

United States Department of the Interior
National Park Service

FINAL

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Converse Depot

other names/site number Pennsylvania Railroad Depot

2. Location

street & number 203 East Railroad Street N/A not for publication

city or town Converse N/A vicinity

state Indiana code IN county Miami code 103 zip code 46919

3. State/Federal Agency Certification

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

Patricia R. Roberts 1-27-95
 Signature of certifying official/Title Date
Indiana Department of Natural Resources
 State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

 Signature of certifying official/Title Date

 State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:	Signature of the Keeper	Date of Action
<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined eligible for the National Register <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain:) _____	_____	_____

Converse Depot
Name of Property

Miami County, Indiana
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: rail-related

Current Functions
(Enter categories from instructions)

WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions)

Bungalow/Craftsman

Materials
(Enter categories from instructions)

foundation BRICK

walls BRICK

STUCCO

roof ASPHALT

other CERAMIC TILE

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Converse Depot
Name of Property

Miami County, Indiana
County and State

8. Statement of Significance

Applicable National Register Criteria

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

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1912-1944

Significant Dates

1912

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Price and McLanahan

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: NR files

Converse Depot
Name of Property

Miami County, Indiana
County and State

10. Geographical Data

Acreage of Property Less than one acre.

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	1	6
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 Zone

5	9	5	5	9	0
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 Easting

4	4	9	2	5	6	0
---	---	---	---	---	---	---

 Northing

3

--	--	--	--	--	--	--

 Zone

--	--	--	--	--	--	--

 Easting

--	--	--	--	--	--	--

 Northing

4

--	--	--	--	--	--	--

 Zone

--	--	--	--	--	--	--

 Easting

--	--	--	--	--	--	--

 Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Scott D. Lee / Paul C. Diebold

organization H.L. Mohler & Assoc. / DHPA date revised October 6, 1994

street & number 1015 Main St. / 402 W. Washington, rm. 274 telephone 317-742-0252 / 317-232-1646

city or town Lafayette / Indianapolis state IN zip code 47901 / 46204

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Mr. and Mrs. William Perry

street & number 504 Country Lane telephone _____

city or town Kokomo state IN zip code 46902

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

Converse Depot, completed 1912, is a 1 to 1 1/2 story brick structure located at the corner of East Railroad and North Madison Streets in the small southeastern Miami County town of Converse, Indiana. The town is built on a level site, however, the site of the depot rises slightly to the north. The immediate area is residential. The Pennsylvania Railroad tracks formerly traversed the north boundary of the site; the ties and rails have been removed along this section of the line. Because of the northwest/southeast orientation of the rail line, the depot stands at a slight angle to the town's grid. Out of practicality, the various elevations are referred to by cardinal points.

Exterior walls are of load bearing brick on the first story with stucco covering the walls above window lintel height as well as the large gables. The brownish brick is laid in Flemish Bond with double header rowlock courses forming a water table about three feet from the ground. Just below opening header height, the brick work is capped by a rowlock course and headers laid horizontally.

The south elevation was the primary view when approaching the depot from town (photos 1 and 2). It consists of the horizontal brick mass broken by a medium pitch broad gable. Lower brick walls have an entry centered under the gable. The entry composition includes glazed double leaf wood doors flanked by narrow two-over-one windows. Piers, with brick work capitals (photo 8), divide this T-shaped group from flanking windows of similar design. Typical subtleties include rounded upper window corners and horizontally divided upper sash. East (right) of center is a pair of four-light casement windows, while left is a six-over-three window, and then a pair of casements.

Sheltering this elevation and wrapping around all sides is a deep pent roof canopy. A series of stuccoed braces supports the pent roof. Its ceiling is stuccoed as well. Sturdy brick piers once supported the platform roof; these were severely deteriorated and were removed. The current owner temporarily installed treated wood posts to support the rebuilt pent roof until replicated brick piers can be erected. Historic brick pavers form a walkway around the building under the pent roof.

Rising over the pent roof is a broad stuccoed gable pierced by a

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 2

**Converse Depot
Miami County, Indiana**

semi-circular window divided by two mullions. The horizontal muntin forms an arch concentric with the opening. Tile rectangles and lozenges line the window opening (photo 7). Eaves are molded to the roof edge.

The north elevation is similar to the south (photo 4). The entry composition is identical. To the left (east) is a single opening with tripled double-hung windows. The operator's bay is to the right (west) and has narrow window with a central three-over-one window. West of the semi-hexagonal bay is a triple group of four-light casement windows. The stuccoed braces are missing, and the rebuilt pent roof has no stucco. The pent roof canopy has a cross gable on this elevation, but the main gable is virtually identical to the south gable.

The east elevation is relatively plain and has no entries (photo 5). Centered in the wall is a segmental arched basement window with double rowlock coursing. Centered over this is a triple window group. The center sash is wider than the flanking units. The canopy or pent roof continues to this side, but the stucco coating is missing from the eaves. The side of the asphalt shingle clad gable roof is visible here, as is a small cross gable with segmental arched vent.

The west elevation has three openings: a centered wooden cross-bucked and glazed sliding baggage door symmetrically flanked by four-light casement windows. The pent roof continues to this elevation. The stucco finish is missing from the eaves (ceiling) of the canopy. A shallow gable roof covers the baggage room. This gable roof was built recently. The original roof was a shallow pitched shed or flat roof. When current owners acquired the depot in the 1980s, the roof had collapsed through the floor, into the basement. Also visible from this side is the original brick and stucco chimney. Originally, a small cross gable stood directly behind this chimney. Its pitch was adopted for the new gable roof and it is now obscured by the new roof. The entire roof is covered in asphalt shingles. Historic photos show an unidentified roofing material (wood shingles?) coursed with horizontal divisions.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 3

Converse Depot
Miami County, Indiana

Another item removed from the depot but visible in old photographs is the canopy extension. This shelter extended from the north side of the depot's canopy toward the east end, and was detailed like the pent roof around the station. It was connected to an (older?) trackside shelter.

The waiting room is the most important interior space. Entering from the north or south, one reaches this impressive 18 feet high barrel vaulted room measuring 26 by 27 1/2 feet. Walls and ceilings are of plaster, still in good condition, while floors are of oak. Dark stained oak wood work is intact, including simple 8 inch high baseboards, surrounds, window aprons and stools, and a 1 foot wide cornice molding (photo 10). Window surrounds are set into rounded plaster jamb returns.

Adjoining to the west is the agent's office, measuring 10 feet square with the 2 feet, 9 inch operator's bay at the north end (photo 11). Wood flooring, plaster walls and ceiling, and wood trim are typical in the agent's office. The original operator's desk is intact as is a desk and closet on the opposite wall. The entire east wall is built of beaded vertical board.

West of the agent's office is the 15 by 27 1/2 feet baggage room. North, south, and west walls are of bare brick, with a portion of the east wall being beaded vertical board. The floor had to be substantially rebuilt by the current owners. No ceiling finish is present since the roof was rebuilt as previously described. There is a basement under the baggage room, however, no staircase is in place.

A 10 1/2 by 13 feet alcove adjoins the baggage room. Its floor is 6 inches higher than the baggage room, walls and ceilings are plastered. The east wall has a portion cased in wood and covered in vertical beaded board. A baseboard was once present. The higher degree of finish and floor level matching that of the waiting room suggest that the alcove once adjoined the waiting room.

To the east of the waiting room is the ladies waiting room,

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 & 8 Page 4

**Converse Depot
Miami County, Indiana**

measuring 9 feet 8 inches by 22 feet. At the south end of the ladies waiting room is a 9 feet 8 inch by 4 feet 9 inch room, likely a restroom originally.

Rehabilitation of the depot is ongoing. Repairs and other work have been previously described. Although it has suffered from neglect for many years, resulting in loss of some historic fabric, Converse Depot retains its image as a small town railroad station. In particular, its orientation, massing, and most significant interior space still convey its intended use and significance.

Section 8-Statement of Significance

Converse Depot meets National Register criteria A and C. Converse Depot is a fine example of a small town railroad station. Now the only rail-related building left in this north central Indiana town, the depot symbolizes the importance the Pennsylvania Railroad had to the development and everyday life of Converse. The noted Philadelphia architectural firm of Price and McLanahan designed the depot in 1912 using distinctive Arts and Crafts motifs, a rare statement for a Hoosier small town.

The town of Converse was originally known as Xenia. The fertile farmland at the junction of Grant, Howard, and Miami Counties was not settled by European-descended pioneers until the late 1840s. Although Miami County was formed in 1834, lands south of the Wabash River remained under control of the Miami Nation until 1840. Jackson Township was formed in 1846, and in 1849, Willis Elliott and O.H.P. Macy platted the village of Xenia. Commerce began immediately, as one of the first cabins doubled as a store. The 30 lot original plat sold out in 1850, and several dry goods stores were established. In 1855, the route of the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad was announced; Xenia was to become a stop on the line which ran from Union City to Logansport and thence to Chicago. The line was complete through Miami County in 1856.

Xenia prospered greatly after the PCC & StL (as it was later

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 5

**Converse Depot
Miami County**

known) reached town. Additions were platted in 1856, 1867, 1869 and the 1870s, adding over 100 lots to the town. One J.N. Converse platted the large 1869 addition. Commerce developed quickly. Lumber yards were the most important industry and were conveniently sited trackside. A stave factory, flax mill, and flour mill were founded and prospered as a result of the railroad. By 1877, Xenia had a population of about 1,000. At that time, the depot stood at Washington Street and the tracks, about one block east of the present site.

Xenia grew steadily until the 1890s. The population was officially 935 in 1890. It was at this time that extensive deposits of natural gas were discovered in north central Indiana. Xenia's combination of rail access and natural gas wells yielded phenomenal growth. Xenia also changed its name to Converse in the 1890s. No explanation is given, but the original name may have been confused with Xenia, Ohio. The Converse name may come from a locally prominent family. By 1896, Converse had a population of 1,800 to 2,000. A 400 lot addition was platted. New industries included a hoop works, wool mill, Hoosier Canning Factory, Peerless Glass Company, and Malleable Steel Works.

Industry and rail travel in Converse gave area farmers a ready market for produce, as evidenced by the type of manufacturers present. In the late 1800s, Converse commanded "the trade of a large and fertile area of Miami, Grant, and Howard Counties" and became "the primary shipping point between Logansport and Marion". (Stephens, p. 312)

The impressive growth of Converse in the 1800s firmly established the town as a rail center and may have led to the decision to build a new depot in 1912. By 1911, the PCC & StL was simply a line of the Pennsylvania Railroad. Long recognized for small town depot standardization, and for hiring outside architects, the Pennsylvania System built new stations throughout the nation in the early 1900s. It is not surprising that Philadelphia architects Price and McLanahan were hired to design to Converse Depot. As Parker notes, Price and McLanahan "did so much work for the

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 & 9 Page 6

Converse Depot
Miami County, Indiana

Pennsylvania that they published an article in the October 4, 1911 edition of the American Architect entitled 'The Designing of Small Railway Stations'" which included illustrations of three proposed Indiana depots. (Parker, p. 19) The Converse Depot is shown in the article, and was completed in 1912.

The depot remained a vital transportation link to Converse. While the "Gas Boom" ended in the early 1900s, the Pennsylvania Railroad remained a stable economic influence in town. The depot also had a role in the events of the times. During each World War, the basement of the station housed an enlistment post. Troops departed via the railroad and depot. Franklin Delano Roosevelt is said to have made a whistle stop at the depot during one of his presidential campaigns.

The general decline of rail travel after about 1950 was felt first in small towns. The Pennsylvania line merged with New York Central forming Penn-Central in 1968. Conrail assumed control after Penn-Central's bankruptcy. Many lines were abandoned at this time, and certainly Converse was not in use by then. The actual rails and ties of the line were removed by the mid 1980s. The current owners of the depot, the Perrys, have rescued the depot from decay and are rehabilitating the building. Long term uses have not yet been decided.

Section 9-Bibliography

"The Designing of Small Railway Stations," American Architect, Vol. C, No. 1867, October 4, 1911.

History of Miami County, Indiana. Chicago: Brant & Fuller, 1887.

New Historical Atlas of Miami County, Indiana Illustrated. Chicago: Kingman Brothers, 1877.

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 & 10 Page 7

Converse Depot
Miami County, Indiana

Sanborn Map Company. Insurance Maps of Converse, Indiana. 1898,
1909, and 1920.

Section 10-Geographical Data-Verbal Boundary Description

A part of the Southeast quarter of Section No. 29, Township 25 North of Range 5 East, more fully described as follows: Beginning at the Southwest corner of Lot No. 7, in Smith and Lee's Addition to the town of Xenia-now Converse-as recorded in Plat Book No. 2, page No. 60 in the Recorder's Office of the Recorder of Miami County, Indiana, said corner being located 132 feet North of a point on the South line of said Southeast quarter section, which point is North 89 degrees 12 minutes East 181.50 feet from the Southwest corner of said quarter section; thence North along the West line of lots Nos. 7 and 8 in said Smith and Lee's Addition, a distance of ninety-seven and seventy-one hundredths (97.71') feet to a point on a line extended parallel to and 40 feet distant therefrom the original surveyed center line of the Penn-Central track, now CON-RAIL, measured at right angles to said surveyed center line; thence South 79 degrees 57 minutes East along said line which is 40 feet distant from the surveyed center line-said line being the Northerly line of said Smith and Lee's Addition and Lot No. 106 in the Official Addition to said Town of Converse, a distance of four hundred eighty-five and eighty-seven hundredths (485.87') feet to the point of intersection of said line with the West line of Washington Street extended North across the hereinbefore referred to Lot No. 106; thence South along said West line of Washington Street extended a distance of thirty-five and six tenths (35.6') feet to the point of intersection of said West line with a line extended parallel to and 75 feet distant therefrom the hereinbefore referred to original surveyed center line of the Penn-Central Track-now CON-RAIL, measured at right angles to said surveyed centerline; thence North 79 degrees 57 minutes West along said line which is 75 feet distant from the surveyed center line, a distance of one hundred fifty-five and eighty-six hundredths (155.86') feet to the point of intersection of said line with a line extending parallel to and 132 feet North of-measured at right angles to the South line of the Southeast

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

**National Register of Historic Places
Continuation Sheet**

Section number 10 Page 8

**Converse Depot
Miami County, Indiana**

quarter of said Section No. 29; thence South 89 degrees 12 minutes West along said line ninety-four and one hundredth (94.01') feet to a point on the East line of Lot No. 9 in said Smith and Lee's Addition; thence continuing South 89 degrees 12 minutes West crossing said Lot No. 9, Madison Street and extending along the South line of Lot No. 7 in Smith and Lee's Addition, a total distance of two hundred thirty-one (231') feet to the place of beginning, containing 27127.79 square feet (.623 acres), but subject to all legal public thorough-fares and all public utility easements of record.

The above description being all that part of Lot Numbers 7 & 8, and a part of Lot Number 9, and all that part of Madison Street in said Smith and Lee's Addition, lying North of the South line of said Lot Number 7 extended East across said Madison Street in said Smith and Lee's Addition, ALSO a part of Out-Lot Number 106 in the Official Addition of Converse as recorded in Plat Book No. 3, pages 4 & 5 of the Recorder's Office of Miami County, said part shown on the attached Plat and intended to be that part described in Deed Record #73, page #136 of the Records of Miami County, Indiana.

Boundary Justification

This is the legal property boundary as currently defined, including the depot and its immediate surroundings. The boundary abuts to the former Pennsylvania Railroad (CONRAIL) right-of-way which has been abandoned.

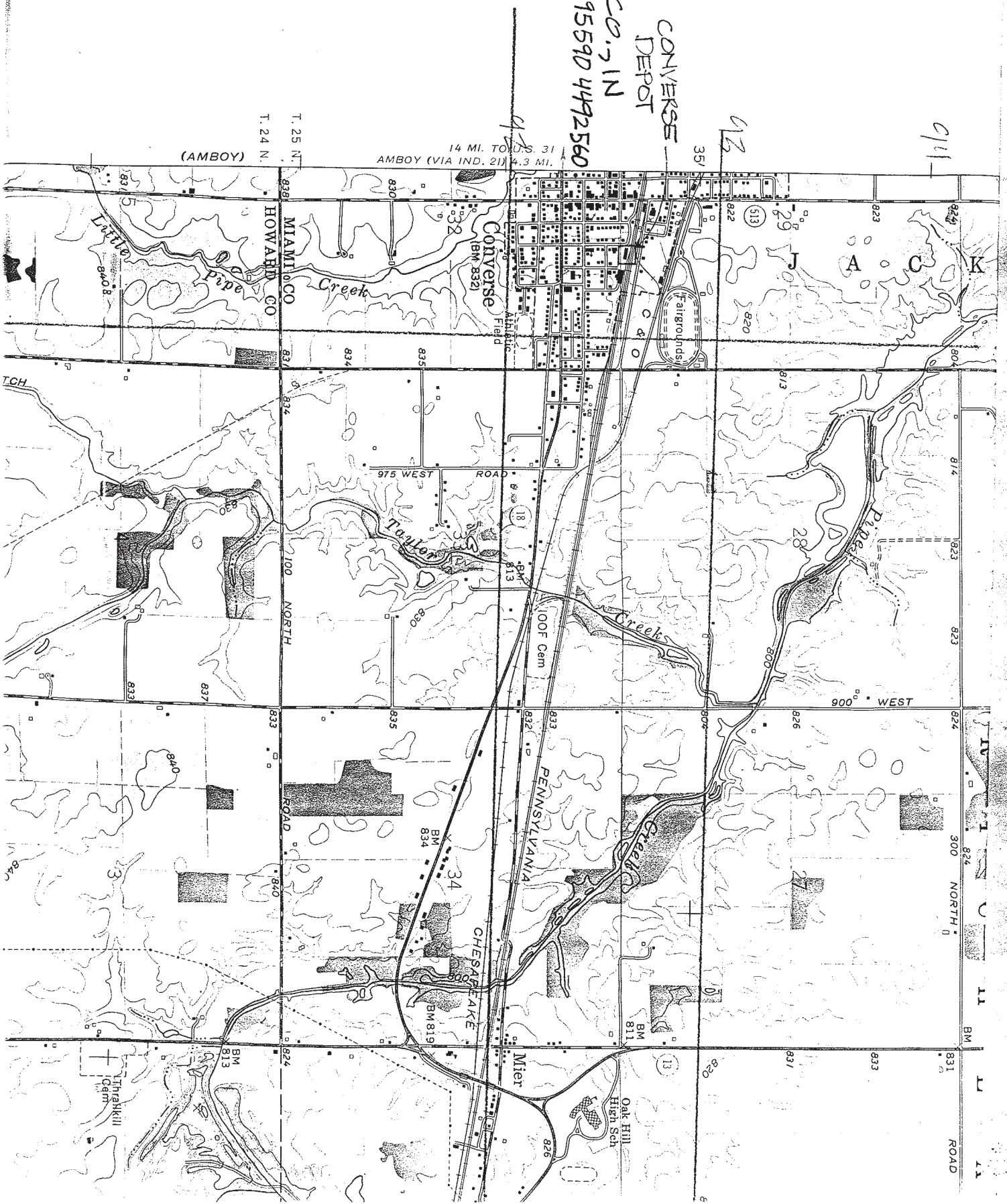
Photographs

The following information is identical for all photographs:

Photographer: Scott D. Lee
Name: Converse Depot, Miami County, Indiana
Location of Negatives: Mr. and Mrs. William Perry, 504 Country Lane, Kokomo, IN 46902

MIAMI CO. 7 IN
UTM = 16 59559D 4492560

CONVERSE
DEPOT



911

912

35

IV
1
300 NORTH
11
BM
1
ROAD