

FINAL

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 of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

### 1. Name of Property

historic name Cambridge City Historic District

other names/site number N/A

### 2. Location

street & number See continuation sheet

N/A not for publication

city, town Cambridge City

N/A vicinity

state Indiana

code IN

county Wayne

code 177

zip code 47327

### 3. Classification

#### Ownership of Property

- private
- public-local
- public-State
- public-Federal

#### Category of Property

- building(s)
- district
- site
- structure
- object

#### Number of Resources within Property

Contributing	Noncontributing	
<u>572</u>	<u>75</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>2</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>574</u>	<u>75</u>	Total

Name of related multiple property listing:

N/A

Number of contributing resources previously listed in the National Register 2

### 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of certifying official

Indiana Department of Natural Resources

State or Federal agency and bureau

Date

4-30-91

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

### 5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register.  See continuation sheet.
- determined eligible for the National Register.  See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)

DOMESTIC: single dwelling

COMMERCE/TRADE

INDUSTRY/PROCESSING/EXTRACTION

TRANSPORTATION

Current Functions (enter categories from instructions)

DOMESTIC

COMMERCE/TRADE

INDUSTRY/PROCESSING/EXTRACTION

TRANSPORTATION

**7. Description**

Architectural Classification

(enter categories from instructions)

Federal

Greek Revival

Italianate

Materials (enter categories from instructions)

foundation STONE

walls WOOD: weatherboard

BRICK

roof ASPHALT

other METAL: cast iron

STONE: slate

Describe present and historic physical appearance.

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

ARCHITECTURE  
TRANSPORTATION  
COMMERCE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period of Significance  
1838-1939  
\_\_\_\_\_  
\_\_\_\_\_

Significant Dates  
N/A  
\_\_\_\_\_  
\_\_\_\_\_

Cultural Affiliation  
N/A  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person  
N/A  
\_\_\_\_\_

Architect/Builder  
N/A  
\_\_\_\_\_  
\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

9. Major Bibliographical References



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 # IN-98
- recorded by Historic American Engineering Record # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Indiana Historic Sites and Structure Inventory

10. Geographical Data

Acreeage of property approximately 170

UTM References

A	1 6	6 5 5 8 2 0	4 4 0 8 5 3 0
	Zone	Easting	Northing
C	1 6	6 5 7 3 8 0	4 4 0 7 9 3 0

B	1 6	6 5 7 3 3 0	4 4 0 8 6 5 0
	Zone	Easting	Northing
D	1 6	6 5 5 6 4 0	4 4 0 7 8 0 0

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

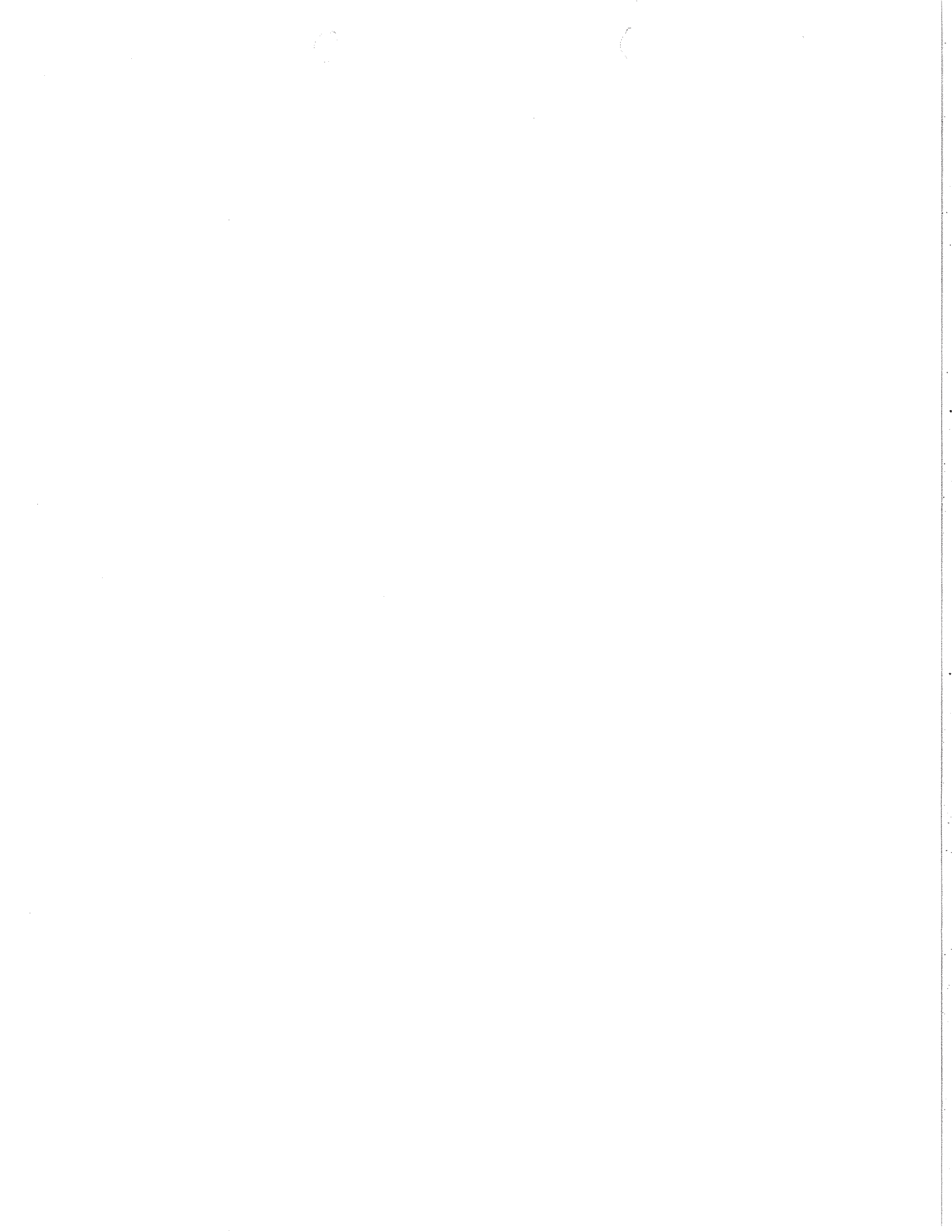
name/title Laura Thayer  
 organization \_\_\_\_\_ date 3-5-91  
 street & number 3905 N 500 West Road telephone 812/372-6806  
 city or town Columbus state IN zip code 47201

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Roughly bounded by Boundary, Maple, High, and Fourth  
Streets.



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Contributing resources previously listed in the National  
Register of Historic Places:

Conklin-Montgomery House, 1838 (2-24-75)

Lackey-Overbeck House, c. 1835 (5-28-76)

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The Cambridge City Historic District comprises a large part of the city. Cambridge City is in Jackson Township, in western Wayne County, surrounded by rolling farmland. The city is located at the junction of U.S. 40 and the West Fork of the Whitewater River. With a population of about 2,400, it is the second largest city in Wayne County. Wayne County has a total of 15 townships. The largest communities are Richmond, the county seat, in the east, Cambridge City in the west, and Centerville, in the center of the county.

The district is basically a rectangle, the longest side of which are the east-west sides. It is bisected from east to west by U.S. 40 (National Road), which is designated as Main Street through the city. The eastern quarter of the district is separated from the western part by the West Fork of the Whitewater River, which flows from northwest to southeast through the city. The city is laid out in an orderly grid pattern. Blocks on the west side of the river are rectangles, 414 wide by 255 deep, with the wider side facing Main Street. Blocks on the east side of the river are rectangles, approximately 200 feet wide by 250 deep, with the shorter side facing Main Street. Main Street is 90 feet wide, compared to 60 feet for most other streets.

There are two railroad lines running through the city. The Penn Central is an east-west line, south of Second Street, at the southern boundary of the district. The Norfolk Southern cuts across the southwest corner of the district.

There are no public squares or parks within the district. The only significant public open space is the school grounds on E. Main, east of N. Chestnut.

Most historic commercial buildings in the district are located on Main between Green and Center. Most industrial and railroad buildings are located on the south side of the district, near the intersection of the railroad lines. Most of the remainder of the district is residential. Typical residential streets are tree-lined with sidewalks, and houses are set back several feet from the street in a uniform manner.

One of the features of Cambridge City that distinguishes



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it from many other Indiana cities is the number of Federal and Greek Revival commercial buildings located on its Main Street. Among these are the building on the left in photo 26, and buildings in the center and on the right in photo 28. Main Street exhibits commercial buildings from nearly every other architectural style popular in Indiana, as well. The Opera House (far right in photo 26), Western Wayne Bank (right in photo 25), and the Grand Theater (left in photo 28) are among examples of the Italianate style. There is a Queen Anne commercial building on the southwest corner of S. Foote and W. Main. The Romanesque Revival style is represented by the Knights of Pythias building (photo 29), constructed in 1899. Buildings of 20th century styles include Chicago style buildings on the south side of W. Main between S. Green and S. Foote (visible at far right and far left in photo 23), the Neoclassical Public Library (visible in the center of photo 29), and the Colonial Revival Post Office (building 9, right in photo 24).

Not located on Main Street, but related to it in character is the City Building on the west side of N. Foote Street (photo 8). Formerly the City Water Works, the building was located near the canal, before W. Maple Street went through this block. The building was adapted for use as a city building in the 1930s after many years of being vacant.

There were, undoubtedly, several residences on Main Street between Jones and Center in the early days. Only one of these remains today: the Crum-Swiggett House, an outstanding example of the Federal style (photo 23). West of Jones Street, and east of Center, Main Street is largely residential (photos 16 and 31).

A prominent feature of the city is the footprint left by the Whitewater Canal. The route of the canal was established in 1836; construction was completed in the 1840s. It ran to the west of the river, roughly paralleling it. After canal traffic ceased in the 1860s, the ditch was gradually filled in. Evidence of this early transportation route remains, however. The Vinton House (photo 28) on Main Street, for example, is angled to conform to the angle of the canal, which ran next to it.

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Just to the west of this building under Main Street is a stone arch bridge (photo 27), which carried the National Road over the canal. And the Crockett Building (photo 34), an early 20th century garage, is also angled, reflecting the triangular shape of the lot, adjacent to the canal, on which it was built.

When the canal was operating, there were warehouses all along it in Cambridge City. Some of these survive, adapted for other uses. The Old Bertsch Foundry (1853), on the northeast corner of S. Center and E. Church may have been one of these. There were also mills, which used the canal to power their operations. These were still in use after the canal ceased to be used for transportation. One of these was the Creitz Mill, built in the 1840s, which was located on the west side of N. Foote, north of W. Front. The mill survived until 1945, when it was destroyed by fire. The Creitz House is still located on the northeast corner of N. Green and W. Front, southwest of where the mill was. North of the Creitz House, in the same block, there was a pond at the head of the canal. This existed well into the 20th century, and supplied the city with ice. A large ice house, now gone, was nearby.

A canal basin ran on Church Street between the canal and the river. Boats utilized this basin to park or unload. Another basin, constructed in a branch of Simmons Creek (now known as Kick Branch), ran between the river and the canal north of Front Street, and beyond the canal between and parallel to W. Front and W. Main Streets. A section of this ditch, now dry and partially filled in, is visible behind the houses on the north side of E. Front between N. Center and N. Chestnut. It is reported that this ditch, the basin, and the canal, were filled in with a variety of materials, including old canal boat hulls, old stone sidewalks, and any number of discarded items from nearby houses.

Railroad lines also affected the appearance of the city. The first railroad, the Indiana Central, ran through Cambridge City in an east-west direction on Second Street. This line was later part of the Penn Central system. First constructed in 1853, the tracks were elevated in 1910 on the south side of Second Street to correct a

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problem with a steep grade in Western Wayne County. The tracks were elevated on built up earth, and a bridge was built at the intersection of each north-south street, and at the river and canal. A number of metal and concrete bridges were constructed to carry the tracks through Cambridge City. The railroad line has now been abandoned and the elevated tracks and bridges are in the process of being demolished (photo 42).

Other railroads included the Whitewater Valley Railroad, which ran north through Cambridge City on Green Street, and is now abandoned; the Jeffersonville Railroad, which came into the city from the southwest, now abandoned; and the Fort Wayne, Muncie, and Cincinnati Railroad, which cuts across the southwest part of the city at the northwest-southeast angle, and survives today as part of the Norfolk Southern system.

Though most of the lines are gone, a number of buildings associated with the railroads survive. There include freight depots at the northwest corner of S. Walnut and W. Second (photo 41) and on the south side of W. Third between S. Green and S. Foote (photo 44); a warehouse at the northwest corner of S. Jones and W. Second; and a shed on the east side of S. Walnut south of W. Second. In addition to these, there are several other buildings that recall the railroad era. The Bertsch Company Foundry and Machine Shop on the east side of S. Center south of E. Church (photo 33) was located directly on the Pennsylvania Railroad. Other industrial building, such as the Kimmel Malt House (photo 54), were served by sidings.

The river, the creek, the canal, and the railroads made it necessary for Cambridge City to have bridges. The bridge which carried Main Street over the canal, and the bridges for the elevated railroad south of Second Street have been mentioned. Most of the earliest bridges were wooden. These are all gone. Some were replaced by iron bridges, a few of which survive. Most of the bridges are concrete bridges of recent vintage. One worth mentioning is the concrete bridge which carries Main Street over the river. This bridge was constructed in 1936 as a W.P.A. project. It is a simple, concrete arch bridge, surmounted by cast iron light standards.

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The original plat of Cambridge City, recorded in 1836, roughly included the area bounded by Walnut, Maple, and Third west of the river; and Front, College and Church east of the river. Some of the earliest residences can be found east of the river. These include the Conwell House (photo 50), a Federal style house built in 1838; the Conklin-Montgomery House (photo 53), a Greek Revival style house built in 1836; and a house on the southeast corner of S. Gay and E. Main Streets (photo 57), a Federal style house built around 1840.

Other early houses were built on the west side of the river. These include three Federal style houses on W. Church Street near the corner of S. Walnut (photo 39); a Greek Revival style house at 36 W. Church; and the Greek Revival Demwiddie House (photo 14). The land adjacent to the canal had an industrial nature and was less desirable as a residential area. The houses which were located near the canal were modest workers cottages, such as the house on the southwest corner of W. Maple and N. Green (photo 6), which was right on the canal; and houses on the southeast corner of N. Center and E. Front (photo 11), which were near the northern basin.

The area south of Church Street became largely industrial after the railroads located there in the 1850s and 60s. Most of the houses which were built in this area after that were modest houses, such as those pictured in photos 43 and 17. A small enclave of high style houses persisted in the vicinity of W. Third and S. Walnut. Among these are the Italian Villa style Driscoll-Bertsch House, located on the west side of S. Walnut north of W. Third, built around 1855; the Federal style Stalker House, located on the southwest corner of S. Walnut and W. Third, built in the 1850s, and later remodeled in the Italianate style; and Mt. Airy, the home of Samuel Hoshour (photo 46), located on the west side of S. Walnut, south of W. Third, built in 1877.

The area north of W. Main Street and west of the canal, however, became the most developed residential area. In the 20 years after the arrival of the first railroad, four new additions were platted in the area. Among the grand

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houses which were built here in the late 19th century were two in the Italianate style, the Thomas Newby House (photo 13), and a houses on the north side of W. Front east of N. Walnut (left in photo 14). More modest residences were built as well. Some of these, constructed around the turn of the century, are illustrated in photos 2 and 12. Residential development continued into the 20th century in the area, evidenced by such houses as the Arts and Crafts style dwelling on the northeast corner of N. Mulberry and W. Maple Street (photo 1). House building also took place in the early 20th century on the east side of the river after the establishment of new additions. A 20th century owner of the William Conwell House (photo 50), for example, constructed four Bungalows on the east side of his property around 1910 (photo 51).

One other type of residential property is that of houses which originated as rural dwellings, but were later incorporated into the city boundaries. Among these are the William Hawkins House, (photo 47), on the north side of College Avenue, west of S. Walnut, built c. 1835; the Lackey-Overbeck House, on the south side of E. Church, east of Meredith, built c. 1835; a small frame house, on the west side of Lincoln Drive north of Front, built c. 1830 (photo 52); and a frame house and barn, on the north side of W. Maple between N. Green and N. Foote, built c. 1850.

The district has a number of churches, many of which are on aptly named Church Street. Among these is the Presbyterian Church, constructed in the Gothic Revival style in 1858 (photo 36). Photo 37 shows two churches which do not contribute to the district. The building on the left - obscured by trees - is contemporary; the one with the tower has been remodeled. Building 52 is the former Methodist Episcopal Church (now United Pentecostal). This building has also been remodeled and does not contribute to the district. The congregation of this church relocated to the southeast corner of W. Main and S. Jones Streets in 1910. The church which was constructed at the time remains intact. Another church not located on Church Street is St. Elizabeth's Roman Catholic Church on the north side of W. Maple between N. Walnut and Simmons (photo 3). Constructed in 1880, this

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building is Romanesque Revival in style.

Within the boundaries of the district is one school building, the Colonial Revival Central School, constructed in 1935 (photo 10). An earlier Central School at this location, constructed in the 1860s, was demolished prior to the construction of the present building.

Of a total of 649 buildings and structures, roughly 8 per cent are non-contributing. The total is comprised of 572 contributing buildings, two contributing structures, and 75 non-contributing buildings. Included in the count are a large number of residential outbuildings, 182 of which contribute to the district, 29 of which do not contribute. Many early garages, sheds, barns, and even privies, are intact. Photo 7, a view of a typical alley, shows some of these. The outbuildings were counted and included on the map, because of their high visibility and importance in defining the historic district. The two structures which were included in the count are the canal bridge on W. Main Street (photo 27), and the bridge which carries E. Main over the West Branch of the Whitewater River.

Among intrusions are Becker's Flowers, which includes a store and a large green house, located on the northeast corner of N. Mulberry and W. Main (photo 18); Family Dollar, south side of W. Main, west of S. Walnut (photo 19); a gas station on the north side of W. Main Street, west of S. Jones (photo 21); Bank One, located on the southwest corner of W. Main and S. Green Streets (photo 22); First Federal Savings and Loan (photo 26); a gas station on the southeast corner of S. Center and E. Main Streets (far left in photo 28); and a commercial building on the northwest corner of E. Main and Lincoln Drive (photo 51).

Most new development in the district has taken place on Main Street. There are still, however, comparatively few

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intrusions in the district. Part of the reason for this is the location of I-70 a few miles north of Cambridge City. The rerouting of traffic has resulted in less commercial activity in Cambridge City, and has been a factor in the high degree of integrity in the historic district.

Following are descriptions of representative buildings in the district.

House, 202 N. Mulberry Street, c. 1910 (photo 1). This is a one-and-a-half story, brick, Arts and Crafts style house. It has a multi-gable roof, wide eaves, with brackets under the eaves, variously sized and shaped, multi-light windows, a central entry door with sidelights, and a stone water table.

St. Elizabeth Catholic Church, 339 W. Maple Street, 1880 (photo 3). This is a two story, brick, Romanesque Revival style building, with a front gable roof. There is a three story tower with a pyramidal roof in the center of the main (south) facade. At the ends of the main facade are pinnacles which extend above the roof line. Windows are stained glass with round arched openings. There is a rose window in the tower above the second floor window. There is decorative brickwork along the front gable, and in the tower. The congregation of this building was established in Cambridge City in 1834. The rectory, visible at right in photo 3, is located just to the east of the church. This house, constructed in 1880, is a two story brick building with a hip roof, and a two bay facade. There are double hung, wood sashes in the segmental arched window openings.

City Building, 127 N. Foote Street, 1901 (photo 8). This is a one story brick building with an L-shaped plan and a gable roof. Window openings have been altered. This building was constructed as the City Water Works. It was converted for use in 1933 as a city building. Prior to the occupation of this building, and as least as far back as 1886, city government and the fire department were located in the building at 12 S. Foote Street (three story brick building on left in photo 35).

Central School, 109 E. Main Street, 1935 (photo 10). This

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is a two-and-a-half story brick building with stone trim. The building has a raised basement and a hip roof. In the center of the south (main) facade is a pedimented entry pavilion. The entry door is surmounted by a broken scroll pediment. Windows are grouped and have multi-light sashes. The building was constructed on the site of an earlier Central School, which was demolished. The bell from the old school was reused in the new building. McGuire and Shook of Indianapolis were architects for the building.

Creitz House, 139 W. Front (northeast corner of W. Front and N. Green), c. 1900. This is a two story wood frame house with a gable roof. William Creitz was the owner of Imperial Mill, which was northeast of this house in the same block. The mill, built in 1846 by the Conklin family, was destroyed by fire in 1945. Creitz gave 24 acres to the town in 1908 for a park, located north of Maple Street on the west side of the river.

Thomas Newby House, 305 W. Front Street, c. 1860 (photo 13). This is a two story, brick, Italianate style house. It has a hip roof center section, and gable roof extensions. The main (south) facade has a front gable with a three bay facade. On the first floor of this facade, the entry door is on the east, and there is a bay window on the west. The entry is recessed, and has a door hood. There are brackets under the eaves. Windows have double hung, wood sashes, and decorative heads and sills. Newby, who was a banker, built his first house at 615 E. Main in about 1845. This is his second house.

Demwiddie House, 323 W. Front Street, c. 1855 (right in photo 14). This is a one-and-a-half story, brick, Federal style house with a five bay facade, and end chimneys. It has a central entry with sidelights and a transom. Windows are double hung, wood windows and have stone sills and lintels. There is a wide frieze at the top of the house.

Beebe Glove Factory, southeast corner of Boundary and W. Main Streets, early 20th century (photo 15). This is a one story brick building with a gable roof. Windows are steel casement. There is a large garage door, which has



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been added on the west side. Otherwise, the building retains its early 20th century appearance. This building was originally an overall and glove factory. By 1928, it was the location of the Mar-Kit Furniture Company, manufacturers of clothes dryers and tables.

Becker's Flowers, north side of W. Main between N. Mulberry and N. Walnut, c. 1940 (photo 18). This is a complex of concrete block sales buildings and greenhouses. There is also a c. 1900 house included among the buildings. There has been a florist and greenhouses in this block since the late 19th century. Around 1920, the business was purchased by Otto Becker. Since that time, a number of additions have been constructed. The property is not compatible with the district in scale or materials, and has been designated non-contributing.

White Star Filling Station, northwest corner of N. Walnut and W. Main Streets, early 20th century (photo 20). This is a one story wood frame structure. It has a cross gable roof with a clock in the front gable. Windows have double hung sashes with three vertical lights in the upper sash and one light in the lower sash. Decorative elements include half-timbering, and brackets under the eaves. This building, one of the first gas stations in Cambridge City, is representative of the advent of the automobile era on the National Road.

Roberson's Marathon, 310 W. Main Street, 1960 (photo 21). This is a one-and-a-half story metal building with a gable roof. It does not contribute to the character of the district.

Boden Block, northeast corner of W. Main and N. Jones Streets, 1906 (left in photo 24). This is a two story brick building with stone trim. The roof is flat. The main (south) facade is seven bays wide. There are decorative brick and stone pilasters across the facade. Between these, on the first story, brick infill has been added. The second floor, which remains intact, has double hung wood windows with one light in each sash. There is a decorative brick cornice. A stone tablet in the center of the facade, above second story windows, is inscribed "Boden Block/A.D. 1906." For many years, one half of this

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building housed a laundry and the other half housed a marble works.

First United Methodist Church, 238 W. Main Street

(northeast corner of W. Main and S. Jones Streets), 1911. This building, which is eclectic in style, is a two story brick building with a raised basement. It has a hip roof. It has a corner, octagonal tower with battlements. There are twin entrances, one at each end of the north facade. These have stepped gable roofs, and Tudor arched door openings. There is a gable roof central pavilion with a large Tudor arched stained glass window. There is an octagonal belvedere on the roof of this pavilion. There are variously sized and shaped stained glass windows throughout the building. The congregation of this church was founded in 1833 in Vandalia.

Tribune Building, 219 W. Main Street (north side of W. Main, fourth building east of N. Jones Street), c. 1910. This is a two story building. It has stone pilasters. Formerly, there were large display windows alternating with double entry doors on the first story. On the second story, there were paired windows with nine lights in the upper sashes and on in the lower. The Tribune was a longtime Cambridge City newspaper. Francis C. Mosbaugh was editor from 1889 to 1925.

James Rariden House, 220 W. Main Street (south side of W. Main, third building east of the corner of S. Jones Street), c. 1840. This is a two story house of brick construction, with a gable roof. It has a two story wood portico. The house has experienced alterations, including the addition of synthetic stone facing, and does not contribute to the character of the district. The house was built by Ira Lackey, and later owned by James Rariden, an attorney. Rariden served in various local elected offices after moving to Wayne County in 1817. He was a member of the Indiana Senate from 1823 to 1833, and was elected to the U.S. Congress in 1837. He died in 1856.

U.S. Post Office, north side of W. Main between N. Jones and N. Green, 1940 (second building from left in photo 24). The post office is a one story, Colonial Revival style building. The building is brick and has a hip roof.

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Windows are double hung, with wood, multi-light sashes. The entry has a segmental arched transom. A significant interior feature is the 1941 mural, "Pride of Cambridge City," painted by Samuel F. Hershey under the Public Works of Art Project, a New Deal program. The mural depicts Single G, a world famous race horse who was from Cambridge City, livestock raising programs on local farms, and transportation motives. Of 35 murals painted in Indiana under this program, 32 remain. The Cambridge City mural is the only one in Wayne County. Other interior features include marble floors and brass fittings. The architect was Louis Simon. Previously, the post office was located in the east half of the building on the southeast corner of S. Green and W. Main (partially visible at far right in photo 23).

Crum-Swiggett House, 130 W. Main Street, c. 1840 (photo 23). This is a two story, brick, Greek Revival style house. It has a three bay facade, a wide frieze at the top of the building, and a box cornice. A brick and wood fence encloses a side yard. John Crum built this house. Levin Swiggett bought it and established his tailoring business here in 1850.

Western Wayne Bank, 118-120 W. Main Street, c. 1884 (right in photo 25). This is a two story, brick, Italianate style building, with a hipped roof, and a seven bay facade. The east side of the first story has a decorative cast iron store front. Windows on the second story have cast iron heads. Above these is a cast iron cornice. The west side of the building was built as a residence. On the first floor of this side are three double hung, wood windows with stone lintels and sills. The bank, founded in 1882, was originally located in a room in the building on the southwest corner of W. Main and S. Foote Streets. From 1885 to 1964, the bank was located in 118 W. Main Street. The bank was founded by Abiram I. Boyd. Boyd's grandson, also named Abiram Boyd, worked at the bank, serving as president from 1927 to 1954. The bank has been located in the building at 145 W. Main since 1964, and is now known as Wayne Bank and Trust.

Commercial Building, 137 W. Main Street, c. 1835 (left in photo 26). This is a two story, brick, Federal style

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building, with a six bay facade, and a side gable roof. The second story has wood, double hung windows with two lights in each sash. The building has a bracketed cornice. The east half of the store front appears to be unaltered. It has a transomed door in the westernmost bay, and two double hung windows. The west half of the store front is faced in vitrolite. For some years in the late 19th and early 20th centuries, this was the location of Ebert and Drischel Groceries.

Department Store, 123 W. Main Street, 1910 (third from left in photo 26). This is a two story, brick building with a four bay facade. Decorative features include brick pilasters, stone banding, and a stone cornice. The store front is unaltered. Originally, this was Graver's Department Store. Later, for many years, this and the building to the east comprised Henderson's Department Store.

Opera House, 113 W. Main Street, 1876 (far right in photo 26). This is a three story, brick building. It has round arched windows, and a bracketed cornice. The store front has been altered. The first opera house on this site was built in 1869 by Joseph Morrey. It was rebuilt in 1876 after being destroyed in a fire, and remodeled in 1879 and 1908.

Canal Bridge, under W. Main Street, between Foote and Center, 1843 (photo 27). This is a stone arch bridge. The structure marks the location where the National Road crossed the Whitewater Canal.

Vinton House, 22 W. Main, 1849 (photo 28). This building is three stories high, and has a side gable roof. The main (north) facade is six bays wide. The main entry is in the fourth bay from the west. This entry has a wood, paneled and glass door with side lights and a transom. Above this, on the second floor, is a double, wood panel and glass door which opens onto a balconet. There are two secondary entrances on the main facade. The entry in the second bay from the west has a set of double, wood panel and glass doors. The entry in the easternmost bay is a wood panel door with a multi-light transom. Most windows have wood, double hung sashes, with six lights in each

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sash. Window openings have stone sills and lintels. At the top of the building, there are brackets under the eaves. The building has a high degree of integrity. It was built as a hotel by Aaron Reisor and later acquired by Eldridge Vinton. Located at the intersection of the Whitewater Canal and the National Road, it was known as an upscale hotel. The building is said to have been a stagecoach stop before the railroad era. There was a boat landing at the building's basement level.

Grand Theater, 8 W. Main Street, c. 1880 (left in photo 28). This is a two story, brick, Italianate style building. The upper story has a cast iron facade. On the first story, the eastern two-thirds retains the original wood store front. The western third is altered. This building contained the city's first movie house.

Danner's Store, northeast corner W. Main and N. Foote Streets, c. 1900 (partially visible at far left in photo 29). This is a two story, brick building with a four bay facade. There are paired windows in each bay on the second story. Contrasting bricks are arranged in a repeating diamond pattern at the top of the building. There is a one story extension on the east side of the building. The building has an aluminum and glass store front. The building was constructed for a merchant named Marson. Danner's Variety Store was located here from about 1920 until recently. The Danner brothers started their Indiana chain of stores shortly before 1910, with the first store in their hometown of Cambridge City.

Cambridge City Public Library and Overbeck Museum, north side of Main between Foote and Center, 1936 (partially visible in center of photo 29). This a one story, brick, Neoclassical style building. It has a raised basement, a L-shaped plan, a hip roof, and a Palladian-like window. The library was founded in 1913 and operated in spaces in various commercial buildings until 1936, when this building was constructed on the old canal right-of-way. The library was started through the efforts of the Helen Hunt Club, a local women's club founded in 1869. The site was donated by Public Service Indiana. The building was constructed with a \$10,000 bequest, a \$13,000 federal grant, and \$6,000 in local donations. A collection of

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Overbeck pottery and artwork is displayed in the basement. Architects for the building were McGuire and Shook of Indianapolis.

Knights of Pythias Building, 27 W. Main Street, 1899 (photo 29). This is a four story, brick building with stone trim and a flat roof. Conical roofs are missing on the three-and-a-half story corner turrets. The building has double hung wood windows with one light in each sash. On the third story, between the corner turrets, are two, paired windows in round arched openings. Other windows on the first and second stories have flat arched openings. Attic windows are round arched. Decorative features include brick banding, and a classical entablature. The first story has been altered and is currently in use by a grocery store. The K of P lodge that constructed the building was established in 1870.

Hazelrigg House, 11 E. Main Street, c. 1885 (photo 30). The Hazelrigg House is a two-and-a-half story, wood frame, Queen Anne style house, with an irregular plan, and a combination hip/gable roof. At the southwest corner is a conical roofed turret. The house has clapboard and decorative shingle siding, variously shaped and sized windows, and a classical front porch. John Hazelrigg was a grain and seed dealer. His business was located on the west side of S. Green, south of Church, where Miller Dairy now stands. The Hazelrigg House is now Davis Apartments.

Terre Haute, Indianapolis, and Eastern Traction Barn, west side of S. Center between Main and Church, c. 1902 (photo 32). This is a two story, brick building with a flat roof. There is a pair of wood, double hung windows on the second story, at the north end of the east (main) facade. There is a pair of like windows, except with sashes missing below on the first floor. There is a wood panel entry door just south of these openings, and a wood garage door in the center of the facade. At the top of the building is a band of decorative brickwork. Traction cars were housed in the south half of the building. The north half housed a freight depot. The passenger depot was located in the building, no longer extant, on the southwest corner of W. Main and S. Center Streets. The interurban tracks ran through the city on Main Street, east to Richmond, and

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west to Indianapolis. The line was abandoned in 1936.

Commercial Building, northwest corner of N. Center and W. Main Streets, c. 1895 (far right in photo 32). This is a two story, brick building with a four bay facade. It has segmental arched window openings with double hung, wood windows on the second story. The building has decorative brick work. The roof line has been altered. An aluminum and glass store front has been installed on the first floor. This building was an auto sales and service business in the 1920s and 1930s.

Old Bertsch Foundry, northeast corner of S. Center and E. Church Streets. This is a two-and-a-half story, brick building with a gable roof. It has single and paired double hung windows. It was located on the Whitewater Canal basin, and may have originally been a warehouse or factory. By 1870, when it was purchased by Charles and J.J. Bertsch, it was the Cambridge City Agricultural and Machine Works. In 1884, the name was changed to Bertsch and Company. The company first made agricultural implements, and, later, tools for working sheet metal. Soon after the company moved to a new location south of E. Church Street, this became a garage. It has been a doctor's office since 1989.

Bertsch and Company Office, southeast corner of S. Center and E. Church Streets, c. 1925. This is a two story, brick building with a raised basement. It has stone trim. The facade is three bays wide. There is a hip roof. The entry is in the center of the main (north) facade. This building was constructed by Bertsch and Company for its offices. It is virtually unaltered.

Old Methodist Episcopal Church, 31 E. Church Street (north side of E. Church, third building west of S. Chestnut Street), c. 1845. This is a one story, brick church. It was built in the Gothic Revival style, but has been extensively altered. The south side is now covered with aluminum siding. Some original details are visible on the brick sides of the building. The building does not contribute to the character of the district. Originally the home of the congregation now located at 238 W. Main Street, the building later served as a gym, and as a

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newspaper office.

Bertsch Foundry and Machine Works, south half of blocks between S. Center and S. Chestnut, 1912 (photo 33). The foundry is on the east side of S. Chestnut, north of the former Penn Central right-of-way. The machine shop is at the end of S. Chestnut Street (the section of the building shown in photo 33). Both buildings are steel frame with brick walls and large, multi-paned windows. Bertsch and Company is significant as one of Cambridge City's largest industries since its founding in 1879. The company, originally located in the building on the northeast corner of S. Center and E. Church, was originally used to manufacture agricultural implements.

J.R. Crockett Building, 15 W. Church Street, 1923 (photo 34). This is a two story, concrete block building with a brick main (south) facade. The building has a front gable roof with a stepped parapet. There are wooden garage doors on the east side of the main facade, and an entry door, flanked on each side by a square window, on the west side. On the second floor are two windows. Between these is a stone panel inscribed, "J.R. Crockett/1923." The building, an early garage, is representative of the rise of the automobile in the early part of this century. The unusual shape of the plan reflects the angle of the lot, which fronted on the canal.

Masonic Temple, 24 S. Foote Street, c. 1920 (photo 35). This is a one story, brick building with a flat roof, and a three bay facade. Brick pilasters divide the bays. The building has decorative brick banding and stone coping. The entry is in the center of the main (west facade). It has double wood and glass doors with a canopy above. The building has been home to several Masonic orders.

Presbyterian Church, southeast corner of W. Church and S. Green Street, 1858 (photo 36). This is a one story, Gothic Revival style building with a front gable roof with cornice returns. There is a two story square tower in the center of the north (main) facade. The tower is surmounted by an octagonal spire. The building, of brick construction, has rough stone facing, added in the early 20th century. Windows on the side facades are tall with



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flat arches. Windows in the tower are Gothic arched with smooth stone heads. The congregation was organized in 1837.

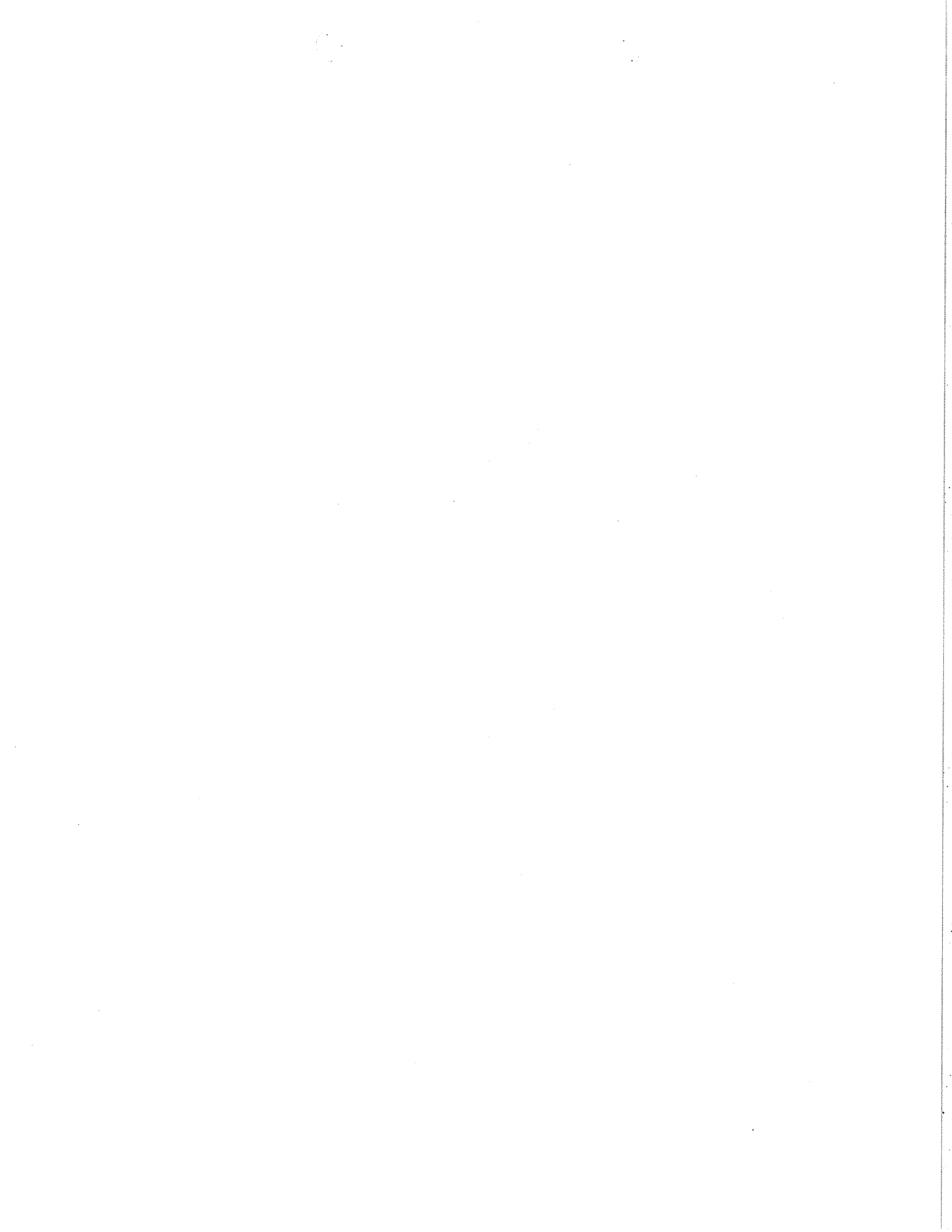
Abiram Boyd House, 101 W. Church Street (northwest corner of W. Church and S. Foote Streets), c. 1900. This is a two-and-a-half story, wood frame house with a cross gable roof. The house has clapboard siding, a wrap around wood porch, and variously sized and shaped windows. Boyd was president of Wayne Bank and Trust from 1927 to 1954. He organized the Citizen's Telephone Company in 1898.

Pennsylvania Railroad Freight Depot, west side of S. Walnut, north of Pennsylvania Railroad, c. 1910 (photo 41). This is a one story, frame building with a low pitched hip roof. The building has wide, bracketed eaves. There is board and batten siding on the lower half, and clapboard siding on the upper half. The building is unaltered, but vacant and deteriorated.

Big Four Freight Depot, northeast side of railroad tracks between Third, Foote, Fourth, and Green, c. 1880 (photo 44). This is a one story, wood frame building with board and batten siding. It has a gable roof with wide eaves. The building represents the railroad era in Cambridge City.

Drischel-Bertsch House, 221 S. Walnut Street, c. 1860. This is a two-and-a-half story, brick, Italianate style house. It has a hip roof with a cupola. The facade is five bays wide. Double hung wood windows have multi-light sashes. The house is situated on a large, wooded lot. Andrew Drischel, a baker, grocer, and owner of a cheese factory, lived here until 1908. The house was later owned by Charles Bertsch, one of the founders of Bertsch and Company.

Benjamin Stalker House, 402 W. Third Street, c. 1855 (photo 45). This is a two story, brick house with a side gable roof and end chimneys. The double hung, wood windows have six lights in each sash, and stone lintels and sills. The entry, in the center of the main (north) facade, has pilasters supporting a pedimented head. The house was originally Federal in style. Brackets,



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characteristic of the Italianate style, were later added under the eaves. The original owner is not known. A later owner was Benjamin "Buckskin Ben" Stalker, who ran a well-known wild west show from 1886 to 1933. Stalker's show had its winter quarters in Cambridge City starting around 1900.

Mt. Airy (Samuel H. Hoshour House), 315 S. Walnut Street, 1877 (photo 46). This is a two story, wood frame, Second Empire style house, with a hip roof. Wood siding is fabricated to resemble rusticated stone, with quoins at the corners of the house. There is a three story tower, which has a bell cast mansard roof with multi-colored slates. The original cast-iron fence is intact. This was the home of Samuel H. Hoshour, son of the famous educator, Samuel K. Hoshour. The son was a local druggist. The interior fixtures of Hoshour's store, which was located at 131 W. Main Street (First Federal Savings and Loan today, photo 26), were relocated to Hook's Drug Store at the Indiana State Fair.

William Hawkins House, 411 College Avenue, c. 1835 (photo 47). This is a two-and-a-half, story brick, Italianate style house with a five bay facade, and a side gable roof. There are brackets under the eaves. There are paired chimneys at each end of the house. Windows are double hung with six lights in each sash. The entry, in the center bay of the east facade, has a transomed door. There is a similar door with a balconet above. Hawkins was an early settler who owned a large amount of land both east and west of the river. He platted the village of Vandalia in 1824. He was also one of the platters of Cambridge City. The Hawkins family developed a number of additions to Cambridge City. The house, which is virtually unaltered, is significant for its association with the settlement of the city.

Feed Store, 140 W. Fourth Street, c. 1870 (right in photo 48). This is a two story, frame building with clapboard siding. It has a hip roof, with a belvedere in the center. The building has its original wood windows and doors. This is one of the stores that catered to farmers who came to Cambridge City to ship their products, and buy equipment and supplies. It illustrates the city's

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position as an agricultural trading center.

U.S. 40 Bridge over the West Fork of the Whitewater River, 1936. This is a concrete arch bridge with cast iron light standards. It was built by the W.P.A. as part of a U.S. 40 improvement project.

Cambridge City Water Works and Liberty Light and Power Company, southwest corner of S. Lincoln Drive and E. Main Street (photo 49). This is a one story, brick building with brick banding, and stone coping. Windows are paired, with double hung, multi-light, sashes, and have transoms with clathri. Window sills and lintels are stone. Two windows on the main (northeast) facade are partially blocked up. This building took the place of the power house on N. Foote Street, now the City Building (photo 8).

William Conwell House, 235 E. Main Street, c. 1840 (photo 50). This is a two story, brick, Federal style house. It has an early 20th century, partially enclosed brick porch. Other features include end chimneys, and brackets under the eaves (added c. 1870). This was the home of William Conwell, an early settler, who owned a large amount of land between Vandalia and the National Road. The house was purchased by George T. Kepler in 1854, and T.J. Connell, who built the porch, in 1915. A later owner, Ayres, built the four Bungalows, c. 1910, that are northeast of this house and face Lincoln Drive (photo 51).

Conklin-Montgomery House, southeast corner of E. Main Street and Lincoln Drive, 1838 (photo 53). This is a two story brick, Greek Revival style house. It has a hip roof, a five bay facade, and multi-light, double hung wood windows. The recessed entry is flanked by columns and pilasters. There is a transom over the door. Over this entry is a similar entry with a balconet. Conklin was a merchant in Vandalia, who built this building as a store and residence after the National Road was established. It is listed on the National Register of Historic Places, and has been documented by the Historic American Buildings Survey.

Kimmel Malt House, northeast corner of Lincoln Drive and E. Church Street, 1857 (photo 54). This is a

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two-and-a-half story brick building. Windows are double hung wood windows with six lights in each sash. Window openings are segmental arched. This building may have originally been a warehouse. In the 1860s, it was purchased by Joseph and Daniel Kimmel to use as a malt house for their brewery. In 1900, the building housed a cereal manufacturing and packaging company. In 1927, it was purchased by the Rausch Company for use as a cigar factory. In 1931, it became the Cambridge Feed Mill. The building is now vacant.

Lackey-Overbeck House, 520 E. Church Street, c. 1835 (photo 55). This is a two story, wood frame, Federal style house. It has clapboard siding, and a three bay facade. The entry in the east bay of the north facade, has sidelights and an entablature above. There is a kiln to the rear of the house. The house was built by Ira Lackey, an early settler. It was purchased by John and Sarah Overbeck in 1883. Four of the six Overbeck daughters - Margaret, Hannah, Elizabeth, and Mary Frances - were well-known potters. Overbeck Art Pottery was produced here from 1911 to 1955. The house is listed on the National Register of Historic Places.

Store, 18 N. Gay Street, c. 1930 (photo 56). This is a one story, wood frame building with a gable roof and a four bay facade. It has clapboard siding. The entry is in the second bay from the north on the west facade. There are display windows, divided vertically into two lights with three-light transoms. A front porch has a hip roof and wood posts. This building, now the National Road Baptist Chapel, was formerly a small, neighborhood grocery.

House, 502 E. Main Street, c. 1870 (right in photo 57). This is a two story, wood frame, Federal style house. It has a side gable roof, and double hung wood windows with two lights in each sash. The facade is three bays wide. The entry, which has a blind fanlight, is in the center bay. The house has synthetic siding.

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The Cambridge City Historic District is significant under Criterion A as an early Jackson Township settlement. It is also significant under Criterion A for its association with historic transportation routes, and as an important commercial and industrial center in Wayne County in the 19th and early 20th centuries. It is significant under Criterion C for its architecture, which includes styles and construction types from all periods of the city's development, and comprises the finest collection of historic architecture in the western part of the county.

Cambridge City is located in an area known as the Whitewater Valley, which is composed of Wayne, Fayette, Franklin, and Union Counties. The earliest settlers in the valley arrived in the last years of the 18th century, when Indiana was still part of the Northwest Territory. Indiana Territory, an area that included part of Illinois and Michigan, was established in 1800. Most of the first settlements were small trading centers or forts.

Settlement progressed at a steady pace in these early years, with most pioneers arriving by way of the Ohio River. Wayne County was established in 1811. The growth of population was slowed by the War of 1812. After statehood was granted, in 1816, settlement in the Whitewater Valley proceeded at a rapid pace.

The counties adjacent to the Ohio River had been the first to be settled by pioneers coming from the east into the state. The Whitewater Valley, with its forests and potential for agricultural development, was the next area to be settled. By 1850, Wayne County was one of the most densely populated counties in Indiana. The greatest number of early settlers in the county were Americans, of English and German descent, who came from Pennsylvania, Ohio, Virginia, and the Carolinas. The next largest group of pioneers were immigrants from Germany. A number of immigrants from Ireland arrived to work on the Whitewater Canal.

In Jackson Township, one of the earliest villages was

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Georgetown (now Pershing), first settled in 1822. This settlement was platted in 1827 after the National Road was surveyed through it. It is located east of Cambridge City. Another early town was Dublin, platted in 1830 on the National Road, and located west of Cambridge City. Other early settlements, not located on the National Road, diminished in importance after the road was surveyed in 1827. Of the three significant settlements in Jackson Township Cambridge City was the most important, and has the largest concentration of extant structures associated with the early settlement period.

The settlement of what would become Cambridge City began in the early 1820s, when several farms were established in the area. One of the early landowners, William Hawkins, platted the village of Vandalia in 1824 on the West Branch of the Whitewater River. This settlement consisted of 27 lots located at the intersection of present day Vandalia Avenue and Delaware Street in Cambridge City.

The establishment of the route for the National Road, in 1827, led to the demise of Vandalia, which was about one-quarter mile north of the road. Merchants took the opportunity to benefit from the traffic and relocated to the road, just east of the river. Nearly all the early houses in Vandalia have been demolished. The few that remain have been extensively altered. The village of Cambridge, later known as Cambridge City, was platted in 1836 after the route of the new Whitewater Canal was made known.

A significant number of structures survive from the early settlement period, which extends to about 1850. East of the river, these include the Conklin-Montgomery House (1838), which was a residence and store located on the National Road (photo 53); and the William Conwell House (c. 1840), located at the intersection of the river and the National Road (photo 50). Among early buildings west of the river are the Crum-Swiggert House, c. 1840 (photo 23); a commercial building at 137 W. Main Street (c. 1835; photo 26); and the William Hawkins House (c. 1835; photo 47).

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The National Road was important to early development in the district, which is also significant for its association with transportation in western Wayne County for the period from 1827 to 1936. The first section of the National Road (or Cumberland Road, as it was also known), was constructed from Cumberland, Maryland, to Wheeling, West Virginia. The first major route to be constructed by the U.S. government, the National Road was the main land route for western-bound pioneers. It was also a way for farmers to get goods to eastern markets, opening up new economic opportunities. The road provided a steady stream of travelers needing supplies.

Later, Congress passed legislation for the road to be extended westward. Jonathan Knight, who surveyed the road, completed his work in Indiana in 1827. At that time, Centerville in Wayne County was the only existing village on the route between Richmond and Indianapolis. Within a few years, a number of towns, including Cambridge City, had sprung up on the new road. Construction on the road in Indiana continued into the 1830s, with the first sections being completed around the larger cities. Construction consisted of clearing and leveling the right-of-way, and building bridges across rivers.

In 1836, the state legislation which established the route of the Whitewater Canal was enacted, and the northernmost point was to be Cambridge City. The canal went through the city from the northwest along what is now N. Green Street; through the block bounded by N. Green, W. Maple, N. Foote, and W. Front Streets; the block bounded by N. Foote, W. Front, N. Center, and W. Main Street; the block bounded by S. Foote, W. Main, S. Center, and W. Church Street; and southwest along what is now S. Center Street.

Indiana did not have a great deal of success with canals. By the time all the problems were ironed out, the railroad system had been established, and revealed to be a superior method of shipping. The canals, however, were important to Indiana as early internal improvement projects. They gave the state experience in engineering, financing, and legislating large construction projects. Canal development also included discussions with other state governments regarding possible interstate routes. This



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early experience with canal planning undoubtedly made development of the railroad system easier.

Interest in canals in Indiana started when it became a state. There was an early attempt to build a canal around the Falls of the Ohio. Kentucky eventually won out over Indiana in this effort. Subsequent canals were planned throughout the state, to substitute for the lack of navigable rivers. Before the railroads were established, the only other way to get goods to market were the roads. The canals were planned in order to improve economic opportunities for the state. As it turned out, the only canals of any consequence that were built, were the Wabash and Erie, which traversed the state from northeast to southwest; and the Whitewater Canal, which ran between Cambridge City and Lawrenceburg. In 1841, the Whitewater Canal was extended to Cincinnati, Ohio. The Wabash and Erie was the more successful of the two canals. The Whitewater Canal was a virtual failure. The canal was plagued with construction and financial problems throughout its history. The rates were too high for most farmers, who continued to drive hogs to market on foot.

The Whitewater Canal, though not successful as a transportation route, did have significance in other ways. The first was in the people and money it brought into the towns along its path, including Cambridge City. The anticipation of the success of the canal was such that businesses and industries were eager to locate near it, and workers came for the jobs that were generated. A second aspect of the canal is that it provided a source of power for mills that located along its banks. The canal gave Cambridge City an edge over the many other towns located along the National Road in Wayne County.

In the 1830s, a bridge was constructed over the Whitewater River. Local tradition holds that the name of the town comes from a man named Cam, who either built the bridge, or lived near it, and the structure itself. "City" was added to the name in 1837, when the post office was established, to avoid confusion with a Cambridge in Dearborn County.

Many of the buildings along Main Street were built to house businesses that catered to road and canal trade.

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The most prominent of these was the United States Hotel (later, the Vinton House), built by Aaron Reisor in 1849, and later acquired by Eldridge Vinton. This building is shown in photo 28. Lackey's store, remodeled in the late 19th century, was another early business. This is located on the southwest corner of W. Main and S. Foote Streets.

While most early stores were located on the National Road industries were located on the canal. Many of the buildings which related to the canal including warehouses and mills, are now gone. One building that was located on the canal basin and was most likely either a mill or a warehouse is the Old Bertsch Foundry, on the northeast corner of S. Center and E. Church Streets. Most of the canal basin itself has been filled in. This has been done gradually, over the years, with materials ranging from canal boat hulls to broken up sidewalks. Some street and building configurations reveal the route of the canal (see Section 7, Description). A resource closely associated with the canal is the stone arch bridge, which carried the National Road over the canal (photo 27).

The first railroad arrived in Cambridge City in 1853, and interest in the canal diminished rapidly. By the 1860s, the canal was no longer in use as a transportation route, though it was still used for a number of years as a power source.

During the 1830s, there was in Indiana, a tremendous enthusiasm for railroads. At least a dozen companies were formed for the purpose of constructing lines. A short length of track was built around Shelbyville, but further construction was delayed by the financial panic of 1837. The first railroad of any consequence, the Madison and Indianapolis, was finally completed in 1847, and the railroad era had begun.

Its association with early transportation routes gave Cambridge City all the right qualities to be a stop on a railroad line. It had industries which shipped products, it had a population to buy incoming goods, and it had a labor pool to handle construction of lines and railroad buildings, and to load and unload goods. Because of this, four early railroad lines were routed through Cambridge

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City.

The first line through Cambridge City, the Indiana Central, was completed in 1853. Local men were involved in its construction: Thomas Tyner was a director, and Solomon Meredith a financier. This line, later part of the Pennsylvania Railroad System, is now abandoned. The old right-of-way is located just south of and parallel to Second Street. The Whitewater Valley Railroad was built along the Canal towpath. The Fort Wayne, Cincinnati, and Louisville, later part of the Nickel Plate system, was completed in 1865. The Jefferson, Madison, and Indianapolis Railroad extended from Rushville to Cambridge City in 1867.

The railroads created a nationwide network for shipping and brought Indiana into the industrial era. Sanborn Maps reveal the importance of Cambridge City as a shipping center by the number of railroad related structures that existed (see Description). A number of structures associated with the railroad era in Cambridge City remain. One of these is the Big Four freight depot located on the south side of S. Third Street between S. Green and S. Foote Streets (photo 44). Another freight depot is extant on the north side of the Pennsylvania Railroad right-of-way between S. Mulberry and S. Walnut (photo 41).

The Pennsylvania Railroad was elevated through Cambridge City in 1910, due to a problem with a steep grade. The rails were rebuilt atop an earth structure. Metal and concrete bridges were constructed to allow surface traffic on north-south streets to continue under the new railroad line. This line has now been abandoned, and the bridges and earthworks are in the process of being demolished.

In 1902, an alternate mode of transportation, chiefly for passengers, was introduced in Cambridge City. This was the interurban, which transported people to Richmond, Indianapolis, and other urban centers. The Cambridge City line was part of the Terre Haute, Indianapolis, and Eastern Traction Company. The tracks ran through the city on Main Street, with a depot, no longer extant, in a building on the southwest corner of W. Main and S. Center Streets. The traction car barn survives on the east side

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of S. Center Street (photo 32). The interurbans were popular until the 1920s, when the automobile took over.

The railroads also remained an important mode of transportation until the 1920s, when motorized transportation began to take over. The popularity of the automobile, starting shortly after the turn of the century, created a demand for an improved and more extensive road system. The National Road had ceased to be "national" in 1849, when Congress refused to appropriate funds for maintenance, and turned over to the states. Indiana had little interest in maintaining the road, as the focus at that time was on the railroads. The solution was to turn the road over to private road companies which charged a toll for its use. In Wayne County, the road was operated by the Wayne County Turnpike Company until 1893, when it was purchased by the townships and maintained as a free gravel road.

In the 1910s, the National Old Trails Association was founded in an attempt to upgrade the entire length of the National Road. This was one of many highway associations established shortly after the turn of the century by private groups composed of businessmen and automobile enthusiasts. Such associations, which were funded by the cities and towns through which the road passed, instituted road improvements. Through the efforts of the highway associations, the state and federal highway departments finally got involved in the numbering and improvement of roads in the 1920s. In 1925, the National Road was designated U.S. 40, one of 12 U.S. highways established in Indiana. Since that time, the National Road has been widened and resurfaced a number of times. This improved maintenance, and the mapping of the state and federal transportation systems contributed to the success of automobile travel and of shipping by truck.

Several representations of the new era of National Road prominence survive. Among them are the White Star Filling Station on the northwest corner of N. Walnut and W. Main Streets, c. 1925 (photo 2), a garage on the north side of W. Church between S. Foote and S. Center Streets, built in 1923 (photo 34), and the new National Road bridge over the West Branch of the Whitewater River, constructed in 1936.

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Section No. 8 Page 8 Cambridge City Historic District

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Cambridge City's prominence as a transportation center insured that its commercial area would flourish. The historic district contains Cambridge City's historic commercial area, important both to the Cambridge City economy, and as a regional market for western Wayne county. As such, the district is significant in the area of commerce in western Wayne County for the period from 1838 to about 1940.

The first commercial ventures in the area that was to become Cambridge City were general merchandise store, like that of Benjamin Conklin (photo 53), to serve travelers on the National Road, as well as area farmers. As the village grew, stores became more numerous, and specialized. Because it catered to travelers, Cambridge City had saloons, restaurants, and hotels, such as the Vinton House (photo 28). Among merchants listed in an 1884 business directory are an agricultural implement store, a jewelry store, several dry goods stores, a tailor, several grocers, a livery, a photographer's studio, and hardware stores. There were also banks, such as the Western Wayne Bank (photo 23), and an opera house (photo 28). The number and range of businesses illustrate Cambridge City's importance as a regional market town.

The city's commercial importance continued in the 20th century. Among commercial activities listed by a 1928 directory are milliners, a shoe repairer, a florist, an insurance company, a cigar store, a clothing store, grocers, meat markets, a telephone company, lawyers, real estate companies, a drug store, a beauty parlor, an undertaker, dry goods stores, a bakery, a hardware store, and a shoe store.

Other towns in the western part of the county have commercial districts, Pershing and Dublin on the National Road, and Milton and Hagerstown on the Whitewater Canal. The commercial districts in these towns are smaller, and, historically, were less important on a regional level than the commercial area in the Cambridge City historic district.

In the Indiana Historic Sites and Structures Inventory, there are historic districts identified in each of these

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Section No. 8 Page 9 Cambridge City Historic District

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towns. In the East Germantown (Pershing) Historic District, there are only four historic commercial buildings identified. In the Dublin Historic District, there are six 19th century commercial buildings, and four early 20th century commercial buildings.

The commercial area in Milton is concentrated on Central Avenue, which contains seven commercial buildings dating from about 1850 to about 1930, as well as one commercial building constructed about 1950. The commercial area in Hagerstown is concentrated in six blocks along Main Street, and contains 34 commercial buildings dating from about 1835 to the present. Approximately one half of the commercial buildings along Hagerstown's Main Street have been altered extensively, or are modern intrusions.

The Cambridge City Historic District contains 72 commercial buildings, dating from 1838 to the present. Approximately one third do not contribute to the character of the district.

Many of the commercial buildings in the Cambridge City Historic District are important for their architecture, as well as for their association with the commercial history of Cambridge City. Along Main Street, there are buildings from every period of the city's development, making the street a virtual history of Indiana commercial architecture. Among buildings representing the Federal style are a building on the north side of W. Main between N. Green and N. Foote Streets (photo 26), and buildings on the south side of W. Main between S. Foote and S. Center Streets (middle of photo 28). The Greek Revival style can be seen in the Conklin-Montgomery House (photo 53), which housed a National Road store.

Buildings of the Italianate style include the Opera House (photo 26), and the Grand Theater (photo 28). The Knights of Pythias Building (photo 29) is an outstanding example of Romanesque Revival commercial architecture. A building on the southeast corner of S. Foote and W. Main Streets, constructed in the early 19th century, was later remodeled with oriel windows and Queen Anne detailing. The influence of architectural development in Chicago is represented in buildings at the far left and far right in

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Continuation Sheet

Section No. 8 Page 10 Cambridge City Historic District

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photo 23. The U.S. Post Office (photo 24) is one of the district's few Colonial Revival style buildings.

A broad range of architectural styles is also represented in Cambridge City residences. The Crum-Swiggett House, c. 1840 (photo 23) is Federal. Vernacular houses of the Federal period can be seen in photo 39. A number of Greek Revival style houses, most south of Main Street, are extant. Among these are a high style example at 36 W. Church Street, and a vernacular house on the south side of W. Third between S. Green and S. Foote (right in photo 43). The Thomas Newby House (photo 13), constructed shortly after the Civil War, is an excellent example of the Italianate style. Mount Airy (photo 46) is Second Empire. The Hazelrigg House (photo 30), is Queen Anne. A house on the northeast corner of N. Mulberry and W. Maple (photo 1) exemplifies the Arts and Crafts style. Among Bungalow style houses are those on the west side of Lincoln Drive, north of E. Main Street (photo 51).

Three houses on the south side of W. Front, west of N. Green (photo 12) represent a common vernacular house type, a one-and-a-half story, frame structure with a front gable roof, three bay facade, and clapboard siding. Late 19th century shotgun houses in photo 40 illustrate another vernacular type. Early 20th century shotgun houses, one with Bungalow Style detailing, on the south side of E. Main, east of S. Chestnut (photo 31).

One of the few Gothic Revival buildings in the district is the Presbyterian Church (photo 36), located on the southeast corner of S. Green and W. Church Streets. The district's grandest statement of the Neoclassical Style is the 1936 Central School (photo 10).

The district is also interesting for the large number of historic outbuildings that are extant. These, depicted on the map, include barns, sheds, carriage houses, garages, and privies. Photo 7 shows an alley parallel to and between W. Maple and W. Front Streets, west of N. Green Street.

The Cambridge City Historic District has a high degree of integrity. Many buildings have been altered to some

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Section No. 8 Page 11 Cambridge City Historic District

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degree, or covered with synthetic siding, such as the houses in photo 40, and the house on the left in photo 6. For the most part, however, the district retains its historic character. In western Wayne County, Cambridge City has the finest collection of historic architecture, which dates roughly from 1835 to 1940. Four other towns in the western part of the county have collections of buildings of some significance: Pershing, Dublin, Milton, and Hagerstown. These towns have already been mentioned in a comparison of commercial centers.

The East Germantown Historic District (Pershing) contains 83 buildings, constructed between about 1835 and 1975. The district contains several outstanding examples of early styles. In fact, nearly half of the buildings were constructed before the Civil War. Most of these are Federal or Greek Revival in style. The district contains three Italianate style buildings and a Queen Anne style house. Early 20th century architecture includes three Bungalow style houses and an Arts and Crafts style house.

The Dublin Historic District contains 178 buildings. Over half of these were constructed prior to the Civil War, many in the Federal, Greek Revival, or Gothic styles of architecture. There are eight Italianate style buildings, two Victorian Gothic churches, and a few houses of the Bungalow and Colonial Revival styles. Both the East Germantown and the Dublin Historic Districts were National Road towns whose growth diminished as Cambridge City became the center of transportation and commerce in western Wayne Township. They are significant for their collections of early 19th century architecture, but do not exhibit the broad range of styles seen in the Cambridge City Historic District.

The Milton Historic District contains 222 buildings. Milton was a canal town which prospered in the early 19th century. Milton was serviced by two railroad and was the location of an important manufacturer. As such, the town continued to grow in the late 19th century. As in Dublin and Pershing, there are many examples of the Federal and Greek Revival styles of architecture. There are also representations of the Italianate, Queen Anne, Bungalow, Classical Revival, and Spanish Mission Revival styles.



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Section No. 8 Page 12 Cambridge City Historic District

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Since Milton was smaller and less prosperous than Cambridge City, however, it also does not exhibit the range of styles, or the number of high style buildings seen in Cambridge City.

The Hagerstown Historic District, with 425 buildings, is nearly as large as the Cambridge City Historic District. Hagerstown initially experienced growth as a canal town, and was later served by a railroad line. There are many excellent examples of early styles, including Federal, Greek Revival, and Italianate. There are representations of most of the other major styles of architecture, as well, but fewer high style examples than in Cambridge City. In addition, the commercial area in the Hagerstown Historic District has a lesser degree of integrity than that of Cambridge City.

With the broadest range of styles and building types, as well as the highest degree of integrity of any historic district, the Cambridge City Historic District comprises the finest collection of historic architecture in western Wayne County.

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Section No. 9 Page 2 Cambridge City Historic District

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Section No. 10 Page 1 Cambridge City Historic District

Verbal Boundary Description

Beginning at the northwest corner of lot 17 of Cornell's Addition; thence east along the south side of an east-west alley north of W. Maple Street to the west side of a north-south alley west of N. Walnut Street; thence south along the west side of said alley to a point on the axis of the north boundary of lot 1 of Cornell's Addition; thence east along the north boundary of said lot to the east side of N. Walnut Street; thence thence north to a point 330 feet north of the northeast corner of W. Maple Street and N. Walnut Street; thence east to the west side of Simmons Street; thence south 90 feet; thence east 340 feet; thence south to the south side of W. Maple Street; thence east along the south side of W. Maple Street, crossing N. Green Street, 610 feet; thence north 200 feet; thence east to the west side of N. Foote Street; thence south to the southwest corner of W. Front and N. Foote Streets; thence east along the south side of W. Front Street to the east side of N. Center Street; thence north to the southeast corner of N. Center Street and an alley north of E. Front Street; thence east along the south side of said alley, crossing N. Chestnut Street, N. Plum Street, the W. Branch of the Whitewater River, and Vandalia Avenue, to the east side of a north-south alley west of Lincoln Drive; thence north along the east side of said alley to the northwest corner of lot 5 of Lincoln View Addition; thence east along the north boundary of said lot to the west side of Lincoln Drive; thence south along the west side of Lincoln Drive to the northeast corner of lot 11 of Lincoln View Addition; thence east to the northeast corner of lot 24 of Lincoln View Addition; thence south along the west side of a north-south alley east of Lincoln Drive to the southeast corner of said lot; thence east to the west side of Meyers Street; thence south along the west side of Meyers Street to the southwest corner of Meyers Street and the east-west alley north of E. Main Street; thence east, crossing N. Gay Street and N. Pearl Street, to the southwest corner of High Street and an east-west alley north of E. Main Street; thence south along the west side of High Street to the northwest corner of High and E. Church Streets; thence west along the north side of E. Church Street 100 feet; thence south 140 feet; thence west 400 feet, crossing Meredith Street; thence north to the north side of E. Church Street; thence west along the north side of E. Church Street to the west bank of the West Fork of the

National Register of Historic Places  
Continuation Sheet

Section No. 10 Page 2 Cambridge City Historic District

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Whitewater River; thence south along the west bank of said river to the north side of E. Second Street; thence west, crossing S. Plum Street and S. Center Street, to the northwest corner of E. Second Street and the north-south alley west of S. Center Street; thence south to the north side of W. Third Street; thence west to the northwest corner of W. Third and S. Foote Streets; thence south to the southwest corner of S. Foote and Fourth Streets; thence east 112 feet; thence south 200 feet; thence west to the east side of S. Green Street; thence north to the northeast corner of S. Green and W. Church Streets; thence west to a point on the west axis of the north-south alley east of S. Jones Street and south of W. Church Street; thence south to the northwest corner of said alley and the east-west alley north of W. Second Street; thence west to the west side of S. Jones Street; thence south to the northwest corner of S. Jones and W. Second Streets; thence west to the west side of a north-south alley west of S. Jones Street; thence south to the south side of W. Third Street; thence east to the southwest corner of S. Jones and W. Third Street; thence south 120 feet; thence west to the west side of S. Walnut Street; thence south to the northwest corner of S. Walnut and College Streets; thence west to a point on the east axis of S. Mulberry Street; thence north to the northeast corner of Mulberry and W. Second Streets; thence west to the east side of Boundary Street; thence northeast along Boundary Street to the south side of W. Main Street; thence east to a point on an axis 120 feet west of the west side of Mulberry Street; thence north 900 feet; thence east to the east side of a north-south alley east of N. Mulberry Street; thence north to the point of beginning.

Boundary Justification

The district comprises the original plat, and late 19th and early 20th century additions, with intrusions along the edges omitted.

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Photographs Page 1 Cambridge City Historic District

The following is the same for all photographs:

1. Cambridge City Historic District
2. Cambridge City, Indiana
3. Laura Thayer
4. July 1989
5. Laura Thayer  
3905 N. 500 West Road  
Columbus, Indiana 47201

Other information for information is as follows:

Photo 1

1. House, 202 N. Mulberry
6. camera facing northeast
7. 1 of 58

Photo 2

1. South side of W. Maple between N. Mulberry and  
N. Walnut
6. camera facing southeast
7. 2 of 58

Photo 3

1. St. Elizabeth Roman Catholic Church, northeast corner  
of Simmons and W. Maple
6. camera facing northeast
7. 3 of 58

Photo 4

1. House, 319 W. Maple
6. camera facing northeast
7. 4 of 58

Photo 5

1. North side of Front Street, east of Chestnut
6. camera facing southwest
7. 5 of 58

Photo 6

1. South side of W. Maple, east of N. Green
6. camera facing southwest
7. 6 of 58

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Continuation Sheet

Photographs Page 2 Cambridge City Historic District

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Photo 7

1. East-west alley between W. Maple and W. Front, east of N. Green
6. camera facing southwest
7. 7 of 58

Photo 8

1. City Building, W. Maple and N. Foote
6. camera facing southwest
7. 8 of 58

Photo 9

1. North side of E. Front between N. Center and N. Chestnut
6. camera facing northwest
7. 9 of 58

Photo 10

1. Central School, northeast corner of E. Main and N. Chestnut
6. camera facing northeast
7. 10 of 58

Photo 11

1. East side of N. Center, south of E. Front
6. camera facing southeast
7. 11 of 58

Photo 12

1. South side of W. Front, west of N. Green
6. camera facing southwest
7. 12 of 58

Photo 13

1. Thomas Newby House, northwest corner of N. Jones and W. Front
6. camera facing northwest
7. 13 of 58

Photo 14

1. North side of W. Front between N. Walnut and N. Jones
6. camera facing north
7. 14 of 58

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Continuation Sheet

Photographs Page 3 Cambridge City Historic District

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Photo 15

1. Southeast corner of Boundary and W. Main
6. camera facing northeast
7. 15 of 58

Photo 16

1. W. Main, east of N. Mulberry
6. camera facing southeast
7. 16 of 58

Photo 17

1. North side of E. Church, west of Plum
6. camera facing southwest
7. 17 of 58

Photo 18

1. Becker's Flowers, northeast corner N. Mulberry and W. Main
6. camera facing northeast
7. 18 of 58

Photo 19

1. South side of W. Main between Mulberry and Jones
6. camera facing southeast
7. 19 of 58

Photo 20

1. Northwest corner of W. Main and N. Walnut
6. camera facing northeast
7. 20 of 58

Photo 21

1. North side of W. Main between Walnut and Jones
6. camera facing northeast
7. 21 of 58

Photo 22

1. Bank One, southwest corner of W. Main and S. Green
6. camera facing southeast
7. 22 of 58

Photo 23

1. Crum-Swiggett House
6. camera facing southwest
7. 23 of 58



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Continuation Sheet

Photographs Page 4 Cambridge City Historic District

Photo 24

1. Boden Block and U.S. Post Office
6. camera facing northeast
7. 24 of 58

Photo 25

1. Fan Saloon (left) and Western Wayne Bank
6. camera facing southwest
7. 25 of 58

Photo 26

1. North side of Main between Green and Foote
6. camera facing southeast
7. 26 of 58

Photo 27

1. Whitewater Canal Bridge, W. Main between Foote and Center
6. camera facing northwest
7. 27 of 58

Photo 28

1. South side of W. Main between Foote and Center
6. camera facing southeast
7. 28 of 58

Photo 29

1. Knights of Pythias Building
6. camera facing northwest
7. 29 of 58

Photo 30

1. Hazelrigg House
6. camera facing northeast
7. 30 of 58

Photo 31

1. South side of E. Main between Chestnut and Plum
6. camera facing southeast
7. 31 of 58

Photo 32

1. Traction Barn, west side of S. Center, south of W. Main
6. camera facing northwest
7. 32 of 58

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Continuation Sheet

Photographs Page 5 Cambridge City Historic District

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Photo 33

1. Bertsch and Company Machine Shop
6. camera facing south
7. 33 of 58

Photo 34

1. J.R. Crockett Building
6. camera facing northeast
7. 34 of 58

Photo 35

1. Masonic Temple
6. camera facing northeast
7. 35 of 58

Photo 36

1. Presbyterian Church
6. camera facing southeast
7. 36 of 58

Photo 37

1. South side of W. Church between S. Foote and S. Green
6. camera facing southeast
7. 37 of 58

Photo 38

1. South side of Maple between Jones and Green
6. camera facing southwest
7. 37 of 58

Photo 39

1. North side of W. Church at corner of S. Walnut
6. camera facing northwest
7. 39 of 58

Photo 40

1. South side of W. Church between S. Mulberry and S. Walnut
6. camera facing south
7. 40 of 58

Photo 41

1. Pennsylvania Railroad Freight Depot
6. camera facing southwest
7. 41 of 58

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Continuation Sheet

Photographs Page 6 Cambridge City Historic District

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Photo 42

1. Pennsylvania Railroad Bridge over Foote
6. camera facing north
7. 42 of 58

Photo 43

1. South side of W. Third between S. Green and S. Foote
6. camera facing southwest
7. 43 of 58

Photo 44

1. Freight Depot
6. camera facing southeast
7. 44 of 58

Photo 45

1. Benjamin Stalker House
6. camera facing southeast
7. 45 of 58

Photo 46

1. Mt. Airy
6. camera facing southwest
7. 46 of 58

Photo 47

1. William Hawkins House
6. camera facing northwest
7. 47 of 58

Photo 48

1. Feed Store
6. camera facing southeast
7. 48 of 58

Photo 49

1. Water Works
6. camera facing south
7. 49 of 58

Photo 50

1. William Conwell House
6. camera facing northeast
7. 50 of 58

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Continuation Sheet

Photographs Page 7 Cambridge City Historic District

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Photo 51

1. Northwest corner of E. Main and Lincoln Drive
6. camera facing northwest
7. 51 of 58

Photo 52

1. House, west side of Lincoln Drive, north of Main
6. camera facing southeast
7. 52 of 58

Photo 53

1. Benjamin Conklin House
6. camera facing southeast
7. 53 of 58

Photo 54

1. Kimmel Malt House
6. camera facing northeast
7. 54 of 58

Photo 55

1. Overbeck House
6. camera facing southeast
7. 55 of 58

Photo 56

1. Store, east side of N. Gay, north of E. Main
6. camera facing northeast
7. 56 of 58

Photo 57

1. Southeast corner E. Main and N. Gay
6. camera facing southeast
7. 57 of 58

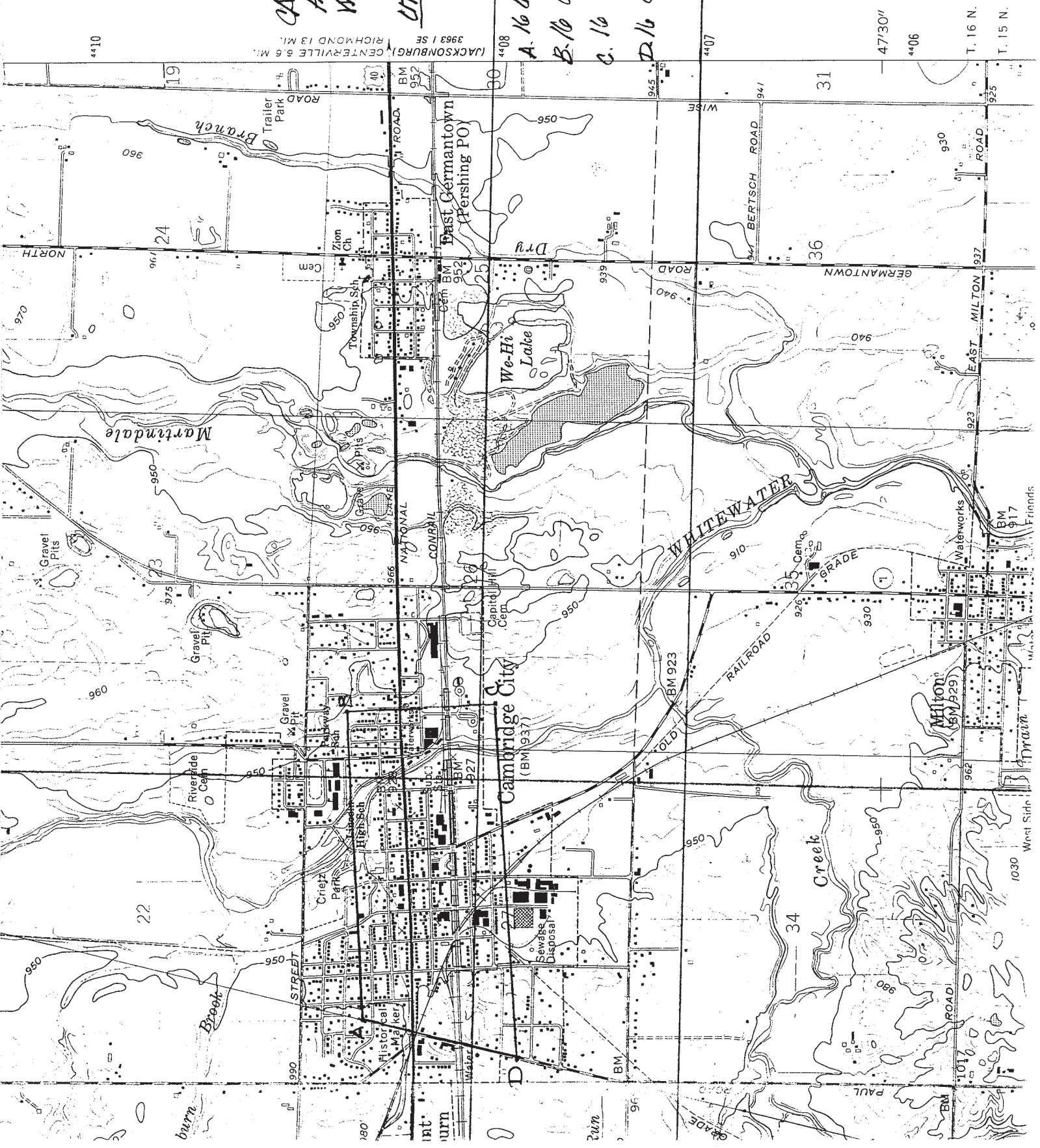
Photo 58

1. North side of E. Main, east of N. Pearl
6. camera facing northeast
7. 58 of 58

CAMBRIDGE CITY  
HISTORIC DISTRICT  
WAYNE CO. IN

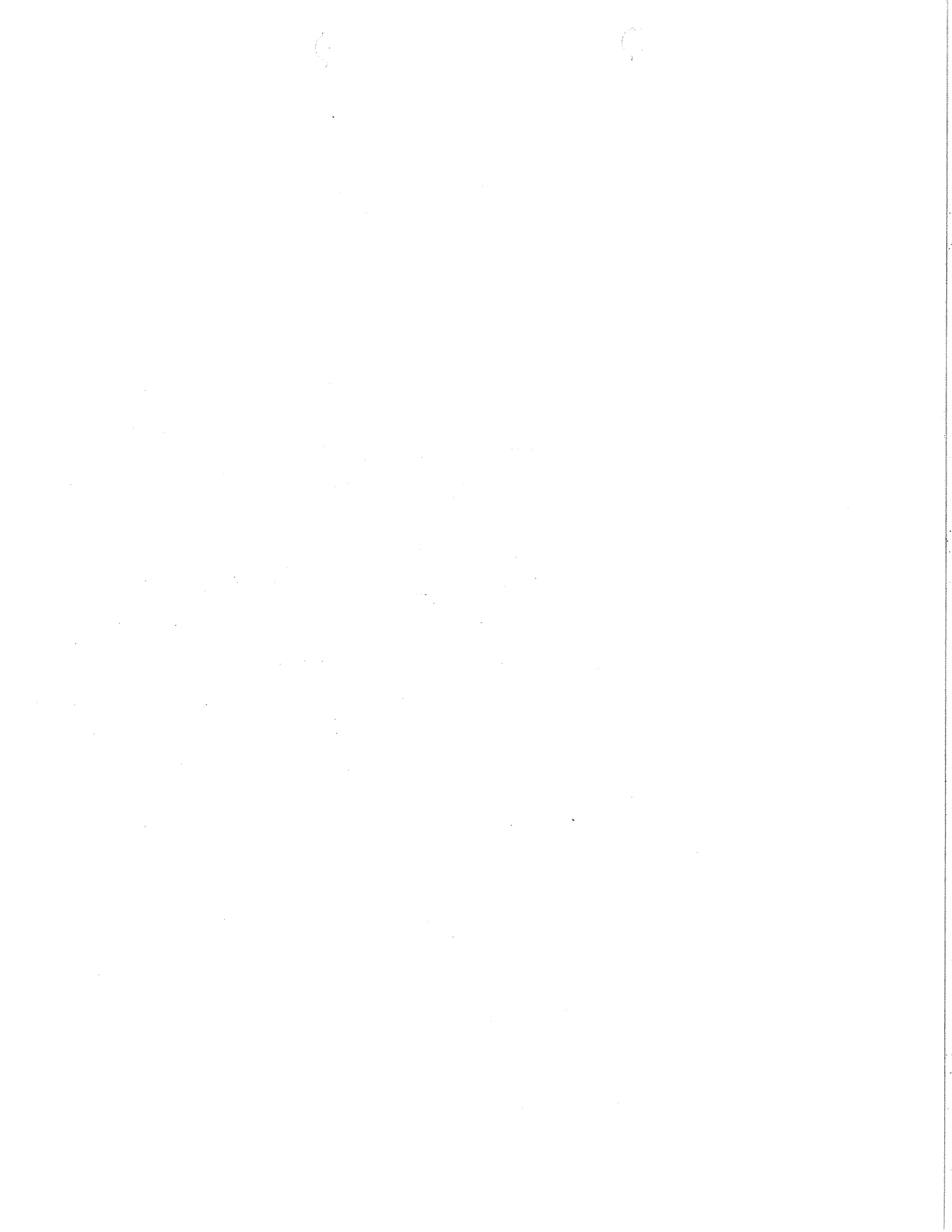
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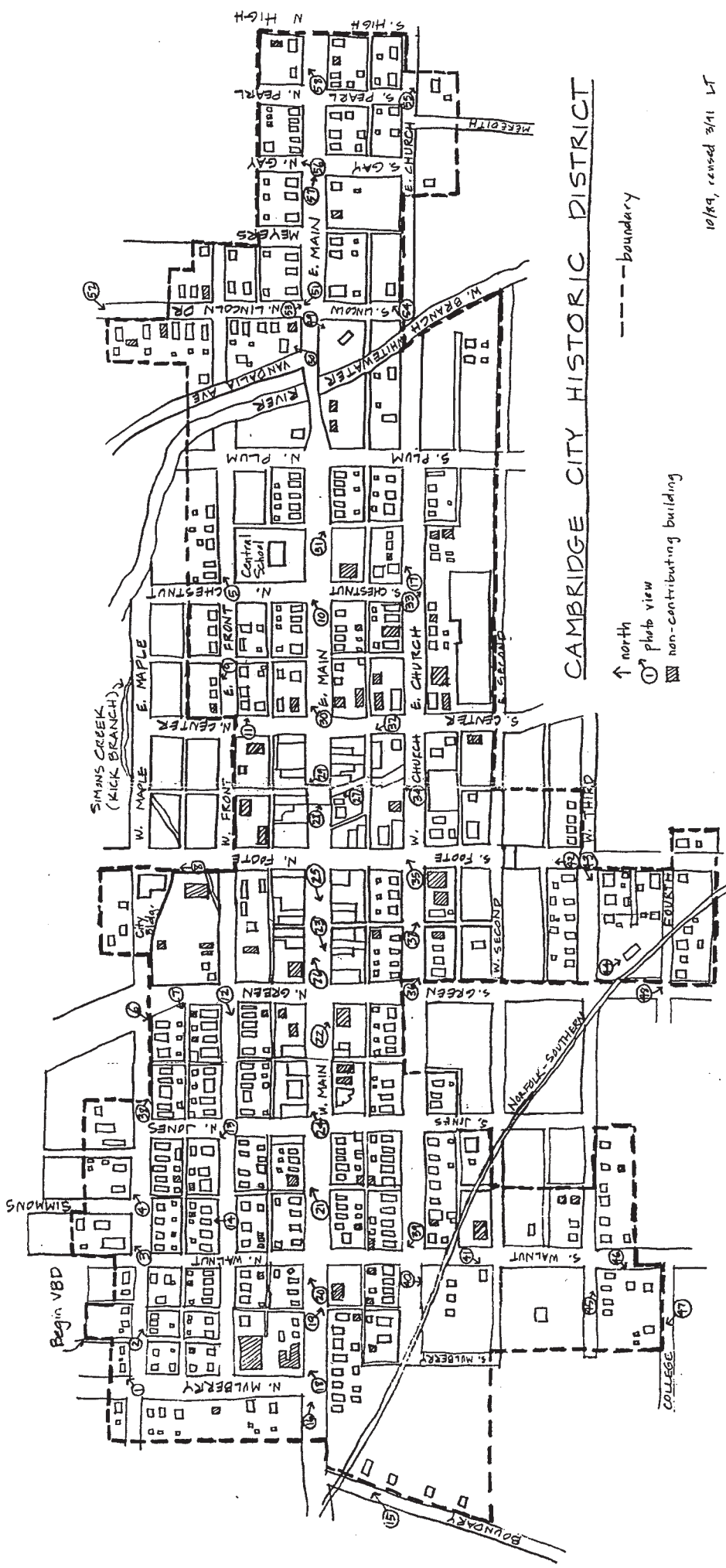
- A. 16 655 820 4408 530
- B. 16 657 330 4408 650
- C. 16 657 380 4407 930
- D. 16 655 640 4407 800



(JACKSONBURG) CENTERVILLE 5.6 MI. 3963 1 SE. RICHMOND 13 MI. 4410

T. 16 N.  
T. 15 N.





CAMBRIDGE CITY HISTORIC DISTRICT

- ↑ north
- ⊙ photo view
- ▨ non-contributing building
- boundary

10/89, revised 3/11 LT

