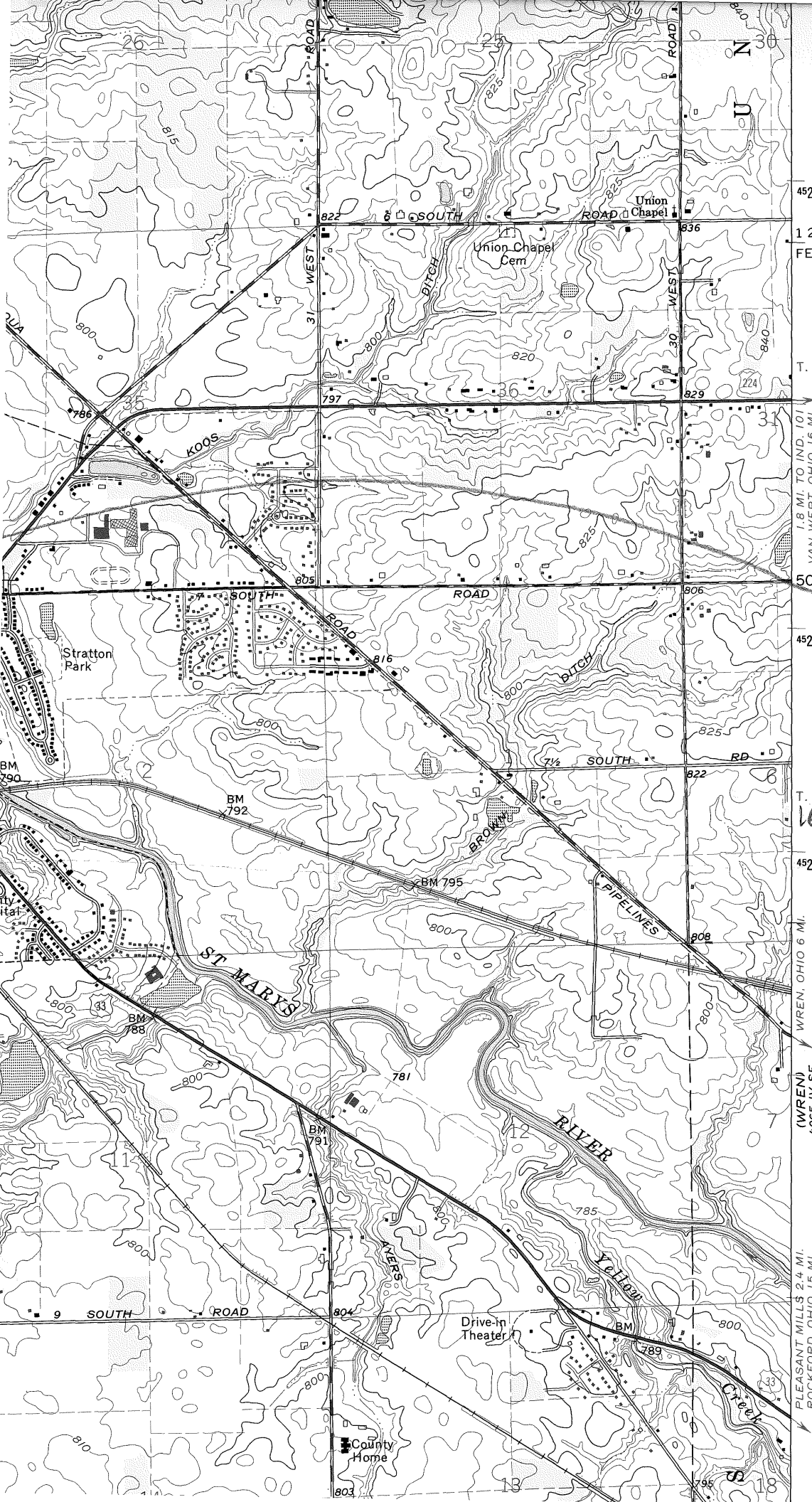
**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



**Grand Rapids & Indiana Railroad Depot**  
 National Register of Historic Places  
 Site Sketch Map / Less than 1 acre  
 111 N. 7th St., Decatur, Adams County, IN

02 = Photographs



4524  
 1 220 000  
 FEET  
 T. 28 N.  
 1.8 MI. TO IND. 101  
 VAN WERT, OHIO 16 MI.  
 50'  
 4522  
 T. 27 N.  
 16 674 518 4521894  
 4521  
 WREN, OHIO 6 MI.  
 (WREN)  
 4065 IV SE  
 PLEASANT MILLS 2.4 MI.  
 ROCKAFORD, OHIO 15 MI.

Grand Rapids of  
 Indiana Railroad Dept  
 National Register of  
 Historic Places  
 Decatur, Adams Co. IN  
 NAD 83 UTM



DECATOR





DECATUR



DECATUR





















UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received:  Date of Pending List:  Date of 16th Day:  Date of 45th Day:  Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept  Return  Reject  Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer Edson Beall Discipline Historian

Telephone \_\_\_\_\_ Date \_\_\_\_\_

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

Division of Historic Preservation & Archaeology • 402 W. Washington Street, W274 • Indianapolis, IN 46204-2739  
Phone 317-232-1646 • Fax 317-232-0693 • [dhpa@dnr.IN.gov](mailto:dhpa@dnr.IN.gov) • [www.IN.gov/dnr/historic](http://www.IN.gov/dnr/historic)

January 19, 2017

Dr. Stephanie Toothman  
Keeper of the National Register  
National Park Service 2280  
National Register of Historic Places  
1201 "I" (Eye) Street, N.W.  
Washington D.C. 20005



Re: Grand Rapids & Indiana Railroad Depot, Adams County, Indiana

Dear Dr. Toothman,

Enclosed is a National Register of Historic Places nomination for the Grand Rapids & Indiana Railroad Depot, Adams County, Indiana. The Indiana Historic Preservation Review Board reviewed the application and voted to recommend its approval to the National Register of Historic Places.

The enclosed disc contains the true and correct copy of the nomination for the Grand Rapids & Indiana Railroad Depot, (Adams County, Indiana) to the National Register of Historic Places.

Please address any questions you or your staff may have about this nomination to my National Register staff members, Paul Diebold or Holly Tate.

Sincerely,

Cameron F. Clark  
State Historic Preservation Officer

CFC:PCD:pcd

enclosure: nomination package