

FINAL

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received

date entered

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

1. Name

historic Richmond Railroad Station Historic District

and/or common

2. Location

Bounded roughly by the Norfolk and Southern R.R. track (north), N. 10th St.  
street & number (east), Elm Place & N. D St. (south), & Ft. Wayne Ave. — not for publication  
(west).

city, town Richmond N/A vicinity of

state Indiana code 018 county Wayne code 177

3. Classification

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

4. Owner of Property

name Multiple Owners

street & number See continuation sheet

city, town Richmond N/A vicinity of state Indiana 47374

5. Location of Legal Description

courthouse, registry of deeds, etc. Recorder's Office Wayne County Courthouse Annex

street & number Main and Fourth Streets

city, town Richmond state Indiana

6. Representation in Existing Surveys

title Indiana Historic Sites and Structures Inventory has this property been determined eligible?  yes  no

date March, 1978  federal  state  county  local

depository for survey records Indiana Department of Natural Resources  
Division of Historic Preservation and Archaeology

city, town Indianapolis state Indiana

## 7. Description

### Condition

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

### Check one

unaltered  
 altered

### Check one

original site  
 moved date \_\_\_\_\_

### Describe the present and original (if known) physical appearance

The Richmond Railroad Station Historic District comprises four city blocks, plus the site of the 1902 railroad station and the freight office and four buildings located in the Starr Historic District (Map 1). The area lies five blocks to the north of downtown Richmond. It reached a peak of activity in the late nineteenth and early twentieth century. Since that time only a handful of scattered buildings have been demolished to make room for parking lots and two post-1940 commercial structures.

The topography of the district is relatively flat except for a slight incline going south on North 8th Street (Photo 1) and east on North D Street. Fort Wayne Avenue (Photo 2) and North E Street (Photo 3) are flat thoroughfares convenient for three grade railroad crossings at the intersection of Fort Wayne Avenue, North 8th and North E Streets.

The location of the five remaining railroad tracks (some are side switches) north of the station with the resulting open space contrasts (Photo 4) sharply with the wall of commercial buildings along North E Street (Photo 5) and the tunnel effect on Fort Wayne Avenue created by facing commercial structures (Photo 2). The district is bounded by an industrial zone to the north and west and a residential area on the east and south sides. The railroad tracks make a natural boundary on the north side. The district line follows the south side of the tracks from North 10th Street, west behind the Miller Brothers Block. Along the other borders, the late nineteenth century buildings act as their own division lines with their two-to-three story height rising above their surroundings along North D Street, North 8th Street, Elm Place and North 10th Street. The district jogs south off of Elm Place, into the Starr Historic District, to include the Adam H. Bartel Building (911 North E Street), Jones Hardware Building (923 North E Street), Jones Hardware Warehouse (900 Elm Place) and then crosses North 10th Street to encircle the Richmond/Atlas Underwear Building (401 North 10th Street). The Starr Historic District was listed in the National Register in 1974. That district chiefly recognizes the early and mid-Victorian townhouses and residences located in the area. No mention is made of the four commercial structures located in the northwest corner of the district. The western boundary line of the Starr Historic District follows the center line of an alley between North 9th and North 10th Streets and to North E Street. These four commercial buildings, 911 and 923 North E Street, 900 Elm Place and 401 North 10th Street, are closely tied to the railroad commercial district, and hence their inclusion in this nomination.

The gridiron pattern of the streets in Richmond is broken by Fort Wayne Avenue which angles at sixty degrees from the southwest to the northeast. North 9th Street has been altered by the addition of an overpass for U.S. Highway 27 over the railroad yard. The commercial structures are all oriented to the streetline with an eight foot sidewalk across the front. The original lots were mainly rectangular which determined the available frontage and shape of the building. The rear of the commercial buildings in the 100 block of Fort Wayne Avenue are angled due to the angle of Fort Wayne Avenue and the rear alley. The commercial structures and the railroad station are masonry with an average height of two stories. The largest building is the Miller Brothers Hardware on Fort Wayne Avenue which covers almost the entire block and is three stories in height (Photo 7 and 8).

## 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 checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1853 - 1915 Builder/Architect Various

### Statement of Significance (in one paragraph)

The Richmond Railroad Station Historic District is an architecturally significant group of late nineteenth and early twentieth century commercial and industrial buildings. During the district's period of significance these structures housed businesses that were important to the economic development of the city and, in some cases, to the county and to southeastern Indiana. This commercial district developed as a direct result of the location of the railroad station north of Richmond's downtown area. It is the only extant late nineteenth and early twentieth century commercial district of its size off of the city's Main Street.

### Commercial and Industrial Significance

Development of Richmond began in 1806 when settlers first reached the Whitewater Valley. The majority of these settlers were Quakers who migrated from the Southern states of North Carolina, South Carolina, Virginia and Georgia. The first to reach the Whitewater Valley was David Hoover, who settled with his family near the middle fork of the Whitewater River. Others soon followed, among the first being Jeremiah Cox and John Smith, who with Hoover supplied the leadership for the Richmond community. Ten years after settlement first began David Hoover surveyed and divided the land of John Smith into lots along two streets, which was the extent of the town plat at that time.

To the north of these streets lay the lands of Jeremiah Cox. A Quaker by faith, Cox had donated the land for the first meeting house but was reluctant to divide his land for the town. He did, however, make an addition of his land to the town in 1818. At this time the population of Richmond was estimated at two hundred. The unsold platted land was later conveyed by Cox to Charles and Elizabeth Starr, in 1826.

In 1817, a road was opened leading north out of Richmond to Fort Wayne. This new transportation link soon became known as the Quaker Trace. The name developed from the many Quakers who traveled northward to new land. The road opened a new market for settlers who wanted an outlet for their farm products and an opportunity to trade with the Indians at Fort Wayne. The Quaker Trace was later one of the routes over which fugitive slaves were smuggled northward on their way to freedom in Canada.<sup>1</sup> The new thoroughfare began at Main Street and angled northeast before heading due north and crossing the Whitewater River. Today this road, which passes through the proposed district, is called Fort Wayne Avenue before it joins Chester Boulevard or U.S. Highway 27.

Cincinnati was the chief market for goods produced in Richmond and Wayne County. These products were transported by wagons. Depending on the state of the roads the journey was one of two to three days, or almost a week round trip.

# 9. Major Bibliographical References

See Continuation Sheet

# 10. Geographical Data

Acreeage of nominated property 11

Quadrangle name Richmond Quad

Quadrangle scale 1:24,000

### UTM References

A	<u>16</u>	<u>680720</u>	<u>4411400</u>
	Zone	Easting	Northing

B	<u>16</u>	<u>680730</u>	<u>4411190</u>
	Zone	Easting	Northing

C	<u>16</u>	<u>680270</u>	<u>4411190</u>
	Zone	Easting	Northing

D	<u>16</u>	<u>680260</u>	<u>4411320</u>
	Zone	Easting	Northing

E	<u>  </u>	<u>  </u>	<u>  </u>
	Zone	Easting	Northing

F	<u>  </u>	<u>  </u>	<u>  </u>
	Zone	Easting	Northing

G	<u>  </u>	<u>  </u>	<u>  </u>
	Zone	Easting	Northing

H	<u>  </u>	<u>  </u>	<u>  </u>
	Zone	Easting	Northing

### Verbal boundary description and justification

See Continuation Sheet

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

state	<u>N/A</u>	code	county	code
-------	------------	------	--------	------

state		code	county	code
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# 11. Form Prepared By

name/title Katherine M. Jourdan

organization Historic Landmarks Foundation of Indiana

date October 1986

street & number P.O. Box 284

telephone 317/478-3172

city or town Cambridge City

state Indiana 47327

# 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 Richard Hartley for J. M. Redman

title Indiana SHPO date Aug 26, 1987

For NPS use only

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

date

Keeper of the National Register

Attest:

date

Chief of Registration

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<u>Street &amp; Number</u>	<u>Owners Name(s)</u>	<u>Owners Address</u>
FT. WAYNE AVENUE		
173 (vacant lot)	Porter Poster Service	12 North 17th Street
175	Gladys Fetters	16 NW 10th Street
177-181	James L. & Loretta Steele	195 Fort Wayne Avenue
183	Homer Maddock	1001 Reservoir
185, 187-191, 193, 195	Paul & Jeannette Sena	1001 South 23rd
197	Lloyd & Dorothy Herald	217 SW 2nd Street
199	Louis Downs	414 North 8th Street
168	Michael L. & Senlin Long	168 Fort Wayne Avenue
170	Richmond Industrial Supply Attn: Mrs. Joan Spearling	170 Fort Wayne Avenue
176	Mosey Manufacturing Co., Inc.	261 Fort Wayne Avenue
NORTH 8TH STREET		
400	Moore Irwin Post #359	400 North 8th Street
402	Henry Baker	402 North 8th Street
404	Pinky Lee & Laurada Webster	1028 North H Street
416, 420	Paul L. & Betty Brittenham	808 Crestdale Drive
413-421	Peter Chagares, Trustee	Second National Bank, 800 Promenade
NORTH E STREET		
813	Peter Chagares, Trustee	Second National Bank, 800 Promenade
815	Joseph & Mildred Halberstadt	815 North E Street
817	Garret J. Boone, Jr.	Earlham College, Art Dept. Box 51
819-821	Edgar J. White	3069 State Road 122
823	William E. Brewer and Howard Hossman	709 West Creek Street, Hagerstown, IN 47345
825-829	Martha & Jerry Christ	4752 Greenmount Pike
833	Porter Poster Service	12 North 17th Street

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<u>Street &amp; Number</u>	<u>Owners Name(s)</u>	<u>Owners Address</u>
911	Adam H. Bartel & Co., Inc.	911 North E Street
923	Roland-Swisher Attn: Fred & John Wiggins	923 North E Street
930	City of Richmond	City Building
ELM PLACE		
900	Adam H. Bartel	911 North E Street
NORTH 10TH STREET		
401	Glazer Scrap Corp. Attn: Bertran Glazer, Stanley Virgin & tenants in common	P.O. Box 7
NON-CONTRIBUTING BUILDINGS		
416 North 8th Street		
420 North 8th Street		
819 North E Street		
821 North E Street		

The above information on ownership was obtained by Katherine M. Jourdan from the Wayne County Tax Assessor's Office, Wayne County Annex, Richmond in October, 1986

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There are twenty-six buildings in the district (Map 2). Twenty-two of them are contributing and four are non-contributing. There are no contributing structures and three non-contributing structures (9th Street overpass, two walkways connecting 911 North E Street with 900 Elm Place). There are no contributing or non-contributing objects or sites in the district. Following is a brief outline summarizing the history, original construction and major ownership of each building, followed by an architectural description.

## 168 Fort Wayne Avenue

Photo 6

Built in 1900 by Edward G. Vaughan, one of the first occupants was Arthur Myers who operated a carriage painting establishment. The building was leased during the 1930's to Van Zant and Warfel, Inc. as a printing shop before being purchased by Richmond Glass and Paint Company in 1943. The business continued occupancy of the building until the winter of 1985-86 when it moved to larger headquarters a block away. The second floor of the building has been used as apartment space.

This twentieth century building is a narrow two story brick structure with quoins at the front corners. The first floor has been altered to accommodate a glass and metal wall with a small canopy across the front. The second floor has two paired sets of double-hung windows with canvas awnings.

Miller Brothers Block  
170-178 Fort Wayne Avenue

Photos 7, 8, and 9

The Miller Brothers Block was constructed in 1890 when the retail hardware firm of Pogue and Miller moved from 9th and Main Street to a new location on Fort Wayne Avenue. The partnership of Charles H. Pogue and George W. Miller began in 1880 and continued for five years after which Mr. Pogue's father, Americus Pogue, took his son's place. The firm became known as Pogue, Miller and Company when Jonas Gaar, a son-in-law of Americus Pogue, became interested in the business and acquired Pogue's half interest in 1893. During this period Pogue, Miller and Company became the largest jobbing hardware house in the U.S. situated in a city the size of Richmond. This arrangement continued until 1908 when Mr. Miller purchased the entire stock and in 1909 Fred & Jacob Miller, brothers of George, purchased a half interest. In 1911 the firm's name was changed to Miller Brothers Hardware and exclusively sold wholesale hardware. Over the course of the first twenty years the building experienced a number of alterations. The original four bays built by I.R. Howard in 1890 were expanded ten bays to the south in 1900. The architect hired by Howard at that time was Hasecoaster. The building was expanded again in 1913 to its present frontage. The rear of the building received a three story addition in 1915 for warehouse space and shipping facilities. During the period from 1913-1969 the southern one-third of the building was used as rental space. Occupants ranged from Charles Farnham, who operated a coal and lumber yard, to a sales office for International Harvester, and finally to Henry J. Eavey, Inc. wholesale and retail grocers. In 1969 Richmond Industrial Supply acquired the southern one-third of the building. The remaining two-thirds were sold by Miller Brothers to Mosey Manufacturing Company, Inc.

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The Miller Brothers Block is one of the larger late nineteenth century commercial-industrial structures in the proposed district. The three story rectangular brick building has nineteen bays across the front facade divided by channeled brick piers with limestone copings. Each bay contains segmented arched openings with brick voussoirs. The base of the Fort Wayne Avenue facade is separated from the first floor window bays by a limestone string course. The spaces below the windows and between the limestone pier bases each originally had six recessed panels. Now only those in the third through the ninth bays from the south remain.

Originally the second floor windows which rested directly on a continuous limestone sill had paired one-over-one sash under a single flathead transom. Today the fifteen southernmost bays have been altered by brick or plywood infill. The northern bays have had the glass painted over.

Third floor windows like those on the second floor were originally paired sashes resting on a continuous limestone sill. Here a recessed brick spandrel wall filled the bay above each segmental arch. As below, most of these bays have been filled with brick or plywood.

Windows on the south side of the building on all three floors have also been totally or partially filled in. As on the Fort Wayne Avenue facade the original shape of the window has been retained.

The parapet surmounting the Fort Wayne facade is relieved by small canted panels and topped by a molded limestone cap. It rises above the center bays to provide space for "Miller Brothers Block".

Behind the building there was a private railroad switch along the entire back of the structure (300 feet) for the loading of six to seven freight cars at one time. These tracks are still visible.

Jacob H. Lichtenfels Building  
175 Fort Wayne Avenue

Photo 10

The Lichtenfels Meat Market opened in 1890 and continued to operate at the same location for ninety-two years. The first owner was Jacob H. Lichtenfels, a butcher by trade, who also invested in the Minck Brewing Company and in real estate. Mr. Lichtenfels was involved in the Democratic Party and in 1909 served as Police Commissioner of the City of Richmond. Very involved in local organizations, Lichtenfels served as trustee of the Elks Lodge, Vice-President of the Richmond Athletic Association, President of the Richmond Abattoir Company and was a member of the Knights of Pythias and Commercial Club. Upon his death in 1927 his sons, Edward and Walter, continued with the business until their deaths in the 1940's. The market then came into the hands of the third generation, Mr. Robert M. Lichtenfels, who continued making sausage and running the meat market until his retirement in 1982. The building was sold and interior improvements were made by Duane and Del Fetters who opened the LaCharcuterie Delicatessen in 1983. The second floor is presently used as an apartment.



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The 1890 Queen Anne commercial building looks much as it did when it was first built. Rectilinear in plan the brick structure has the original storefront with a centered double door and transom. Rusticated stone pilasters support a wooden entablature and tie the storefront together. The second floor facade is punctuated by centered paired windows below a stone basket arch and flanking small rectangular windows with stone lintels and sills. A stone stringcourse marks the sill line. Tourelles hang on either side of the building extending from above the roofline to the window area. The building's frieze has swags, and small dentils while modillion blocks distinguish the cornice. A panelled parapet tops the building.

177-181 Fort Wayne Avenue

Photo 11

This fine Italianate building originally had three owners, Martha Koons, Mendenhall Nixion and William Hadley. Over the years the three storefronts have housed a variety of businesses such as saddlery and harness dealers, grocers, barbers, tailors, piano sales, and for the past twenty years several used furniture dealers. It is presently used for additional space by James Steele and his new and used furniture business. The second floor apartment is vacant.

The storefront of this attached 1875 two story, brick Italianate structure is in excellent condition despite some alterations. Two of the three large window bays retain their paneled wainscots. The second floor has nine unevenly spaced bays with one-over-one windows and stone lintels and sills. Above each bay are elongated quatrefoil attic windows. The building is topped with a bracketed cornice.

Charles Sudhoff Building  
183 Fort Wayne Avenue

Photo 12

Charles Sudhoff was a prominent member of Richmond's German community during the late nineteenth and early twentieth century. Sudhoff opened a retail grocery in his new building in 1893. The building passed to the hands of his son, Howard Sudhoff, in 1909 who continued to operate a grocery until 1935. The building was briefly a laundry before being purchased by Richmond Industrial Supply Company in 1948. This concern eventually outgrew the location and moved across the street to a portion of the Miller Brothers Block in 1962. The building was rented as Sam's Used Furniture until being sold in 1977. The building has continued to be used as a used furniture store and carpet outlet on the ground floor. The building is presently vacant on the ground floor and the second floor is open as the Upstairs Clothing Store.

This structure, influenced by the Romanesque style of H.H. Richardson, was constructed in 1893, with two and a half stories of brick masonry and stone trim. There is a center gable with three round arch windows and decorative brickwork on the gable, entablature and parapet. These designs carry over to the building next door at 185 Fort Wayne Avenue. The first floor is four bays and retains much of the original storefront. The doorway and transom to the left, leading to the second floor, have been altered. There are rusticated stone pilasters on the ends of the building

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with decorative capitals. The second floor has four windows that are divided from the transoms by a continuous stone stringcourse. These windows also have a continuous stone sill and heavy, rock-faced stone lintels.

Benjamin Starr Building  
185 Fort Wayne Avenue

Photo 12

This fine 1896 building bears a close resemblance to the structure next door at 183 Fort Wayne Avenue which was constructed three years prior in 1893. This structure was built by Benjamin Starr, a leading citizen of Richmond. Starr was secretary/treasurer of the Starr Piano Company and one of the incorporators of the Cincinnati, Richmond & Muncie Railroad. He had also served during the Civil War and was an officer in the local Grand Army of the Republic (GAR). Later he was elected a state senator. His parents, Charles and Elizabeth Starr, had originally held the tract of land to the north of Richmond's downtown which was divided and sold as lots. They also donated the ground for the railroad station which today lies on North E Street. Benjamin Starr was also in partnership with Ezra Nye and at the Fort Wayne Avenue location they operated a tinning shop known as Starr & Nye. One of their employees was Isaac Lanning, who with partner John Schultz purchased the business in 1907, several years after Starr's death. Lanning bought out Schultz in 1919 and continued to operate what was then one of the oldest tinning businesses in the state until his retirement in 1932. The business was sold to partner Henry Hoff and now the concern is known as Hoffco and is located just north of the railroad tracks on Washington Avenue. Isaac Lanning continued to hold the building until 1945 and the store was rented to various businesses until being purchased by Nick Sena in 1960. Sena operated Nick's Shoe Repair until 1980 when the building became the property of James Steele and is used as additional space for his used furniture business. The second floor has been used by businesses and as apartment space.

The two story building is brick with four bays on the streetfront. One bay of the first floor has been altered slightly but the other three bays are original. The second floor also has four bays with double-hung windows, stone sill stringcourse and heavy stone lintels. The transom area has been filled-in with wood blinds. The building is topped by decorative brickwork on the entablature and parapet. This area is a direct copy of the building next door, at 183 Fort Wayne Avenue with the exception of the brick gable.

William H. Alford Building  
187-191 Fort Wayne Avenue

Photo 13

Constructed in 1905 by druggist William H. Alford, this building has a long list of owners. At the turn of the century it was rented as a secondhand goods shop and meat market, followed by Zuttermeister's Wholesale Fruits, Richmond Industrial Supply, Eavey's grocery-warehouse and a succession of used furniture stores. The second floor was divided into apartments and used until the late 1960's. Today it is owned by Nick Sena and used as rental space by Steel's furniture.

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This two story brick structure still has its ground floor storefronts essentially intact. The entrances have been altered. On the second floor the facade is divided into three major sections each with two small segmentally arched windows. Window sash is one-over-one. A metal cornice extends across the top of the building.

John Roberts Building  
193 Fort Wayne Avenue

Photos 14 and 15

The three story building was built by first owner John Roberts in 1877. The building was the possession of Hannah Herron Swift from 1884 to 1901, followed by Phillip Worrall. At the turn of the century from c. 1898-1906 the building was used by Richardson-Weber Candy which manufactured all kinds of candy and specialized in chocolate varieties. The store was again sold in 1907, to Chris Schaefer and Company, dealers in wholesale notions until 1915. The owner then became H. V. McLeland and in 1926, William and Catherine Romey purchased the building and opened a used furniture store until 1968. The store is currently owned by Nick Sena and is used by James Steele as the main storefront for his used furniture store. The second floor is used for storage and apartment space.

The three story Italianate building has three bays across the front, a recessed center entrance, and a luxfer prism transom. The wooden entablature over the transom has paired end brackets over end wood pilasters. The second and third floor has round arched windows and pressed metal hoods with keystone and label stops. The limestone sills have molded end brackets. The third floor windows are presently covered with plywood. It appears that there was once a metal cornice which has been removed. The rear of the building incorporates the rear of the attached structure immediately east at 195 Fort Wayne Avenue. It is thus five bays on the second and third floors with two greatly altered storefronts on the ground floor.

195 Fort Wayne Avenue

Photos 16 and 15

Sophia Johns was the first owner of this single storefront on Fort Wayne Avenue from construction in 1875 until 1901. Harlan and Everett Quinn owned the building briefly before it was purchased by Chris Schaefer and Company, in 1907, as additional space for the wholesale notion store next door. Since that time the building has been sold with the property at 193 Fort Wayne Avenue. The building housed a portion of Romey Furniture Company, before being rented to the Fairview Baptist Rescue in 1972. It was Duffy's Pool Hall from 1972-1980. The building is currently owned by Nick Sena and is rented to James Steele for additional space for his used furniture shop.

This two story commercial brick structure is one bay in width. The recessed storefront has been altered with new lower window panels and glass. The transom is covered by plywood. The metal entablature has a small dentiled cornice. The second floor has one window with limestone sill and lintel. There is a simple brick entablature and a brick pilaster on the left side. It appears that details of a corresponding pilaster may have been lost. The building's roof steps up to include a third story on the rear

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half of the building. The storefront at 410 North 8th has been altered on the first floor. There are two bays on the second and third floors.

197-199 Fort Wayne Avenue

Photos 16 and 15

This two bay building has two separately owned storefronts today. Constructed in 1875 by Henry Schell, the building passed to his son, John Henry Schell, in 1916. Both of the Schell's dealt in real estate and property and the building was rented to a variety of tenants from 1875 to 1933. At the turn of the century both storefronts were saloons with apartments on the second floor. Other tenants were restaurants, wholesale fruit company, liquor store, and a saw service. The store at 197 Fort Wayne Avenue served as a grocery from 1950 to 1976. It presently houses a used appliance shop. Kant-B-Beat Cleaners was located at 199 Fort Wayne Avenue, from 1958 to 1986, Down's Appliance is now occupying this space with its main entrance in the rear at 414 North 8th Street. The second floor is closed off.

This building too is a very simple brick commercial structure with two bays. The two story building has altered storefronts on the ground floor. A brick pilaster visible on the second floor, divides the two bays. The right bay has a single arched window with metal hood. The left bay has a single window with stone lintel. A single brick entablature extends across the top of the building and there is a brick pilaster at the corner of the building.

The rear of the structure has two, much-altered storefronts on North 8th Street and five bays on the second floor. The southernmost window with stone lintel and sill, and one-over-one sash probably gives the best indication of what all windows were like originally. The right half of this facade has been stuccoed.

R.F.D. Hose House 1  
400 North 8th Street

Photos 17 and 18

The Richmond Fire Department House House 1 was built in 1890 to serve the expanding north side of Richmond. The substantial stone building was sold in 1926, following the construction of a new building on Fort Wayne Avenue, north of the railroad tracks. The building was used by the Townsend Community Center until 1950. At this time the building was purchased by the present occupants, the Moore-Irwin American Legion Post 359.

This significant Richardsonian Romanesque firehouse has retained many of its original features despite some alterations. The original two and one-half story rockfaced stone with brownstone trim building has two bays across the front. The rear of the building is brick. The structure has a steep hip roof with transverse gable and a metal cornice. The corner bell tower has been removed. The first floor has a round arched opening which has been partially filled-in. The south corner of the building has a rounded engaged wall buttress tied to the rest of the composition by the belt courses and cornice moldings that wrap around the entire store facade. The left bay has small paired windows and a round arch transom with colored multi-panes. The second floor windows have multi-paned transoms and heavy stone lintels. There is a

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plaque on the second floor with the inscription "R.F.D. Hose House 1". The gable has a Palladian window.

Peter Arnold Building  
402 North 8th Street

Photo 18

One of the oldest buildings still in the area, this Italianate structure dates to 1866 when Peter Arnold, grocer, owned the property. The building was then sold to George P. Hawke who operated a file manufacturing company at the location from 1872 to 1895. Rebecca and Edgar Miller were the next owners. They rented to Isaac Meyers who ran a bakery at the turn of the century. Other occupants included billiard halls, cigar stores, taverns and since 1980 owner, Henry Baker has operated the Sugar Shack restaurant. The second floor is the owner's residence.

This two story brick Italianate commercial structure is two bays wide. Although the ground floor storefront has been altered, vestiges of the original pilasters and first floor entablature remain. Windows on the second floor have very shallow segmental arch heads. The metal cornice is supported by four pair of brackets.

404 North 8th Street

Photo 18

Dry goods storeowner, Douglas McLearn, opened his door in the 1890's in what was then a thirty year old commercial location. Thomas Turner, Jr. had a billiard hall in the building from 1927 to 1941, after which owner Wilbur Miller rented the space as a cafe until 1951. Since that time owner Pinky Webster has operated a restaurant/poolhall/cigar store. The second floor was occupied as an apartment until the mid-1970's.

The building is a brick Italianate with a two story, three bay facade. It was constructed about 1860. The first floor has a late nineteenth century cornice and pilasters but the window and door areas have been altered. The second floor has three windows with pedimented hoods. Three attic frieze windows have been filled in. There is no cornice.

Vanneman, Reid & Company Block  
413-421 North 8th Street

Photo 19

The original building on this site was built in 1861 as a pork packing house known as Vanneman, Reid & Company. A fire destroyed the building in 1878 but owners George Vanneman and William S. Reid built the present structure the same year. The building is divided into five storefronts and was rented by Vanneman, Reid and Company to various owners through 1941. Occupants included grocers, cleaners, drugstores, cigar stores, dry goods (Chris Schaefer and Company had a store here during the late 1890's until moving to 193 Fort Wayne in 1907), Pastime Theatre, and used furniture stores. Presently the building is owned by Peter Chagares whose father bought the building in 1941. The building is occupied by the Salvation Army, Star Game Center, and Downs Used Appliances.

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This large two story brick commercial building is essentially functional in nature with some Italianate design features. The structure has five storefronts along North 8th Street which have been altered, although the corner (421 North 8th Street) is the most intact. The second floor has fifteen bays of segmented arch openings with hood moldings. The windows with four-over-four sash have been covered with plywood in the past year. The deep cornice has two remaining large brackets.

416 and 420 North 8th Street

Photo 20

Paulee Restaurant and Lee's Liquor store have been located on this triangle lot since 1944. Both buildings are post-1940 construction and non-contributing to the district.

Paulee Restaurant (416 North 8th Street) is a small diner situated in a rectangular concrete block building with a flat roof. The building has a center doorway flanked by picture windows. The liquor store (420 North 8th Street) is of brick construction with a projecting stringcourse. The center doorway is flanked by picture windows. A overhang projects out over the front facade. The flat roof is broken by a short attic area on the left side of the roof.

813-815 North E Street

Photo 21

This 1890's building was known as the Maxwell House at the turn of the century. The two upper floors served as sleeping rooms with a ground floor saloon. Owner William Haberkern made improvements to the hotel in 1907. During the 1920's Seer and Ujklaki operated a billiard hall. It was in the 1930's that the ground floor was divided into two storefronts. Emmett Mustruff had a restaurant (813 North E Street) and Samuel Baren operated a tavern (815 North E Street) on the ground floor of what was then the Plaza Hotel. In the 1940's Mustruff's restaurant became the City Cigar Store and Tavern until 1975. The City Tavern became known as the Merrimac Tavern until 1981 and is now called Muther's Tavern. The two upper floors were known as Kelly's Sleeping Rooms or Kelly's Hotel from 1948 to 1981.

The building is three stories tall and five bays wide with some Italianate design features. The first floor glass storefronts have been altered, with board and batten infill between the supporting columns. The bracketed cornice has been retained as have the original center doors to the second floor. The second and third floors have recessed window bays. A sill stringcourse separates the floors. The center windows are round arched with the others being rectangular with heavy stone hoods. The cornice is supported by slender brackets separating rectangular panels.

817-823 North E Street

Photo 22

This and the three attached structures to the east (819, 821, 823) were all built at approximately the same time (c. 1870) but have had separate owners and have undergone varying degrees of alteration. At one point this building and its

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neighbor, 819, were owned by John H. Schell who dealt in real estate. Other businesses historically found in this and the neighboring buildings include a cigar store, news agency, tavern, cafe. The second floor houses an apartment.

Although the store-front of this two story brick structure has been altered, the end pilasters supporting the first floor cornice and the secondary pilaster separating the entrance from the display window have been retained. A projecting bay with three double hung sash windows and a fishscale shingle wainscot projects from the center of the second floor. The structure has a simple roofline without cornice.

819 North E Street

Photo 22

Also constructed about 1870 and housing the same types of businesses found at 817, this attached two story masonry structure has been more severely altered. A garage type door has replaced the original display window. The second floor window has been unsympathetically reduced in size with horizontal siding used as infill. As a result of these changes the structure is no longer contributing to the district.

821 North E Street

Photo 22

Like its attached neighbor to the west, 819, this two story brick building has suffered severe alterations to both the first and second floors. The alterations to the facade are so drastic that little evidence of original condition remains. The building is non-contributing to the district.

823 North E Street

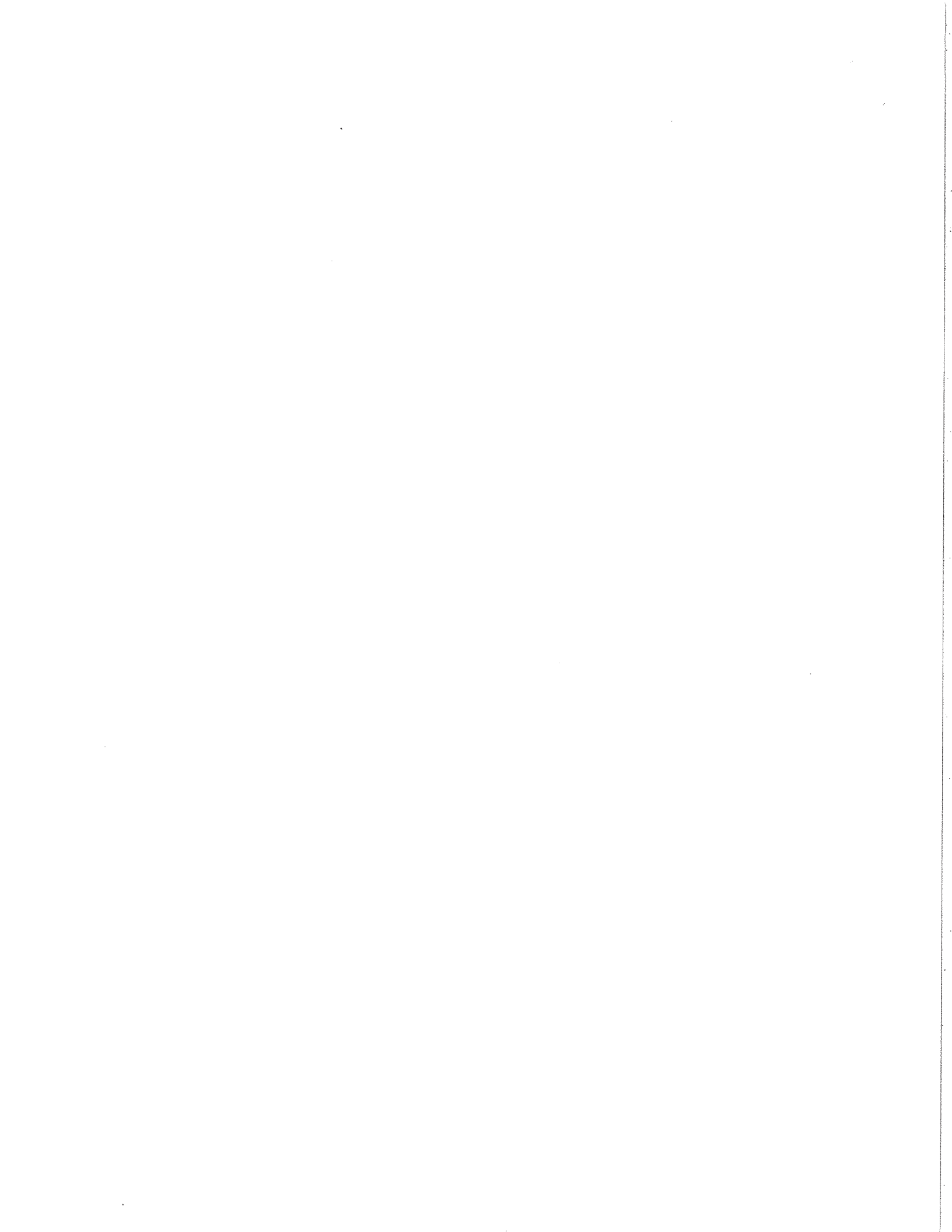
Photo 22

This building balances the unit at 817 by having a second floor projecting bay. Of the four attached buildings between 817-283 this is the most intact. The first floor storefront is essentially in place except the display window has been replaced as have the entrances at either end. The second floor bay is nicely detailed. Like the other units to the west this building has no cornice.

James Shaw Building  
825-829 North E Street

Photo 23

This outstanding Italianate was constructed in 1875 by James Shaw. Rented as two saloons at the turn of the century, the two ground floor commercial spaces have housed several businesses. The Empire Tailoring and Cleaning shop occupied 825 North E Street from 1920-1940 followed by Gus's Sandwich Shop and Pool Hall still located there today. The storefront at 829 North E Street was the address of the Crystal Grill and Bar from 1945 to 1983. Today it is occupied by the Depot Bar. The second floor has been used as apartments throughout the years.





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This fine Italianate structure retains almost all of its original features. The two and one half story brick facade has seven bays with deep paired brackets with pendants at the cornice and octagonal frieze windows. The first floor is divided into two storefronts with a center door leading to the second floor. Each bay of the first floor has a segmentally arched transom and is flanked by the original square columns. Unfortunately the original windows, doors and window panels are missing. The second floor has segmentally arched windows with bracketed hoods. The original two-over-two sash is in place.

John W. Grubbs Building  
831-833 North E Street

Photo 24

Constructed in 1872 the building was owned by John W. Grubbs, a director of the First National Bank of Richmond for 30 years. Originally a printer by trade, Grubbs acquired the Knightstown Indiana Sun in 1839 and changed the name to the Indiana Courier. When Grubbs learned that county and official patronage would be lost and another paper with wide circulation established in New Castle unless he moved there, he did so in 1841. The paper he established there still operates today as the New Castle Courier-Times. Grubbs formed a partnership with New Castle resident, I.R. Howard in 1860 and in March of that year purchased the wholesale grocery stock of James M. Starr of Richmond. The new firm, called Howard & Grubbs, was located on Fort Wayne Avenue, north of the railroad tracks. In 1871 Howard withdrew to form I.R. Howard & Company, wholesale groceries. John W. Grubbs & Company then built the structure at the corner of North 9th and E Street. Shortly after World War I Grubbs acquired Howard & Company, and moved to a new location at 200-208 Fort Wayne Avenue. The building was sold a number of times but continued to be used for commercial businesses. The Railway Express Agency rented half of the building during the 1930's with the other half being used as a barber shop. Phares Drug Store rented the space from 1940 to 1975. Since that time the ground floor has been vacant. The building is presently owned by Porter Poster Service which uses the rooftop for outdoor advertising. This area is a prime location since the U.S. Highway 27 overpass is directly east of the structure over North 9th Street.

The two story brick Italianate building has six bays and a dentilated and bracketed cornice on the North E Street facade. The second floor windows have gabled hoods with brackets. The storefronts have been altered but the original window panels and bracketed cornice are in place. The building also has a corner entrance.

Adam H. Bartel Building  
911 North E Street

Photo 25

Adam H. Bartel, a prominent and successful merchant in the city of Richmond opened his new wholesale store on North E Street in 1892. Bartel had apprenticed in the retail-wholesale firm of Emswiler & Crocker, and with his brother-in-law, George Knollenberg, whose department store on Main Street is still open today. He was then a partner with Christopher F. Schaefer at 210 Fort Wayne Avenue until the union

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was dissolved in 1880. Bartel built and occupied a three story and basement building at the corner of Fort Wayne Avenue and Washington five years later. This structure soon became too small for the expanding business. In 1892 a three story building was constructed on North E Street across from the railroad depot. This original structure was later enlarged in 1896, 1906 and circa 1910. The Adam H. Bartel Company became known as "The Richmond House" for their wholesale distribution of dry goods, domestics, notions, apparel and floor coverings. Today the Adam H. Bartel Company still occupies the building on North E Street as well as a warehouse, formerly owned by Jones Hardware Company (900 Elm Place), to the south of the structure.

This late nineteenth century brick commercial-industrial building shows the influence of Chicago commercial architecture of the same period. The original three floors of the westernmost four bays were constructed in 1892 with channeled pilasters separating the bays, decorative spandrels, paired windows and rock face stone lintels over the windows. A seven bay addition was added to the structure by 1896 and an additional two bays in 1906. During the next ten years a fourth floor was added to the entire building. The fourth floor of the original structure has rock face stone lintels and corbelled brick work like the lower floors but the decorative spandrels and pilasters were not copied. The 1896 addition has segmentally arched paired windows with stone sills on its upper floors. The third and fifth bays of this addition have single one-over-one, round arched, deeply recessed windows. On the ground floor these same bays have single rectangular windows flanking what originally was a round arched entrance. This has since been turned into a window. The inscription over this bay reads, "Perfection Manufacturing Company." Originally the other first floor windows of this addition were paired with a transom above. These have been replaced by single pane windows and a few of the transoms have been covered. The last two bays repeat the upper floor window pattern.

The ground floor of these bays was treated more like a traditional storefront with entrance, transom and display windows. This has been altered but enough remains to yield a general impression of the original form.

Jones Hardware Building  
923 North E Street

Photo 26

The Jones Hardware Company built this commercial-industrial structure on North E and 10th Street in 1899 after their previous store was destroyed by fire. The contract was awarded to builder Isaac R. McDivitt for a cost of \$15,000. The plans, by architect Stephen O. Yates, were drawn to make the North E and 10th Street facades quite handsome. The structure is 76 x 115 feet with four floors of brick and iron fire proof construction. In 1904 the company outgrew the building and bought part of the Starr homestead behind the building to erect a warehouse. The Jones Hardware Company handled manufacturing supplies, agriculture implements, and general hardware. In the early part of the twentieth century their territory extended seventy-five miles and held the bulk of trade. The company continued to operate at this location until 1928. The Wayne County Commissioners used the building for a few years in the

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late 1930's before it was purchased by the Roland-Swisher Company, in 1945. This sheet metal, furnace and air conditioning supply concern still operates today.

The Jones Hardware building is four stories tall matching the Bartel Building next door almost exactly in height to form an impressive, continuous facade for the ninth block of North E Street. The E Street facade is divided into thirds by four projecting wall piers with tall stone bases. The three storefronts on the ground floor remain essentially intact although windows have been changed. The two easternmost sections contain entrances. A dentilated cornice divides the ground floor from the upper floors. The three upper floors are each divided into nine bays. Windows are simple one-over-one double hung sash with stone sills and heavy stone lintels. The piers are banded to correspond to the sill-lintel pattern. At the third floor lintel level the piers are enriched by small cornice moldings. Above, a shallow cornice molding runs across the entire facade. It is surmounted by a low brick parapet divided to correspond to the major and secondary horizontal divisions below. The same treatment of the upper floors is seen on the 10th street facade except the major divisions are divided into two bays instead of three.

Pennsylvania Railroad Station and Freight Office  
930 North E Street

Photos 27, 28, 29, 30, 31, 32,  
and 33

The present railroad station was erected in 1902 to replace a large four towered Second Empire station built in 1872 (Photo 28). The former station was considered too expensive to remodel and modernize, so the railroad commissioned the office of Daniel Burnham for a new passenger station and freight office. The building opened in 1902 and boasted a restaurant, all-night newsstand, ticket windows and later a USO. The offices for the Pennsylvania Railroad were located on the second floor and the freight office was attached to the building by a covered walkway (Photo 32). A metal train shed once covered nine tracks immediately to the north of the station (Photo 29). The heyday of the depot was immediately before World War II after which a steady decline set in during the late 1940's. The station is probably best remembered by World War I and II veterans and their families. In 1972 the Pennsylvania Railroad moved it's offices to a new location and for some the station has been closed. The present owner is the city of Richmond which is seeking a new developer.

The Pennsylvania Railroad Station is an outstanding example of the Neo-Classical taste popular the turn of the century. The rectangular, red brick building is two stories in height. The North E Street facade has a central colossal portico supported by four brick Roman Ionic columns with terra cotta bases and capitals. A continuous white terra cotta entablature wraps around the entire structure. Its frieze is enriched with dentils and egg-and-dart molding while its cornice has modillion blocks. At the gable ends of the building as well as on the face of the portico this entablature defines a full pediment. A central oculus in each pediment contains a Star of David pattern.

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The ground floor of the main facade is divided into nine bays. Openings (except for the central entrance) are round arched with projecting extrados moldings of brick supported on terra cotta label stops. The entrance opening is surrounded by a frame that separates it from the round arched transom above. The wall surface of the main floor is composed of a high foundation surmounted by a terra cotta water table and brickwork rusticated into wide horizontal coursing. This lower section is separated from the second floor by a thin, decorative terra-cotta moulding. The second floor is punctuated by nineteen segmental arched windows. All windows and doors have been covered with plywood.

To the east of the main mass and connected by a covered passageway is the one story, brick freight office built in 1903. This small structure has a hip roof that flares outward at its base to create a deep overhang. The rafter ends have been left exposed and have been decoratively carved. A single round arched freight entrance is centered on the E Street facade. Three windows are evenly spaced on the east facade while two windows and another entrance are on the north facade. These openings are treated like those on the main structure. Similarly, the wall surfaces are composed of high foundation, water table and horizontally rusticated brickwork as on the main building.

Jones Hardware Warehouse  
900 Elm Place

Photo 34

This building was constructed in 1904 as a warehouse for the Jones Hardware Company, located across Elm Place on the north side. The building has loading ramps on the alley for easy access. In 1928 the structure was sold to Clarence Jessup when Jones Hardware was dissolved. The Adam H. Bartel Company purchased the warehouse in 1937 and later added connecting walkways across Elm Place on the second and third floors to their structure on North E Street. The building is in good condition.

This early twentieth century brick warehouse is four stories tall and has nine bays fronting on Elm Place. It rests on a rock faced stone foundation. The ground floor has four entrances alternating with five paired windows with recessed metal lintels and store sills. Above the ground floor the nine window bays on each level are recessed leaving thin sections of wall between each bay projecting slightly. Above the fourth floor windows the recessed bay walls corbel out so that the whole surface is once again on one plane. The openings in the fourth bay from the east have been filled in leaving only the recessed iron lintels. Like the windows on the ground floor, those on the second through fourth floors are paired under recessed metal lintels. They have limestone sills and one-over-one sash. A one story brick addition projects from the west facade.

Richmond/Atlas Underwear Building  
401 North 10th Street

Photo 35

The Richmond Underwear Company which was established in Pigua, Ohio, was responsible for the construction of this building in 1910. The company had three hundred employees

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and shipped to locations all over the United States only three years after opening. The business was sold to Atlas Underwear in 1915. The building was expanded in 1916. During World War I, the company supplied three thousand six hundred garments a day for military contracts. Business continued through the twentieth century. During the 1960's the Atlas Underwear Company manufactured special undergarments for the Apollo space flights, including Apollo 9 and its moon explorations. The "long johns" were designed to hold special sensory devices which measured metabolism during flight. The building was sold in 1981 and appears to be used for storage.

This early twentieth century industrial building is of yellow brick with three floors and raised basement. The structure is sited on a quarter block with thirteen bays on North 10th Street. Dividing the bays are brick piers spaced between the multipaned industrial windows. The spandrels between the first and second floors are recessed allowing the vertical to dominate. Above the second floor a continuous horizontal spandrel with decorative brickwork sets off the top floor. The building is capped by a deep overhanging metal cornice supported on tall brackets. A brick parapet rises above this. A stone water table divides the basement and first floor. There is a central entrance into the basement level with carved stone block over the entry. The bracketed metal cornice is topped by a brick parapet and metal coping wall.

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Richmond was further opened to new settlers and business when the National Road reached Wayne County in 1827. This federally funded highway provided a major east-west connection for the expanding town. The road officially began in Cumberland, Maryland, although it did extend to Baltimore and eventually stretched west to Vandalia, Illinois. The National Road followed Main Street through the center of Richmond (and south of the district) where a burgeoning business area developed. The historical sketch in the 1857 Richmond Directory by Dr. John T. Plummer, notes that "the business center of the city was the intersection of present Main, Fort Wayne Avenue and Front (South Fourth, today) streets".

With the passage of the Internal Improvement Bill in 1835-36 the White Water Canal connecting several cities in the Whitewater River Valley with the Ohio River was begun. However all public works were abandoned in 1839. In 1841-42 the White Water Valley Canal Company was chartered to complete the canal from Brookville to Cambridge City, eighteen miles west of Richmond. The White Water Canal proved tremendously expensive to maintain because of its steep drop of 77.0 inches per mile. Flooding in 1847 and 1848 did severe damage as a result of this grade. The Richmond and Brookville Canal Company planned a connector to the main canal but abandoned the project due to fear of damage resulting from a proposed drop of 273 feet over 34 miles. Eventually the appearance of the railroad in Indiana combined with excessive maintenance costs put the White Water Canal Company out of business.

During the 1840's news reached Richmond that the Richmond & Miami Railroad would pass through town. Charles and Elizabeth Starr, boosters of the town, donated a parcel of land for the construction of a station in December 1850. The present station is still sited on this land. The first station was a frame structure located on what is today North E and North 9th Streets.

The opening of the railroad in 1853 gave Richmond businesses and Wayne County farmers a faster and cheaper transportation system to the East Coast with its many markets and industrial centers. Richmond soon became a major rail center in eastern Indiana. In a short time Richmond had direct rail connections west through Indianapolis to St. Louis; north through Logansport to Chicago; east through Dayton to the Atlantic seaboard cities; and south through Cincinnati to eastern and southern cities.

During the decade of 1850 to 1860 Indiana changed from a strictly agricultural economy to an industrial one. Richmond became in 1860, the largest manufacturing city in the state, with the U.S. Census Tables of 1850 listing 3,800 inhabitants. Wayne County ranked first among the ten largest manufacturing counties.

It was natural for industries and businesses to locate near this new transportation system. Over the next five to six decades the land surrounding the station was sold to shop owners and businesses who constructed the many commercial buildings still located south of the railroad tracks, and the industrial buildings located on the north side of the depot.

The county seat was moved to Richmond in 1873 above great opposition from the town of Centerville. Richmond had grown from three hundred twenty, when Centerville was

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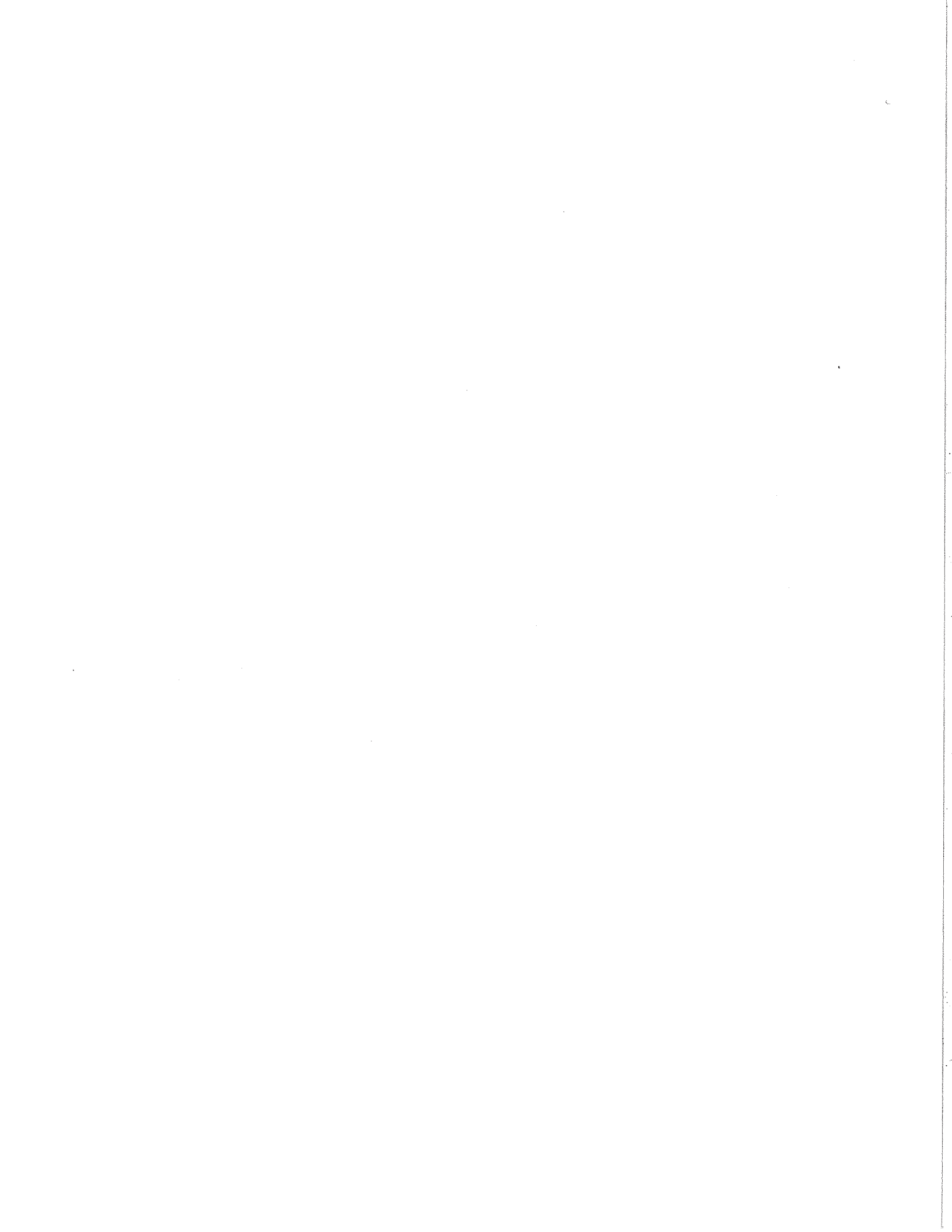
made the county seat in 1818, to nearly ten thousand in 1873. Since the Civil War the population had increased another fifty percent as had business and legal concerns. A courthouse was constructed in 1873 before all the records were removed to that location. The present formidable courthouse was built in 1892 by Cincinnati architect, James McLaughlin.

By 1874 many of the lots on Fort Wayne Avenue and the 800 block of North E Street had been sold to commercial businesses. Most of these were later replaced by the more substantial brick buildings which remain today. Two of the older buildings still standing date to the 1860's. These were located on North 8th Street. The Italianate building at 404 North 8th Street (Photo 18) has been a dry goods store, billiard hall, and cafe for most of its history. The neighboring building at 402 North 8th Street (Photo 18) was built by Peter Arnold as a grocery in 1866. George P. Hawke operated a file manufacturing company at that address from 1872-1895.

The streetfront along North E Street was becoming a prime business location with the presence of the railroad depot. The building at 817-823 North E Street (Photo 22) was divided into four storefronts when it was built in 1870. On the corner of North E Street and North 9th Street (831-833 North E Street) (Photo 24) John W. Grubbs, wholesale grocer, constructed his two story Italianate in 1872. A new railroad station (Photo 28) was erected in 1872 at a cost of sixty-thousand dollars. The city of Richmond arranged to finance one-half of the cost. The station was a four towered Second Empire structure which was divided by the tracks that ran through its center shed. Known as the Union Depot the structure serviced the: Pittsburgh, Cincinnati, Chicago & St. Louis railroad; Cincinnati, Hamilton & Dayton; Cincinnati, Richmond & Fort Wayne; and the Indiana Central and Dayton & Western railroads.

In the immediate years following the construction for the depot a large number of buildings went up along Fort Wayne Avenue. In 1875 the outstanding Italianate at 177-181 Fort Wayne Avenue (Photo 11), housed three storefronts with respective owners, Martha Koons, Mendehall Nixion, and William Hadley. Down the block, a commercial building was erected by Henry Schell, at 197-199 Fort Wayne Avenue (Photo 16). Schell dealt in real estate so this undoubtedly was a business investment. Also that year on North E Street, an Italianate building owned by James Shaw appeared (825-829 North E Street) (Photo 23). The year 1877 saw two neighboring buildings on Fort Wayne Avenue constructed. A three story building at 193 Fort Wayne Avenue (Photos 14 & 15) was built by John Roberts and the structure at 195 Fort Wayne Avenue (Photo 16) was owned by Sophia Johns.

A disastrous fire struck the Vanneman, Reid pork packing house at Fort Wayne Avenue and North E Street in 1878. The former building was destroyed but owners George Vanneman and William S. Reid rebuilt that same year (413-421 North 8th Street) (Photo 19). The structure had five storefronts and was let to various clothing outlets and the Pastime Theatre until it was sold by the heirs in 1941.





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Richmond was expanding and growing during the 1880's with the population being fifteen thousand and rapidly increasing. The Wayne County Business Directory of 1884 promoted the assets of the county and listed over two hundred business firms in Richmond alone. These business firms had access to several shipping facilities which were centered in Richmond: the Panhandle, from Pittsburgh to Indianapolis; Grand Rapids and Indiana, from Richmond through Fort Wayne into Michigan; the Chicago Division of Pittsburgh, Cincinnati and St. Louis Railroad, and the Cincinnati, Richmond and Dayton Railroad; giving shippers the benefit of competing lines north, south, east and west.

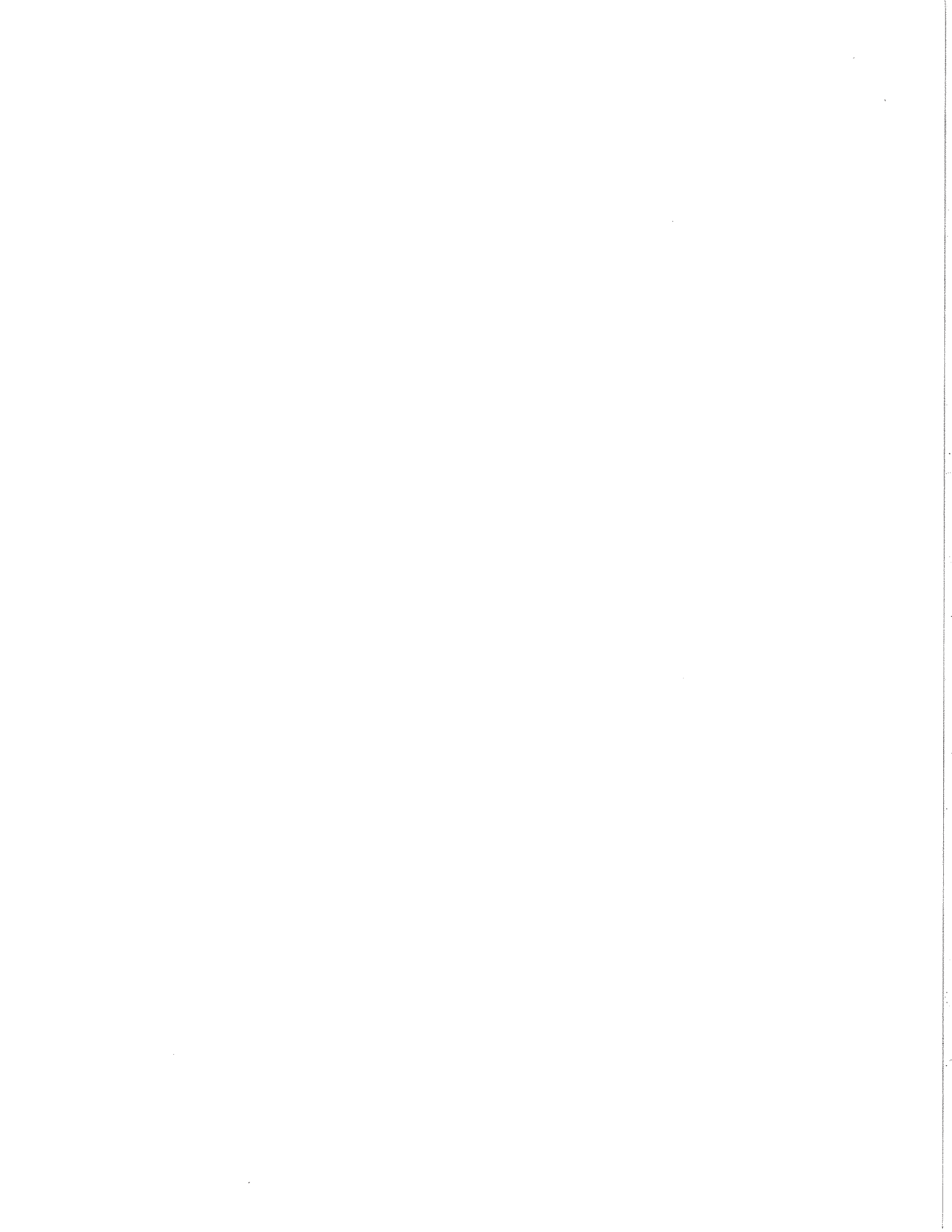
The 1890's saw another upsurge in building. Jacob H. Lichtenfels opened his meat market (175 Fort Wayne Avenue) (Photo 10) in 1890, followed by Pogue & Miller Hardware across the street (170-178 Fort Wayne Avenue) (Photo 7, 8, & 9). Erected on North E Street, across from the depot was a three story building known as the Maxwell House (813-815 North E Street) (Photo 21) at the turn of the century. The city of Richmond built a substantial stone facade hose house (400 North 8th Street) (Photo 18) for the northside area on North 8th and D Streets to protect this developing area.

Adam H. Bartel moved his wholesale distribution from north of the depot to a new location on North E Street (911 North E Street) (Photo 25) in 1892. The original building was enlarged in 1896, 1906 and c. 1910 with the addition of a new wing and fourth floor. At about the same time Charles Sudhoff opened a retail grocery at 183 Fort Wayne Avenue (Photo 12) in 1893. Soon after the building that housed the tinning business owned by Benjamin Starr and Ezra Nye at 185 Fort Wayne Avenue (photo #12) was built as a companion structure. The Jones Hardware Company which had suffered a fire at another location erected a four story building at North E Street and North 10th Street (923 North E Street) (Photo 26) in 1899.

The twentieth century saw the erection of just a handful of buildings. A commercial structure went up at 168 Fort Wayne Avenue (Photo 6) in 1900. At this time the Pennsylvania Railroad, which had absorbed many of the smaller railway lines, decided to erect a new station (930 North E Street) (Photos 27 & 30) which opened in 1902 followed by a freight office a year later (Photos 32 & 33). The railroad reached a peak of activity during the first third of the century and most of the goods coming and leaving Richmond passed through its hands.

The streetcar system was begun in Richmond in 1873. Originally pulled by horses, the system was electrified in 1889. The street cars ran from the courthouse to Glen Miller Park and from Main and 8th Street to the Union Depot (Photo 36). In 1901 the lines were extended east and west on North E Street and south on Fort Wayne Avenue. The streetcar facilitated transportation from downtown and outlying residential neighborhoods to the commercial area surrounding the railroad depot.

This added to the general traffic and prosperity of the area. After the electrified interurban railway system opened in Richmond in 1902, the streetcar provided the transportation link between the railroad station on North E Street and the connecting



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stop for the interurban on Main Street. The interurban developed in the early 1900's to 1930's principally in Indiana, Ohio, Illinois, Michigan, New York, Pennsylvania and California. Their popularity derived from the frequency, speed, and cheapness of their service compared with similar facilities offered by the railroads.

A new brick structure went up (Photo 13) in the middle of the block of Fort Wayne Avenue (187-191 Fort Wayne Avenue) in 1905. Originally built by druggist William Alford the building later housed meat markets, wholesale fruits and industrial supplies. Five years later, the Richmond Underwear Factory located at 401 North 10th (Photo 35). The company which employed over three hundred people with additional help during the war years, expanded in 1916 with an addition.

The first half of the twentieth century saw alterations to the existing structures instead of new construction. As previously stated the Adam H. Bartel Company enlarged their building in 1896, 1906 and c. 1910. The Jones Hardware Company found that they were crowded after only five years, so in 1904 they constructed a warehouse behind their store on Elm Place (900 Elm Place) (Photo 34). The Pogue, Miller Company became known as Miller Brothers Hardware in 1911. Alterations were made to that building over a span of twenty years from the date of its construction in 1890 until the building was five times its original size.

In 1921 a building on the triangular lot at North 8th Street and Fort Wayne Avenue was removed. This lot now has two post-1940 structures (Photo 20). The Jones Hardware Company at 923 North E Street (Photo 26) dissolved in 1928 and the building at North E and North 10th was used by the Wayne County Commissioners before being sold to the present owners, the Roland-Swisher Company, in 1945. The warehouse behind the building at 900 Elm Place (Photo 34) was sold in 1928 to Clarence Jessup, who owned it for nine years. The building then came into the hands of the Bartel Company who constructed covered walkways to their other building on North E Street.

The R.F.D. Hose House Number 1 at 400 North 8th Street (Photo 18) served the commercial and residential area north of Richmond's downtown until 1925 when a new structure was constructed on North 8th Street. The hose house was rented by the Townsend Community Center for a few years before it found the funding to purchase the building. In 1950 the structure was purchased by the present occupants, the Moore-Irwin American Legion Post 359. At some time the building lost its distinctive bell tower (Photo 17).

The railroad achieved an era of success immediately before World War II. The station itself is probably best remembered by veterans of World War I and II. Following the second world war the district surrounding the station suffered a decline just as the railroad lines themselves fell into a recession. Slowly the wholesale and retail groceries moved to new locations. Many of the restaurants, taverns, and supply houses remained in the district. Beginning in the late 1940's there was a marked increase in the number of new and used furniture stores. Today there are several buildings on Fort Wayne Avenue which are used for furniture display and additional storage space.

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In 1952 the U.S. Highway 27 overpass (Photo 4) was constructed from North 9th and North D streets over the railroad yard, west of the station, to Chester Boulevard. While the overpass avoided the congestion caused by the grade railroad crossing; it diverted much of the daily street traffic away from this commercial area.

On the corner of North 9th and North E streets was the Arlington Hotel. Opened in the fall of 1877 across from the depot, the hotel was one of the major hotels serving the railroad passengers. Originally built as a grocery a few years after the Civil War, the three story building saw an addition of a fourth floor when it first operated as a hotel. The U.S. Highway 27 overpass was built just a few yards away from the building causing complaints from residents. In 1956 the unsound structure was purchased and razed for a parking lot by the Bartel Company. In the years since 1960 the railroad commercial district has seen relatively few physical changes. Buildings have changed hands and some are now vacant or used for storage. The Atlas Underwear Company (401 North 10th) (Photo 35) closed its doors in 1981. Several buildings scattered on North E are vacant. The rooftop of the John W. Grubbs building (831-833 North E Street) (Photo 24) is used by the Porter Poster Service as outdoor advertising.

The Pennsylvania Railroad had housed its offices on the second floor of the railroad station until 1972. At that time the offices were removed and passenger service stopped. The city of Richmond became interested in the structure in 1983 and began proceedings to purchase it. The sale was completed in the spring of 1986 and the building is presently being marketed for development. The railroad tracks were fenced off from the station in 1986 by a six foot high chain link fence (Photo 31).

Architectural Significance

The architectural significance of the Richmond Railroad Station Historic District rests primarily in the extant concentration of nineteenth to early twentieth century commercial structures in a four block area. This district is the only nineteenth century commercial area of its size existing outside of the Main Street thoroughfare of Richmond. A few of the buildings date to the mid-1860's but the majority of the structures range from 1875 to 1910. The district is rich in architectural details with a concentration of Italianate motifs.

Approximately one fourth of the buildings are Italianate, dating from 1866 to the 1890's. The general Italianate features are: bracketed cornices, frieze windows, tall round or segment arch windows with some decorative hoods or label surrounds. A few of the buildings retain some of their nineteenth century details on the first floor, despite alterations to the window areas. The majority of the buildings have little or no loss of detail on the upper floors. The outstanding examples of the Italianate structures in the district are 177-181 Fort Wayne Avenue (Photo 11), and 825-829 North E Street (Photo 23). Other buildings are: 400 and 402 North 8th (Photo 18), 813-815, and 831-833 North E Street (Photos 21 and 24), 193 Fort Wayne Avenue (Photo 14).

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As architectural styles became popular, elements from those styles were used by local builders and carpenters in their structures. These buildings are often best described as Carpenter-Builder structures. During the 1870's seven structures were constructed in the district which can be described by this title. Often these buildings show some evidence of Italianate detailing but follow a standardized format. The buildings at 195, 197-199 Fort Wayne Avenue (Photo 16), 413-421 North 8th Street (Photo 19), and 817, 819, 821 and 823 North E Street (Photo 22) fall into this category.

The Richardsonian Romanesque style is recognized mainly from the impression of sheer mass over detailing. The Richmond Fire Department Hose House Number 1 (Photo 18) has a rough faced stone facade with contrasting polychrome brownstone trim. The bell tower, which has been lost (Photo 17), once towered over the building and also provided a contrast in stone materials. Characteristically the transomed windows are set deep into the walls and are grouped together in pairs. The building at 183 Fort Wayne Avenue also reveals the influence of Richardsonian. The rock faced rusticated pilasters on the first floor with medieval inspired capital detail and the second floor windows banded together by a textured stone stringcourse and lintels are references to Richardsonian's Romanesque vocabulary. Similarly, the triple round arched gable windows with merging extrados are Romanesque in flavor.

As the nineteenth century closed, iron beam construction made the massive brick supporting walls obsolete. As a result buildings had more window openings, especially large paired windows. Details such as channeled pilasters, stone stringcourses and decorative brickwork were still noticeable but there were less applied details such as window hoods or brackets. These changes are especially noticeable in the large buildings built by the wholesale firms, such as Pogue, Miller and Company at 170-178 Fort Wayne Avenue (Photo 7), and Adam H. Bartel Company (911 North E Street) (Photo 25).

The Adam H. Bartel Building (911 North E Street) (Photo 25) is a good example of the change between the late nineteenth century and the early twentieth century commercial-industrial building styles. This structure was erected in four sections. The original three story building was constructed in 1892. Over the course of several years the building was expanded with a new wing in 1896 and an additional two bays in 1906. A fourth floor was added to the entire structure about 1910. While still showing a sense of style the new wing and the later fourth floor do not have the decorative brickwork and stone contrasts found in the original late nineteenth century structure.

Due to a fire which destroyed their buildings on Fort Wayne Avenue, the Jones Hardware Company (Photo 26) hired Richmond architect Stephen O. Yates to design a iron fire proof structure with a brick facade. Yates had designed several residences for prominent Richmond community members: A. L. Pogue, Fielding Gaar, Oliver P. Gaar, and John A. Evans. He had also drawn the plans for the Richmond Philips Opera House at 6th and Main Street, Gaar-Scott & Company machine shops, Wayne Works, and the Alhambra Polo Rink in Kokomo, which had one of the largest spans under wooden trusses in the country. The contract for the building went to Isaac R. McDivitt for a cost of \$15,000. The intention was to make the North E Street and North 10th Street frontage quite handsome.

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The outstanding contribution to the district is the Richmond Pennsylvania Railroad Station (930 North E Street) (Photo 30). The Neo-classical structure was erected in 1902 with plans from the office of renowned Chicago architect Daniel Burnham (1846-1912). As a partner with John W. Root, the two men achieved international fame with some of Chicago's early skyscrapers such as the Rookery, Monadnock Building, and the Reliance Building, before Root's death in 1891. Selected as chairman of the Architectural Commission for the Columbian Exposition of 1893, Burnham was deeply involved in the planning of the lake shore site in Chicago. Embracing the classical Roman styles, the Columbian Exposition buildings changed the course of urban building in the United States.

Architecturally the buildings in the Richmond Railroad Historic District provide a full catalogue of late nineteenth and early twentieth century commercial and industrial stylistic treatments. For the most part, the structures are in good shape with only two being determined non-contributing for loss of integrity. The buildings are tightly grouped to form a compact and clearly distinguishable historic district.

<sup>1</sup>Luther Feeger, "Quaker Trace' Northern Link for Early Settlers," Palladium Item, March 30, 1953, unpagued.

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"Astronauts Using Atlas Underwear" Palladium-Item, March 13, 1969, p. 25, c. 1.

"Atlas Buys Richmond Underwear Company" Palladium-Item, March 6, 1915, p. 1, c. 4.

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Daily Sun Telegraph, July 11, 1899, p. 1, c. 4.

"Dies-Owner of Vanneman & Reid Packing House" Richmond Times. September 5, 1878,  
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Feeger, Luther. Miscellaneous Newspaper Articles Published in the Palladium-Item.  
No. 10 "Quaker Trace' Northern Link for Early Settlers". Palladium-Item.  
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No. 173 "New Depot Built After Remodeling of Union Station Held too Costly,"  
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No. 276 "Charles W. Starr, 'Town Builder' Is Remembered As Firm Backer of Better  
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No. 277 "Charles W. Starr, Donor of Land For Depot, Was Native of Philadelphia,"  
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"Fire Station Sold" Palladium, November 4, 1926, p. 11, c. 1, sec. 2.

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"Is About Completed" Palladium, July 21, 1913, p. 5.

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"N. 8th Street Hose House Bought For Townsend Center" Palladium, March 13, 1930,  
p. 1, c. 1.

"Opens Four Story Building" Daily Palladium, April 9, 1904, p. 8, c. 3.



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Beginning at the northeast corner of the intersection of North 8th Street (Map 1) and North D Street, proceed along the west right-of-way for North 8th Street to the northern right-of-way line for Elm Place;  
then east to the western property line of the Adam H. Bartel Warehouse (900 Elm Place); then south along the western property line to the southern property line;  
then east along the southern property line of the Bartel Warehouse across North 10th Street to the western property line of the Richmond/Atlas Underwear Company (401 North 10th Street); then south along the western property line to the southern property line;  
then east along the southern property line of Richmond/Atlas Underwear Company to the eastern property line; then north along the eastern property line to the northern property line;  
then west along the northern property line of Richmond/Atlas Underwear Company across North 10th Street to the southwest corner of North 10th Street and Elm Place;  
then north along the west right-of-way of North 10th Street, across North E Street to the north right-of-way of North E Street;  
then east along the north right-of-way of North E Street to the eastern property line of the Richmond Pennsylvania Railroad Station; then north along the eastern property line to the northern property line;  
then west along the northern property line of the railroad station, which follows the railroad tracks, across Fort Wayne Avenue to the northern property line of the Miller Brother Building (170-178 Fort Wayne Avenue); then following the railroad tracks behind the Miller Brothers Building which are a few feet from the building to the southwest to the north right-of-way of Neff Street;  
then southeast along the north right-of-way of Neff Street to the western property line of 168 Fort Wayne Avenue; then southwest along the west property line of 168 Fort Wayne Avenue to the southern property line;  
then southeast along the south property line of 168 Fort Wayne Avenue to the north line of the right-of-way of North D Street; then east along the north right-of-way of North D Street to the west right-of-way of North 8th Street and the place of origin.

The Richmond Railroad Historic District boundaries delineate a concentration of late nineteenth century and early twentieth century commercial buildings to the north of Richmond's downtown area. This separate commercial area developed after the railroad depot and freight facilities were located along North E Street. The boundaries include the east and west sides of Fort Wayne Avenue, the northern fringe and south side of North E Street, and the west side of North 8th Street. The boundaries also include the Bartel Warehouse (900 Elm Place) and the Richmond/Atlas Underwear Building (401 North 10th Street). The railroad tracks north of the station and west of the Miller Brothers Building (170-178 Fort Wayne Avenue) are not included in the district. The district also excludes the east side of the 400 block of North 8th Street and the west and east sides of the 400 block of North 9th Street. Also excluded is the southern portion of the block (empty lot) behind the Bartel Warehouse (900 Elm Place).

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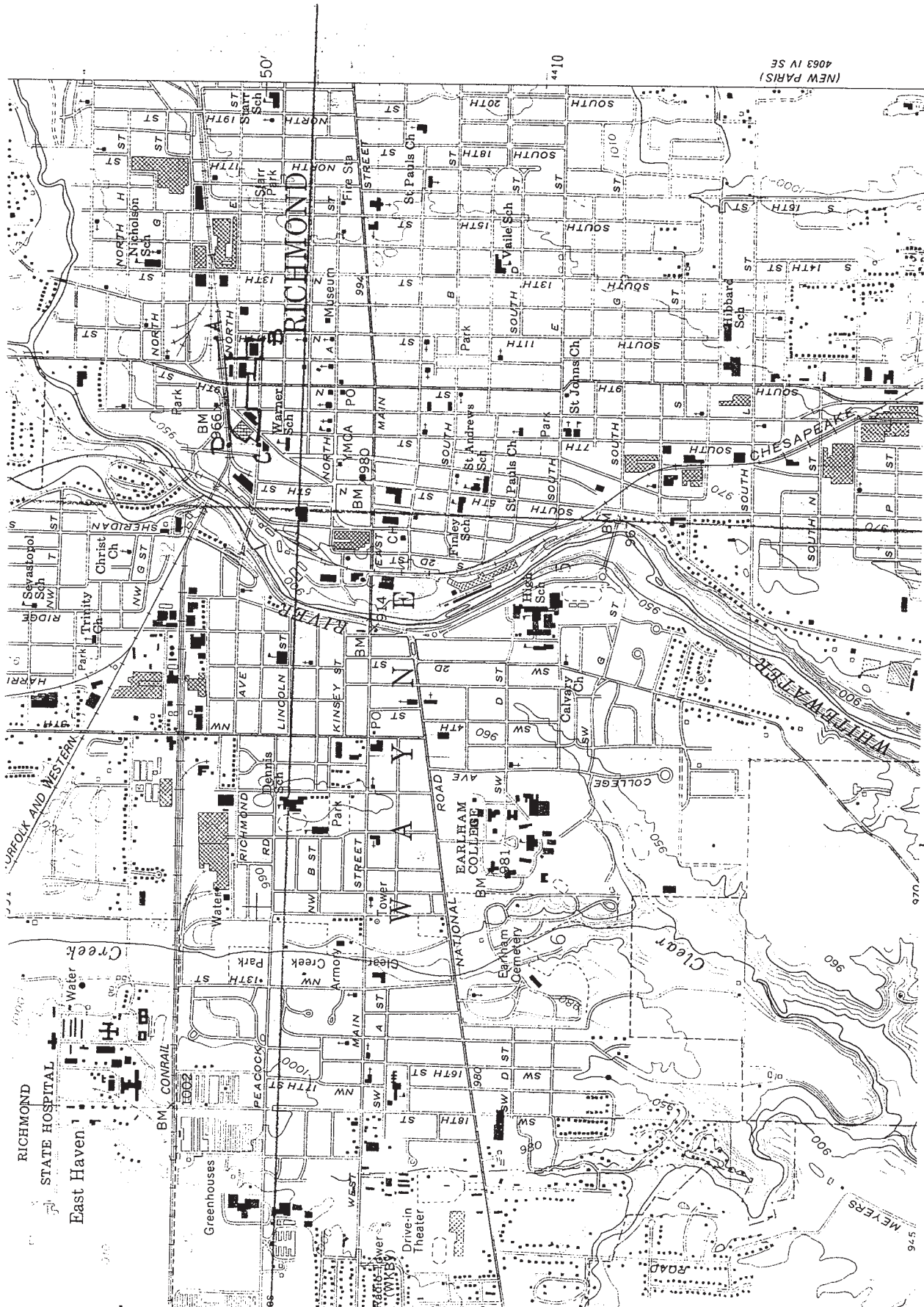
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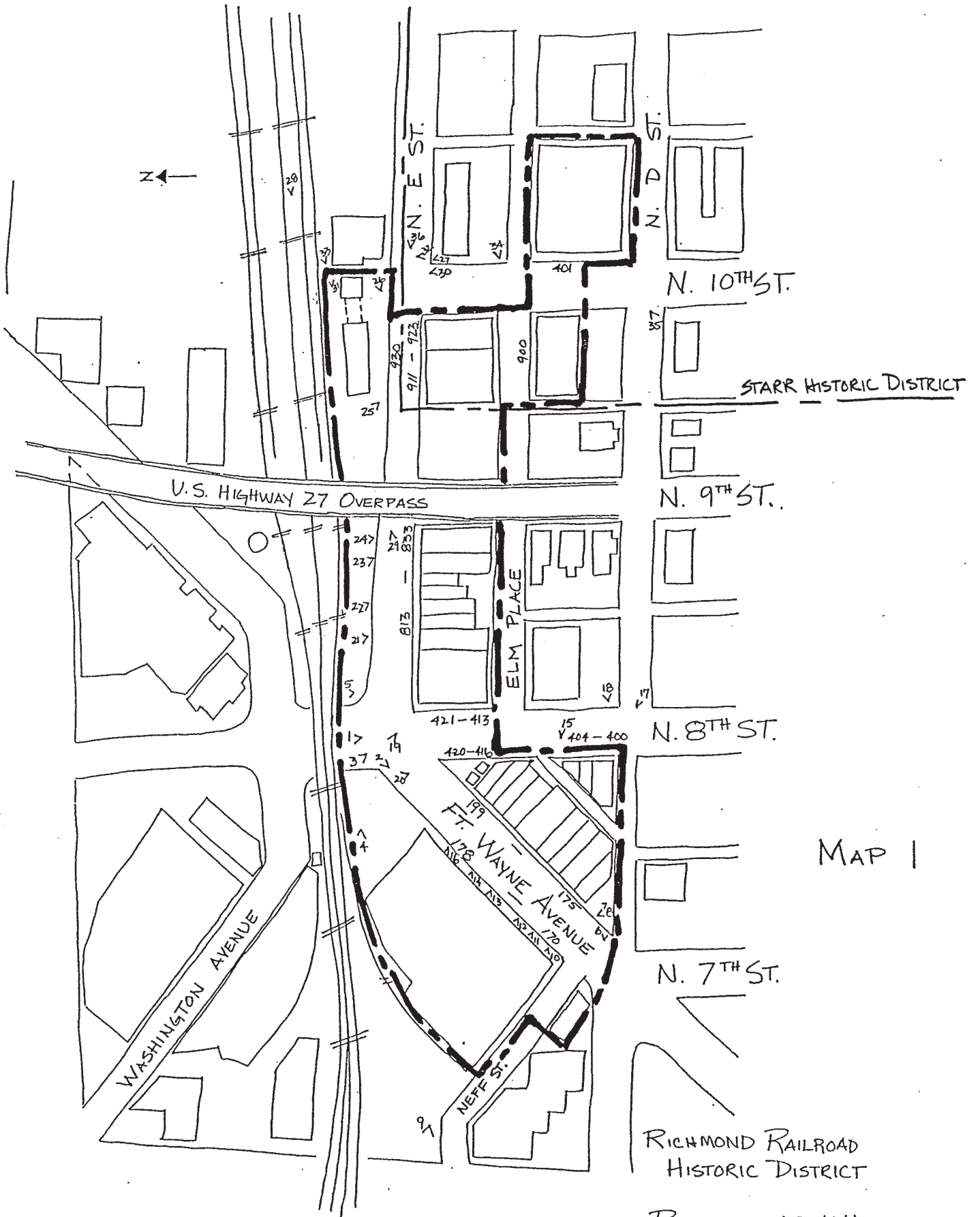
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# RICHMOND RAILROAD STATION HISTORIC DISTRICT

UTM Coordinates:

- A. 16 680 720 4411 400
- B. 16 680 730 4411 190
- C. 16 680 270 4411 190
- D. 16 680 260 4411 320

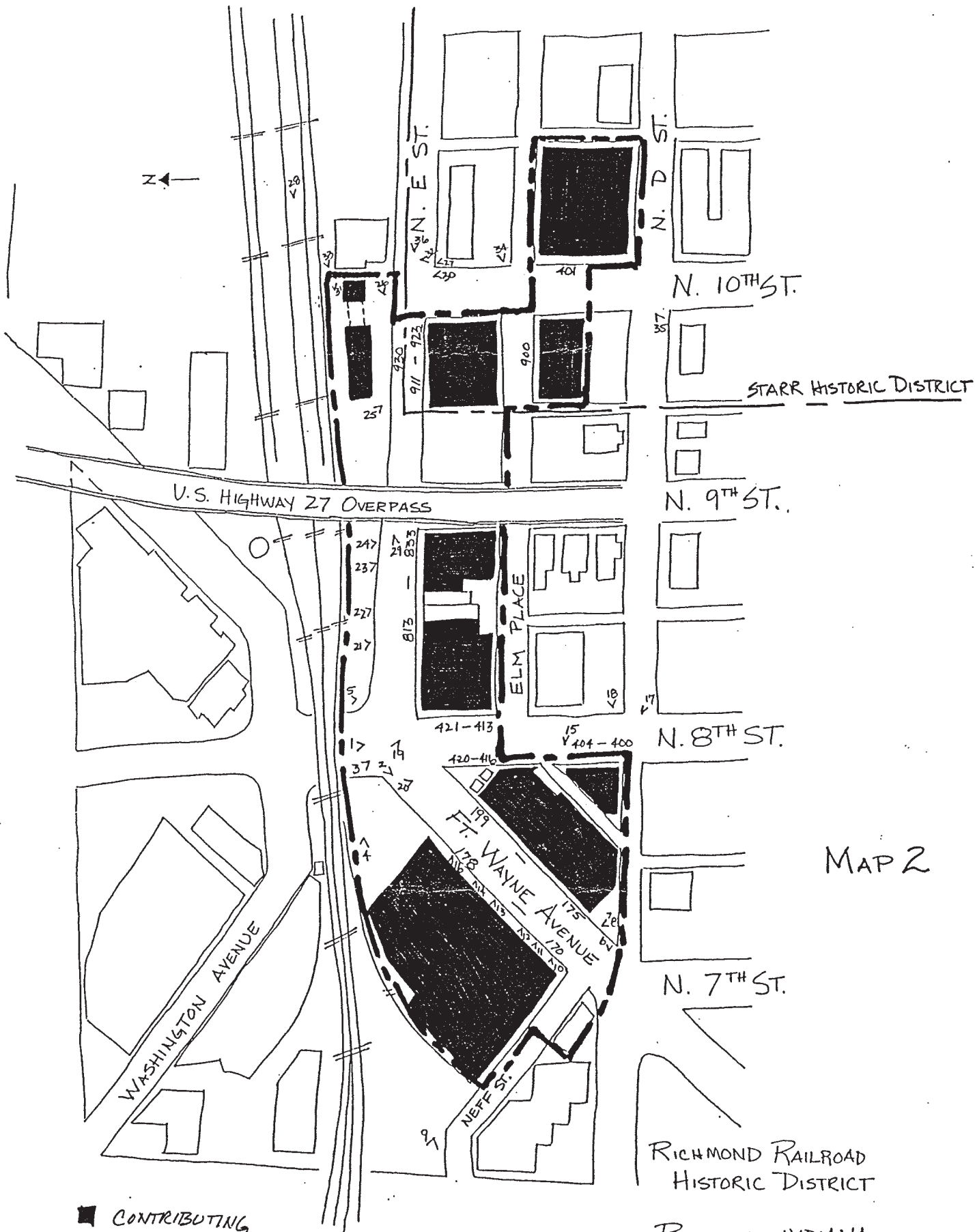




MAP 1

RICHMOND RAILROAD  
HISTORIC DISTRICT

RICHMOND, INDIANA  
1986



STARR HISTORIC DISTRICT

MAP 2

RICHMOND RAILROAD HISTORIC DISTRICT

RICHMOND, INDIANA  
1986

- CONTRIBUTING
- NON-CONTRIBUTING
- - - BOUNDARY