



United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in 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 any item does not apply to the property being documented, enter "N/A" for "not applicable". For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

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1. Name of Property

=====

historic name **Lima Pennsylvania Railroad Passenger Depot**
other names/site number **Lima Train Station**

=====

2. Location

=====

street & number **424 N. Central Ave.**
not for publication **N/A**

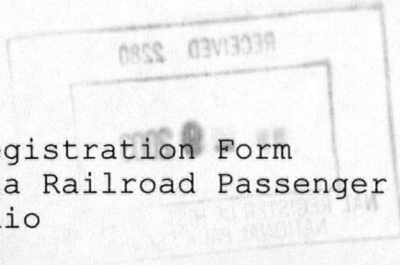
city or town **Lima,** vicinity **N/A**
state **Ohio** code **OH** county **Allen** code **003** zip code **45801**

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3. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide x locally. (See continuation sheet for additional comments.)



Barbara Power Dept. Head
Signature of certifying official/Title Planning, Inventory & Registration Date July 2, 2003
Ohio Historic Preservation Office -- OH SHPO

State or 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

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4. National Park Service Certification
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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): _____

Ethan H. Beall 8/21/03

[Signature]
Signature of Keeper Date of Action

=====
5. Classification
=====

Ownership of Property (Check as many boxes as apply)

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

Category of Property (Check only one box)

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

Number of Resources within Property

Contributing	Non-contributing
<u> 1 </u>	<u> 0 </u> buildings
<u> </u>	<u> </u> sites
<u> </u>	<u> </u> structures
<u> </u>	<u> </u> objects
<u> 1 </u>	<u> 0 </u> Total

Number of contributing resources previously listed in the National Register **0**

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

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION	Sub: rail-related: train depot
COMMERCE/TRADE	Sub: warehouse
INDUSTRY	Sub: communications facility

Current Functions (Enter categories from instructions)

Cat: **VACANT/NOT IN USE**

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7. Description

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Architectural Classification (Enter categories from instructions)

QUEEN ANNE

Materials (Enter categories from instructions)

foundation: STONE: Sandstone.
roof: ASPHALT: shingles, roll roofing
walls: BRICK. WOOD, GLASS
other: WOOD, METAL

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

(See Continuation Sheets)

=====
8. Statement of Significance
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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

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

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a 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 **1887-1952**

Significant Dates **1887, C.1942**

Significant Persons (Complete if Criterion B is marked above)

Cultural Affiliation **N/A**

Architect/Builder: **unknown**

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

(See Continuation Sheets)

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9. Major Bibliographical References

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(See 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: **Chambers, Murphy & Burge Restoration Architects**

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10. Geographical Data
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Acreage of Property: **approximately 1.05 acre**

UTM References (Place additional UTM references on a continuation sheet)

Zone Easting Northing	Zone Easting Northing
1. 16 744690 4514275	3.
2.	4.

See Continuation sheet

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

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

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11. Form Prepared By
=====na

e/title **Yolita E. Rausche, Historic Preservation Specialist
Christina C. Gilbert, Chambers, Murphy & Burge
Amy Darkow, Kelly Shaulis, Emily Steiner (Graphics)**

date **April 28, 2003**

organization **Chambers, Murphy & Burge. Restoration Architects**

street&number **43 E. Market Street, Suite 201**

phone **330/434-9300**

city or town **Akron**

state **Ohio** zip code **44308**
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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

(See Continuation Sheets)

Photographs

Representative black and white photographs of the property.

(See Continuation Sheets)

Additional items

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

Property Owner

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

name Downtown Lima Inc.

street & number 147 N. Main Street

telephone 419/222-6045

city or town Lima

state Ohio zip code 45801

Paper Work 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 the 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 Project (1024-0018), Washington, DC 20503.

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Lima Pennsylvania Railroad Passenger Depot
Allen County, Ohio

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The Lima Pennsylvania Railroad Depot is a medium sized, Queen Anne/Eastlake passenger railroad station built in 1887.

The passenger depot was designed perhaps by an architect or William H. Brown, chief engineer of the Pennsylvania Railroad. The 1877 depot building plans are not available. Historic pictures and Sanborn Maps facilitated the understanding of the Lima Depot's layout and architecture.

The one story multiple roof high pitched structure with a two story former telegraph/ticket office tower has two wall dormers defining its main entrances, one on N. Central Avenue and the other at the platform. The irregular and volumetric massing defines one of the most prominent masonry train depots in Lima..

The Queen Anne style architecture of the Lima Depot is defined by irregular massing, high pitched roof, towers, a variety of surface architecture treatment, half timbering, variegated shingle patterns in multiple materials. Other architectural elements of the style include bay windows, overhangs, dormers, decorative gable ends, pressed brick with narrow mortar joints, prominent and decorated chimneys. The Lima Depot has also elements of the Eastlake style, like carved or jigsawed ornamental brackets and posts.

The Lima Passenger Depot is situated today on a 1.05 acre site, which was formerly part of a larger property owned by the Pennsylvania Railroad. The rectangular, linear L- shaped parcel has an overall dimension of approximately 115' x 500', being formerly part of a main track station system of an original site which ran from Elizabeth Street to the west, to the former Dayton & Michigan Railroad lines running in the north-south direction to the east.

Passengers arrived at the railroad depot by carriages along N. Tanner Avenue (N. Central Avenue) which dead ends at the main entrance of the Queen Anne structure. Pedestrian passengers walked along the east sidewalk of N. Tanner Ave. and up the stairs to the main entrance door facing the city. This entrance lines up with the axis along the sidewalk (**Photo 1**) of the West side of the former Second Empire International hotel built in 1882 on N. Central Ave (N. Tanner Avenue). The International hotel, known later as the Cambridge Hotel was formerly used by travelers doing business in Lima with the oil, railroad and manufacturing industries. (**Photo 8**) The west-east alley perpendicular to N. Tanner Ave. separates the depot from the former Hotel and the rest of the southern neighborhood. Between 1893 and 1899, N. Tanner Avenue was renamed N. Central Avenue and during the first decades of the 20th century it was paved with brick.

The formal exterior landscape, so typical of the Pennsylvania Depots, does not exist anymore. But the original space is still surrounding the depot. The former brick platform facing the tracks, is covered today by quite a few layers of asphalt along its total original length. There is a large brick paved surface overgrown with grass on the east side of the depot and a large asphalt parking surface to the west along the former platform. This west surface was covered originally by an oval landscape surrounded by a driveway giving access to carriages and cars for passengers to the platform. One can still reach the front entrance along the asphalt paved drive reached from the bricked N. Central Avenue. The concrete steps leading to the main entrance from the former hotel sidewalk are still there but not the elaborate bed of flowers on each side. In their place there are two large trees.

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Current Exterior Appearance.

The Lima Train Depot is a one-story masonry building covered with wood frame structures of steeply pitched multiple roofs and gabled dormers, higher than the masonry walls. The wood shed roof covering the platform area was part of the platform shelter system. The prominent main pyramidal asphalt roof covers the former gentlemen's waiting room, and the smaller hipped roof, extending to the east, covers the baggage room. The larger hipped roof extending to the west covers the former ladies' waiting room, restrooms, hallway and part of the former ticket room space. A two story square tower, facing the track side, partially inserted between the former ladies' waiting room and men's waiting room, defines the former operating offices of the railroad depot. The tower is covered with a steep truncated pyramidal roof. Two wall dormers project from the main roof defining the front and track entrances to the former gentlemen's waiting room. A third wall dormer projects from the tower as part of the bay window where the former telegraph office was situated. The dormers were another significant feature of the Queen Anne period, which contributed to break the design of the structure from the box concept. The built-in tin lined framed gutter system is supported by a dentiled corbeled brick frieze laid by alternating a stretcher and header course creating a rhythm in the design. The cutaway bay at the three bay window of the telegraph tower has double-hung, one/one windows facing the tracks. Visibility to the incoming and outgoing trains were the most important features for the office of the telegraph operator.

The exterior chimney of the former ladies' waiting room emphasizes the vertical thrust of the roof. Chimneys were important decorative elements of the Queen Anne Style.

The pressed brick wall system has narrow mortar joints, another architectural feature of the Queen Anne style. The brick was laid in running bond with recessed red mortar joints. The general specifications of the Pennsylvania Railroad chief engineer's office at that time specified that *the mortar to be used for pointing the outside walls shall be colored with mineral red in such proportions as to insure permanent color.* (Berg)

The building rests on a rock-faced ashlar sandstone foundation; the top course, acting as a water table, is smooth dressed.

The depot fenestration has tall wood frame rectangular double-hung windows (boarded up) of an approximate size of 4'x7'9". Smaller and narrower windows were used for the toilet rooms, the bay windows, the ticket office and the baggage room. Most of the original window openings have a sandstone rock faced lintel and a smooth dressed sill. (Photo 11). Only the track windows have tongue-and-groove wood panels acting as a spandrel with a wooden sill.

Significant defining architectural stylistic features are the Eastlake wood brackets with a jigsawed floral pattern supporting the flared eaves of the tower's pyramidal roof. The brackets are set upon a projecting brick course defining a patterned frieze. The recessed brick square panels, separated by the brackets, create a rhythm in the design.

The primary south elevation facing North Central Avenue has the off-center main volume projecting from the side wings with a symmetrical fenestration composition. The main entrance door has a centered wall dormer above it. The larger wing to the west encloses the link to the former ladies' waiting room which includes the toilets, the hallway and a partial ticket office. A set of small,

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narrow windows define the restrooms. The lower part of this fenestration has an original masonry panel inset. The smaller wing to the east was the original baggage room. There is a total of 8 rectangular double-hung windows on this elevation. **(Photo 2)**

Alterations. The two entrances from N. Central Ave., to the ladies and gentlemen waiting rooms respectively, were defined by one story partial projecting porches. They were cross-gabled with decorative half-timbering ornamentation at the gable ends. The same roof cresting as the depot defined the ridge of the slate roof. The low pitched roof structure was supported by turned posts embedded into sandstone piers. A set of brackets connected the posts with the roof. These porches had an approximate size of 18' wide by 12' deep. **(HP 1)** They provided shelter to the arriving or leaving passengers. The two porches were removed between 1950 and 1956.

A centered transomed wood and glass double door defined the main entrance at the gentlemen's waiting room on N. Central Avenue. **(HP1)** These doors were replaced in 1975 by contemporary aluminum glass doors. The replaced double doors leading to the principal waiting room are presently covered with plywood, as are the rest of the windows. Half timbering laid in a diagonal and rectilinear grid was applied to the entrance wall dormer at the gable end, a Queen Anne stylistic feature used to treat the architectural surface. The entrance dormer had a tripartite window scheme, each surrounded by small panes (perhaps colored, a Queen Anne feature). It seems that this window might have had a decorative function. **(HP 1)** The half timbering and the window scheme, which highlighted the wall dormer entrance has been removed together with the brackets and the iron cresting.

A centered single wood and glass door with transom marked the entrance to the ladies' waiting room on N. Central Avenue. This door was infilled with a lighter color masonry. **(Photo 3)**

A large heavy wood sliding double door on rolling tracks accessed the baggage room from the street driveway. The door had an arched transom window with a decorative metal grill, a Romanesque or Renaissance Revival feature. The doors were defined by beaded wood panels rotated at 45° angle. A pair of new windows replaced the door, with new sandstone sills, but instead of sandstone lintels, steel lintels were used. **(Photo 10)** The former door opening was partially infilled with a similar color brick, but with light color flush mortar joints. This change took place when the old baggage room became the ticket office, the original ladies' waiting room became the baggage room and the original ticket office became the baggage master's office. This first major alteration occurred sometime in the early 1940's at the time of the beginning of WWII according to Dwight Fullerton in his *Recollections of the P.R.R. Station at Lima, Ohio*. **(Photo 2)**

The secondary west brick elevation has a prominent exterior chimney centered on the ladies waiting room wing. One standard rectangular tall window to the north balances the composition with a newer large wood double door opening to the south. **(Photo 4)**

Alterations. From the two original chimneys **(HP 3)** only the exterior one remains on this elevation. They were elaborately designed with projecting brick lines stressing its verticality and acting as a decorative surface element. The exterior chimney was rebuilt between 1918 and 1942, tapering above the eaves without the original ornamentation. The Ladies' Waiting Room exterior elevation changed c.1942, when it became the new baggage room as mentioned before. The double-hung window **(HP 3)** at the SW corner was removed and it became the new baggage entrance. The original track wooden doors of the original baggage room were reused and a new steel lintel was built. The new door opening is trimmed with wood jamb guards.

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The track elevation to the north is prominently defined by the projecting two story former railroad operator and ticket office tower, situated off-center towards the west. The roof surface is broken by a projecting wall dormer defining the angled bay window with a cutaway bay. The ladies' waiting room wing maintains its symmetric fenestration, as on the south side. The baggage room has two windows. The significant difference between these window openings with the rest of the elevations is the tongue-and-groove spandrel, another contributing surface treatment of the Queen Anne style. A shed roof covered with rolled roof asphalt and supported by Eastlake columns and brackets acts as a former railroad passenger shelter. **(Photo 5, 6, 7)** There is a secondary exterior 5 panel wood door on the track side, on the projecting east side of the ticket office tower, leading to the former telegraph room on the second floor.

Alterations. The shed roof below the corbeled cornice on the track side was part of a very long platform. This former brick platform with a wood frame gabled tin roof was supported by a row of single chamfered columns, regularly spaced approximately every 20', with Eastlake decorative elements, triple incised bands, and two decorative board knee braces. **(HP 3)** The original length of the platform on each side of the station was approximately 75'. Train tracks run along the north side of the building approximately 12-15 feet away. The covered platform was extended by approximately 150' to N. Union Avenue to the west, between 1905 and 1911. A brick platform 16' wide by 412' replaced the original wood one with a standard concrete curb. Between 1908 and 1917, a second covered platform was erected on the north side of the second tracks after the Pennsylvania Railroad purchased additional land to the north, and the many structures serving the hotel and saloon business were removed. **(HP 4)**

Between 1950 and 1956, after WWII, the covered platform system was removed. Part of it remained with the depot building facing the tracks. **(Photo 15)** The asphalt roll roofing replaced the original galvanized tin roof.

Originally, a centered transomed wood and glass double door defined the track entrance at the gentlemen's waiting room. This Queen Anne/Eastlake main entrance was replaced in 1975 by contemporary aluminum glass doors. The replaced double doors leading to the principal waiting room are presently covered with plywood, as are the rest of the windows. A centered single wood and glass door with transom marked the entrance to the ladies' waiting room on the tracks. This door opening was later enlarged to accommodate the other door of the old baggage room, when the ladies' waiting room became a baggage room. The smaller stone lintel of the original door remained above the sliding door with a new steel lintel below.

Originally, a large heavy wood sliding double door on rolling tracks accessed the baggage room to the tracks. The door was defined by beaded wood panels rotated at 45 degrees. The mail and express trucks were able to access the baggage room from the track side (Bulletin #91 Railroad and Locomotive Historical Society). At a later date these doors were removed and the openings were filled in with similar brick but with light color flush mortar joints, and the elevation received a set of windows symmetrically situated. The new windows had no sandstone lintels, but a beaded tongue-and-groove vertically laid spandrel like the rest of the windows facing the tracks. This change took place when the old baggage room became the ticket office, the original ladies' waiting room became the baggage room and the original ticket office became the baggage master's office. This first major change occurred sometime in the early 1940's at the time of the beginning of WWII according to Dwight Fullerton in his *Recollections of the P.R.R. Station at Lima, Ohio*. **(Photo 6, 15, 16)**

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Half timbering laid in a diagonal and rectilinear grid was applied to the entrance wall dormer, the tower's dormer at the gable end, as well as the bay window spandrels. The entrance dormer had also a tripartite window scheme, each surrounded by small panes (perhaps colored). It seems that this window might have had a decorative function. (HP 3, 4) The half timbering which highlighted the wall dormers was removed together with the brackets and the iron cresting after 1940. The ornamentation of the bay windows' spandrel has been replaced by white painted plywood boards. (Photo 12, 13)

The secondary east elevation, defined by the former baggage room is the smallest. It has also a symmetric composition with two upper small rectangular windows centered on the facade. They are situated above head height, as a security feature. (Photo 9)

Alterations. The small east windows had iron grills as a security feature typical of depot baggage rooms (Bulletin #91 Railroad and Locomotive Historical Society). They were removed at a later date.

Additional exterior changes: Through the years no additions have been made to the structure, only some fenestration changes due to new uses of part of the interior space. The major architectural elements removed were the two one story gabled porches on the south side and the extension of the platform roof to the east and west on the track sides.

From the two original chimneys (HP 1, 3, 4) with projecting vertical courses only the exterior one remains, as mentioned previously. The second interior ridge chimney, between the baggage room and gentlemen's waiting room was removed perhaps in 1975 when the slate roof was replaced with asphalt shingles. (Photo 4)

The roof system was originally covered by slate, perhaps Pennsylvania slate (commonly specified by the chief engineer's office). There was an elaborate cresting and finial system defining the ridges and topping the pyramidal roofs. (HP 1, 3, 4) They usually were either of terra-cotta or galvanized iron per specifications standards for passenger Depots Class F of the Pennsylvania Lines West of Pittsburgh-Southwest system. The slate roof and the decorative finial and cresting of galvanized zinc, were still in existence in 1957, but after the Amtrak system passenger rail line purchased the former Pennsy and NYC line in 1975, they were removed and replaced with asphalt shingles during an extensive remodeling. It was the second major remodeling of the depot before it was officially closed in 1990. (Photo5)

Today, most of the windows are covered with plywood on the interior and exterior as a stabilization measure.

Current Interior Appearance.

The Lima Pennsylvania Railroad Passenger Depot represents a typical interior of depots built during the Gilded Age serving a county seat and a medium size town. Its rectangular layout is divided in four distinctive functions starting in the east end with the baggage room of approximately 20' x 20', which is completely separated from the rest of the depot rooms. It is followed to the west by the former gentlemen's waiting room, the largest space of the depot, being approximately 34' x 34' square. This space is separated from

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the former ladies' waiting area to the east by the former railroad ticket offices and common service area (the toilet rooms and hallway). The former ticket area projects towards the tracks 7' to the west and 5' to the east. It is approximately 15' x 18'. The 12' wide hallway ("Recollections of the P.R.R. Station at Lima, Ohio", 1954) separates the ticket area from the toilet room area. This 15' long hallway linked the former gentlemen's waiting room with the former ladies' waiting room, which anchored the west end of the rectangular station. This rectangular room of approximately 30' by 19', is larger than the former baggage room to the east. All the mentioned rooms have access to the tracks, except the toilet rooms which face N. Central Ave. The second story, defining the tower above the ticket office, was the space used by the telegraph operator. It was reached by a side door from the track area and a very narrow staircase. There is a partial basement under 1/3 of the building (under the ticket office/ladies' waiting room), where the furnace room is located. The rest of the building has a crawl space.

The former baggage room has an approximately 10' high plastered ceiling. The room is surrounded by an approximately 6' vertically beaded board wainscoting to protect the wall originally from baggage handling. The wall above the wainscoting is plastered and separated by a molding trim. The floor is separated from the wall by an approximately 10" baseboard. The window surround consists of simple wide trim of approximately 5" and a 4" molded projecting sill.

The baggage room seems to have complied with the guidelines used by all the railroads at that time. "*The baggage room, need not be very large, as the baggage businesses is handled mainly on the platform next to the baggage room, and the baggage room proper serves more particularly as the baggage master's office and for storing of baggage overnight. The same remarks hold good at large local passenger depots, especially for the incoming baggage; but the outgoing baggage is more liable to pass through the baggage room, as it is received on the street side from wagons and passes through the baggage room to the trains.*" (Buildings and Structures of American Railroads. 1892).

Alterations. The Lima Depot had two very heavy, large wood sliding doors linking the street level with the track level through the baggage room. The specifications for the Pennsylvania Railroad Stations west of Pittsburgh said that "*Baggage room will have two (2) double doors 6 feet by 9 feet 6 inches to be framed of 2-inch stuff, with panels of 4-inch beaded and matched boards, well fastened with screws*". (Berg, 1892) The baggage master had a small office in the northeast corner enclosed by a wooden grill with a wall high desk. Emergency aid equipment, a stretcher and two fire buckets, were located on the west wall. The 1917 Interstate Commerce Commission Survey reported a 16' long counter in the baggage room. All this changed two decades later.

Circa 1942, the historic baggage room was converted to a new ticket office, serving the increased and growing use of the passenger station. The original floor of the baggage room which was almost flush with existing grade in order to facilitate the movement of baggage carts and mail freight, was raised approximately 10" on wood sleepers. The large sliding doors were removed and two sets of wood frame double-hung 1/1 windows replaced them. The windows were compatible in size, material and color with the original existing windows of the south and north elevations. The new windows were located symmetrically on their respective elevations. The former door openings were infilled with brick, plastered and beaded wainscoting installed matching the original one. The window surrounds were plain, compatible with the smaller original windows facing the east. A standard door opening was added

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in the west wall to provide interior connections to the former gentlemen's waiting room, as well as a new ticket window. In 1975, during Amtrak's renovation, the small section of the c.1942 ticket office was partitioned with a door height drywall on the NW corner. This former ticket window was filled in with drywall. A sink was added on the SE corner. During Amtrak's ownership, the former baggage/ticket room was used as an office.

The hot air heating system did not seem to reach the baggage room, therefore it was heated by a large stove before a new heating system was installed in later years

The two waiting room system was typical of the 19th century passenger depots. Even if there were some examples of depots with single waiting rooms, a ladies parlor and separate toilet room were usually included. Where railroad stations built depots only to serve the passenger, separate gender waiting rooms were created. The social norms and conditions existing during the Victorian era, created this type of separation. It was a time when society deemed proper to protect women from the vulgar habits of the male population. This must have been very noticeable during Lima's oil exploration period, when the city, considered the oil city of the west, brought businessmen, adventurers, laborers, etc. to seek new venues of fortune. Janet Greenstein Potter writes in *The Great American Railroad*:

"A dignified gentleman traveling with a lady might accompany her to the women's waiting room, but no respectable woman entered the men's smoking, spitting, and swearing arena. According to an early 19th-century newspaper, the men's waiting room was "packed with a mixture of all colors and nationalities, and a combined odor of pipes, garlic, Limburger (cheese), beer....strong enough to upset a locomotive".

The separation of genders was necessary, especially when women traveled with children and when there were long waiting periods. The gender separation of the waiting rooms was so significant, that separate depot arrival entrances were created at the Lima Depot, each defined by a covered one story porch, as well as separate exits to the platform deck. Even the ticket room had separate openings to the waiting rooms or corridor.

The former ladies' waiting room, as mentioned before, is rectangular and smaller than the gentlemen's waiting room. Also its architecture is simpler. The approximately 12' high ceiling is flat, covered with smooth plaster as are the surrounding walls, above the approximately 5' vertical beaded wainscot. The floor is covered with a 3" diagonal wood flooring pattern and separated by an elaborate baseboard approximately 10" high. The elaborate reeded window (**Photo 27**) and door surrounds are defined at the corners with a bull's eye wood block, typically used during the Queen Anne/Eastlake period. The surround of the door frames ends at the baseboard with a scroll block atop a simple block base trim and quarter round shoe mold. (**Photo 26**) These features are typical to both waiting rooms.

Alterations: The historic ladies' waiting room became the new baggage room around 1942, when the old railroad depot was serving the largest passenger population ever, which included the transportation of troops for the war effort. As in the former mens' waiting room, the fireplace and mantel were removed and compatible wainscoting installed. A new door opening replaced the former ticket window to access the newly enlarged corridor leading to the baggage office (formerly the ticket office) with a door surround matching the existing ones. The two large sliding doors from the original baggage room were installed in the newly designated baggage room

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running on interior tracks. The one installed facing the tracks, replacing the original entrance door, has four framed panels of beaded wood rotated at a 45 °angle, creating a diamond pattern, and the opening surround is compatible with the existing one. The other baggage room sliding double door, installed on a former window opening on the west, consists also of 4 framed panels of beaded wood rotated at a 45 °angle, but creating an X pattern. There is no door surround on this last opening. The original entrance from N. Central Avenue was filled in and finished with plaster and wainscoting, when the porch was removed. Today there are two different types of baseboards. The old floor laid in orthogonal fashion with 5" to 6" boards, was covered with a 3" diagonal wood flooring pattern.

The former gentlemen's waiting room, mentioned previously, is square and larger than the ladies' waiting room. The grand scale of the gentlemen's waiting room is indicative by the importance attached to this historic station, constructed at a significant time in Lima's history of oil exploration and passenger rail transportation expansion. It is also the space with the most elaborate architecture. Its 20' high plastered ceiling is the most prominent interior architectural feature of the whole depot. The ceiling is defined by a cove with central panels separated by a wide and narrow rib system, creating a coffered effect. **(Photo 20)** The decorative ribs seem to have a band of leaves, fans, with scrolls supporting the ribs at the cove, **(Photo 21)** as well as rosettes at the intersections from which the globe gas/electric light pendants hung. **(Photo 22) (Photo 23)** The plastered wall is separated from the ceiling with an ornamental projecting molding. **(Photo 23)** The design of the Lima passenger station was influenced perhaps by the Pennsylvania's Railroad favorite train depot signature architect, Frank Furness, who in his B& O depot at Chester, Pa., designed in 1886, used the same ceiling design in both waiting rooms (O'Gorman). There is a 5' wainscoting surrounding the walls, like in the former ladies' waiting room. The door and window surrounds are of the same type in both waiting rooms, as well as the baseboard. The floor system is covered with sheet vinyl flooring. Some sections of the baseboard system are new 4" rubber base.

Alterations: Both waiting rooms had large ornamental fireplaces of "inside pressed brick and vaulted, or built to a point overhead, somewhat like those in the old Polk Street station in Chicago, but not so large" (Fullerton). The gentlemen's waiting room being the largest, had also the largest fireplace which had a painting of the Great Seal of the State of Ohio centered above its mantel. The Pennsylvania passenger depot at Pottsville, Pa. had similar features "In each waiting room there is a large ornamental open fireplace" (Berg). The 1892 guidelines recommend: "Large fireplaces of quaint and artistic design in the waiting room add not only to the general artistic effect and finish of the interior, but afford a good chance to warm the rooms and brighten them up in damp weather. They also give opportunity to secure good ventilation". In 1942, the large fireplace and mantel were removed coinciding with the installation of the new heating system. The fireplace area was plastered and wainscoted to match the existing wall treatment. **(Photo 28)**

The main waiting room, formerly the gentlemen's waiting room maintained its original use. When new use changes were made c.1942, gender segregation had already disappeared. The new changes had to reconfigure openings with standard size doors, and former transoms were filled with plywood. **(Photo 24)** The new openings lead to the historic baggage room and the reconfigured toilet rooms facing the waiting room and the hallway area, as well as the ticket window opening. The original door surrounds were reused for the relocated doors, but part of their exterior trim was removed making them narrower, as observed at the projecting bulls

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eye corner block. **(Photo 25)** The original baseboards were also reused. **(Photo 26)** The original plank wooden floor was covered with wood parquet floor.

In 1975, the second significant change occurred. A new lower suspended ceiling and light system was created covering the original ribbed coved paneled one. It concealed the ductwork of a new forced air mechanical system. A dry wall system was created for the new partitions under the suspended ceiling. Part of the original wainscot was covered with dark brown contemporary synthetic paneling. New double-glass aluminum entrance doors of bronze color were installed, but the original surround was maintained and adjusted to the new height. Sheet vinyl flooring was installed over the parquet. The two windows facing east were replaced by new standard height steel doors with standard trim. The original window surrounds were displaced. The transoms of these original openings were infilled with plywood.

The original interior furnishing was characterized by rows of wood seats. In 1917, the survey found 128 linear feet of seats in both waiting rooms.

Another important feature in relation to the proper functioning of gender separated waiting rooms, was the location of the toilet rooms. The 1892 guidelines for local passenger depots published by Berg, enforces this strict separation by stating: "*Where the ladies waiting room is not completely closed off from the gentlemen's waiting room orcorridor, it is desirable, where feasible, to place the door from the ladies' waiting room to the toilet-room on a side of the room hidden from view from the corridor or the other waiting room*". In regards to gentlemen's toilet room, Berg mentions "*The toilet room for gentlemen should never have a direct entrance from the general waiting room. There is no objection, however to having the toilet-room for gentlemen lead....from a separate waiting room for gentlemen.... In fact, the general rule should prevail, that the toilet room for gentlemen should be accessible from the outside of the building*". The Lima passenger depot location of the toilet rooms was between both waiting rooms along the corridor. Considering the design guidelines mentioned, the ladies toilet room might have been accessible from the ladies' waiting room and the gentlemen's from the corridor.

Today the toilet rooms' flat ceiling and part of the walls are plastered, an approximately 5' wainscoting surrounds the rest of the walls and there is an approximately 9" baseboard. New partitions of gypsum board divide the different toilet room functions. The floor is covered with composition material.

Alterations: It was a modern passenger depot. Toilet rooms were situated in the service area of the depot facing N. Central Avenue. They were centrally located and accessible to each waiting room. The toilet room for the women seems to have been exclusively accessible from the ladies' waiting room and the men's might have been accessible from the hallway. The bathroom fixtures installed were three enamel iron pedestal lavatories, two porcelain high tank water closets, and one urinal stall 3'6" x2'x3' lined with 1" slate. The depot had also one enamel iron pedestal drinking fountain.

The original toilet room space was reconfigured c.1942. The access to the ladies' toilet room experienced a significant change, with a new entrance door through the main waiting room. The long corridor created towards the ladies' toilet space was the result of this change. Old plumbing fixtures were replaced by new ones. The original floors were covered with composition material.

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The former ticket office and telegraph rooms were very important elements of the depot. They have the smallest amount of space, the simplest interior space, but the most defined exterior feature, the tower. The windows facing the platform on the first floor allowed the train agent to pass orders to train crews without having to leave his desk. The telegraph office was the communications center of the passenger depot. The 1892 guidelines for the ticket-telegraph office state: *"The ticket office, if used also as a telegraph office, should be situated at the front of the building facing the track, with a bay-window projection, so that the movement of trains on the track can be readily seen from the interior of the office. There should be, if feasible, separated ticket-windows for each waiting-room and the windows should be far enough apart to allow space for a ticket case and shelf between them, without requiring the ticket-seller to move far in passing from window to window.unless special windows are provided for ladies, the latter will be seriously inconvenienced when large crowds are in the depot."* (Berg).

The ticket office and the telegraph room do not have wainscoting. The approximately 9'-9" ceilings and the walls are smooth plastered. The door surrounds and window surrounds are similar to the waiting rooms, but narrower. **(Photo 30)** The 1/1 double-hung bay windows have a wood knee panel with reeded trim on the lower area. **(Photo 31)** The baseboards have the same height as in the rest of the depot. The ticket office dimensions are approximately 15' x 18'. The ticket room floor has wide wood floor planks. The telegraph room on the second floor is approximately 15' x 16' and opens to a partially finished room to the south with a small access window next to the door with the typical surround. The unfinished room has built in small cabinets with Eastlake hardware.

Alterations: The second floor historic telegraph room has remained mostly unchanged and retained its historic architectural integrity and significance.

The original ticket office, which opened to both waiting rooms, platform and hallway/corridor space, was changed in 1942, when the baggage room was moved to the ladies' waiting room and the ticket office to the old baggage room to the east. The small ticket office became the baggage room office, smaller in size, approximately 10' x 15', separated from the enlarged corridor by new slatted wood partitions, 10' from the track side window, with a centered standard solid door. The staircase was reconfigured, and enclosed with floor to ceiling beaded board matching the wainscot and a 5 panel door (2 large vertical, 1 horizontal, 2 small vertical) with historic surround leading to the basement. **(Photo 29)** The walls of the corridor have the original wainscot pattern, new compatible infill and the 10" original baseboard. A diagonal wood floor was laid in the corridor area, but it remained orthogonal with wide wood planks in the ticket room.

Additional Alterations: The interior of the Lima depot has been altered over time: door openings and frames have been modified to accommodate new standard size doors with transom openings covered, new openings created, floors raised, fireplaces removed, and finishes replaced, removed or altered. Most of these changes occurred with a change of use of the interior space. Yet much of the original fabric and original layout is still present.

Lima was surrounded in 1887 by recently discovered gas wells, besides the oil wells, and the new found energy source was used for lighting its buildings and streets. By 1917, the Lima Depot was using only electric fixtures. There were two types of lighting fixtures in the waiting rooms, one consisted of 9 one light pendants with 8" globes and the other of 3 one light wall brackets. The heating was a hot air system with a furnace in the partial basement. The heating ducts were perhaps lined with tin. Steam heating

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replaced the original hot air system when the most significant changes to the interior of the depot occurred in c. 1942. Radiators were installed in front of every window opening. A new forced air heating system was installed in the 1975 renovation.

Summary of Exterior and Interior Historic Integrity

The Lima depot exterior is today in poor condition, mainly due to lack of maintenance since its closing by Amtrak in 1990. The asphalt roof is in a most deplorable situation aggravated by a fire in 2000. Most of the original Queen Anne/ Eastlake ornamentation has disappeared from the dormers, bay window and entrances. Only the Eastlake wooden brackets are still in place supporting the flared eaves of the tower's roof. **(Photo 14)**

The asphalt roof fire damage is most evident on the roof section facing the track side from the large waiting room. **(Photo 7)** The wall dormer above the entrance has almost disappeared and a few sizable holes have been created on the platform side which today are covered with a blue tarp. But overall, the roof still reflects its original massing and configuration. **(Photo 6)** The Eastlake wood columns supporting the remaining shed roof of the platform with its decorative brackets which are part of the structural framing show signs of deterioration. **(Photo 16)**

The east end of the station is the only unaltered elevation of the Lima Depot. **(Photo 9)**

The suspended ceiling in the main waiting room has been removed recently, together with the partitions. Only a few wires and hardware are still supporting a few fluorescent light fixtures. The windows are boarded up with plywood and most of the glass is broken or non-existent.

The former ladies' waiting room was not part of the 1975 renovation, therefore is almost intact since the changes of c.1942. Most of the glass of the windows is missing. The windows are boarded up with plywood, particle board and interior steel wire mesh. The former baggage room has the same deteriorating problems as the rest of the rooms, but it did not seem to have been affected by the fire.

The former ticket office and corridor area has a deteriorated ceiling. The door surround has some missing trim and shoe molding. The telegraph room on the second floor has most of the damage on the plaster ceiling and walls. The woodwork has maintained its architectural integrity.

The toilet rooms have the least amount of deterioration on the ceiling and walls.

Overall, most of the door and window trims are intact, as well as the wainscot and baseboard. The original flooring is still there covered with later layers of different flooring materials. The elaborate ceiling in the historic waiting room has maintained its architectural integrity.

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The depot is structurally sound. The original massing is still there with no later additions, maintaining its architectural integrity. As Dwight Fullerton said in 1954 in his "Recollections...", "*The station as you see it today was built in 1887.....There have never been any basic additions to the P.R.R. Station since it was built.*" This is true today in 2002. When the rehabilitation work commences, the depot's years of neglect will end and it will become again a proud representative of the transportation legacy of Lima and the nation.

Today, this structure stands empty waiting to be adaptively re-used by the Utilities Customer Service Center by Downtown Lima, Inc. The rail lines are still being used extensively by freight trains.

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The Lima Pennsylvania Railroad Passenger Depot is nominated for listing under Criteria A and C. It qualifies under Criterion A because of its association with two significant events occurring between 1887 and 1952. First is its role in representing the greatest period of expansion of the railroad industry in the transportation history of the United States, the Gilded Age period. Second is the response to the great passenger transportation needs of the city of Lima created by the discovery of oil in 1885 which transformed Lima overnight from an agriculturally based economy to the second most important industrial oil producing and refinery city in the nation, after Oil City, Pennsylvania. The Lima Depot was part of the continuous expansion, improvement and renewal of one of the national railroad giants, the Pennsylvania Railroad, called affectionately the Pennsy. **(HP Photo 6)** The Lima Depot also represents the heyday of train travel which occurred in Ohio and across the nation during the second half of the nineteenth and into the mid twentieth century. The depot also represents the broad patterns of development with regard to transportation, by facilitating the movement of goods and people for commercial, recreational and military needs.

The Lima Depot qualifies under Criterion C because of the high level of design quality in a distinctive building type, a mid-size train depot of a county seat of the late nineteenth century. The depot is a great example of local depot design guidelines used during the latter part of the 19th century followed or established by the most prominent railroad lines and architects. The Lima Pennsylvania Railroad Passenger Depot is a distinctive example of Queen Anne architecture applied to depot design, and is one of the very few examples in Ohio. The building itself is also an outstanding representation of the quality of structure constructed to serve the booming rail travel industry. The Lima Pennsylvania Passenger Depot, a masonry Queen Anne depot built by the Pennsylvania Railroad in Ohio retains most of its architectural integrity and significance. The railroad depot is still on its original site, therefore it also maintains its site integrity and significance. **(Photo 17)**

History of Lima

In 1831, the Ohio legislature ordered the establishment of a county seat for Allen County. The name of the new settlement was Lima. The named referred to Lima, Peru which was the source where quinine came from to treat the early pioneers affected by "swamp fever". Allen County, established in 1820, was part of the Black Swamp area of northwest Ohio. This region was also part of the original Northwestern Territories established by the ordinance of 1787.

James W. Riley, the son of Captain James Riley, platted the settlement of Lima in a grid pattern with Main and Market Streets intersecting and creating a large public square. The city blocks were separated by a street and alley system, typical of most of the towns settled in Ohio. The original boundaries were North Street to the north, West Street on the West, Tanner Avenue (Central Avenue) to the east and the Ottawa River was used as the southern boundary. Most of the first settlers came from Pennsylvania, some from Connecticut and Kentucky. The initial population of the new settlement of Lima was made up of nine families who settled in August of 1831. But the majority of the population of Allen County was Indian. By 1835, the first dwellings were established. Some of them were cabins containing a parlor, kitchen and dining room. Some of them were connected to workshops where different trades worked together in order to save fuel and light. Among them were a shoe shop, a broom shop and repair shop. The tavern became the most important commercial institution together with the general store and an Indian trading place. There was also a first newspaper, the Herald, issued during the VanBuren campaign of 1836. Also, the first public institutions were built, a two story frame sidegabled court house and a jail. By 1840, Lima was part of the 1,512 inhabitants of Bath Township.

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By 1842, Lima, the county seat of Allen County was incorporated as a village, serving the surrounding agricultural community. A new prominent masonry two story Greek Revival court house was built with a pedimented front, tryglyphs and supported by 4 massive Doric columns. A cupola crowned the ridge using the Wren-Gibbs formula. At the time, one of the most important modes of transportation was under construction in western Ohio, the Miami and Erie Canal, which was finished in 1845, but it bypassed Lima. The canal went through the town of Delphos, 15 miles west of Lima. But it provided Lima with the first commercial outlet to participate with the emerging markets in the new nation. Great progress was made in Lima's transportation history when the first rail line was established in 1854, the Ohio & Indiana Railroad which operated from Crestline, mid-Ohio, to Fort Wayne, Indiana. Lima, strategically situated, later became the transportation center of the region with 4 more important trunk lines and 5 electric Interurban lines.

By 1860, right before the Civil War started, the population of Lima had grown to 2,354 inhabitants serving the already well established agricultural community and emerging industries. At the end of the decade the forests in Lima began to disappear when it became an important lumber center. The following decade, half a million acres of virgin hardwood forest were gone. During the Civil War, the local Davis Lumber Mill provided gun stocks for the Union Army. But after the Civil War the lumber mills became part of the railroad expansion across the nation by dimensioning railroad ties and bridge timbers. Another early manufacturer was a manufacturer of sawmill machinery, Carnes, Harper & Co., which later evolved into the Lima Locomotive Works developing their famous "Shay" locomotive. Lima became an important contributing center to the development of the industry of a new mode of transportation, the iron horse.

By 1882, Lima had become a prosperous transportation center facilitating the local manufacturers and surrounding farming communities in delivering their goods to the different markets across the nation.

In 1885, the city of Lima changed course, when by accident, oil was discovered while drilling for water and searching for gas at one of Lima's local paper mill sites, next to the Ottawa river, owned by one of the most enterprising citizens of Lima, Benjamin C. Faurot. News of the discovery of oil put the city of Lima on the map. The arrival of entrepreneurs, explorers, businessmen, industrialists, laborers, scientists, and adventurers from all over the country increased the pressure on railroad transportation.

Before the oil discovery Lima had a population in 1880 of 7,567 and in 1888, after the discovery of oil, Lima had more than doubled with 18,000 inhabitants. The construction of oil refineries in 1887 was instrumental in producing such a growth.

Manufacturing related to transportation and the oil industry grew with establishments, like the Lima Engine Manufacturing Co., manufacturer of well drilling tools, railroad shops and repair stations, Lima Machine Works manufacturers of locomotives, Lafayette Car-Works producing and repairing railroad cars and locomotives, in addition to the already established paper mills and furniture factories. This emerging industry became a great source for new employment, immigration and consequently city growth.

At the time the new Queen Anne passenger station was built, the city of Lima had grown considerably from its beginnings as an agricultural society to an emerging small manufacturing city. In 1888, the five railroad lines crisscrossing Lima from north to south

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and east to west, were the Pittsburgh, Fort Wayne and Chicago (leased by the Pennsylvania Railroad), the Dayton & Michigan, the Lake Erie & Western, the Chicago & Atlantic and the Columbus, Lima & North Western.

Also in 1887, the infrastructure of Lima received a great boost when a water system was installed, which added to the electricity producing plant established earlier in 1884 by Faurot. Two years after the discovery of oil, transportation in Lima was further enhanced by the construction of an electric trolley line funded and initiated by entrepreneur Benjamin Faurot (who had a commercial block and opera house named after him). The trolley system improved transportation throughout Lima's downtown and soon lines were extended to the depot intersection, increasing accessibility to the passenger depot.

Lima. Oil City. 1885-1887

The history of the discovery of oil in Lima is also the history of the Standard Oil Co. of Ohio, the Rockefellers and the expansion of the railroads in the region with stations, new depots, new rail lines, and accessory buildings.

The discovery of oil by Faurot in the spring of 1885 changed Lima. Faurot and his investors organized immediately the Trenton Rock Oil Company. After three weeks the first well was yielding 200 barrels per day and the railroad lines were the first ones to ship it out to Cleveland for refining. Gas was also flowing at 25,000 cubic feet per day, supplying the mills with a new energy source. Land was leased around the county for sinking wells, approximately 5500 acres. A large group of local citizens, 100 of them, organized themselves into the Citizens Oil and Gas Company for combining their efforts in oil exploration. Speculators and entrepreneurs from the east started to "flock" in order to lease land for oil exploration. A large group came from Oil City, Pennsylvania which had already experienced a few decades earlier their oil boom, where Standard Oil was the leader (the Standard Oil Co. was founded in 1870 by John D. Rockefeller in Cleveland). Competition among the local oil producers was fierce. Some experienced difficulties in delivering their oil to the railway, prompting them to receive approval by the city of Lima to build their first pipelines at the end of 1885. Oil was shipped by then all over the country, having significant markets in Chicago.

By December of 1885 the local newspaper, the Allen County Democrat, announced, "*the city is full of oil men*". By February of 1886, the Standard Oil Co. was already considered "*one of our largest companies*". But new companies were still being created, like the Union Oil company, and the Atlantic Oil & Gas Co. owned by old railroad men from Chicago, New York, Indiana and Ohio. Derricks were being completed everyday by the Lima Drilling Co. on the former farm fields.

In July of 1886, Lima had almost 100 wells, and the Standard Oil Co. had built a 36,000 barrel tank. The following month Rockefeller arrived in Lima with business associates and looked for options on land northeast and southwest of Lima for building an oil refinery. In January of 1887, the first big oil refinery was built by Standard Oil southwest of the city of Lima to be operated by its subsidiary, Solar Refinery. A short time later the competition built the Eagle Refinery northwest of the city, at the corner of Cole Street and the P. FW.&C rail line (Pennsy).

The vast new oil resources found in Lima and the surrounding area came in a very timely fashion for the oil industry, especially when the flow of Pennsylvania oil began to decline. The Lima oil was highly sulphuric and had a corrosive effect on machinery, but

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Standard Oil was able to make the Lima oil more marketable through the help of chemist Herman Frasch, from Baden-Wuttenberg, Germany, using copper oxides to precipitate the sulphur. Frasch had been working for Rockefeller in Cleveland since 1877 on experiments in petroleum refining.

The high production of oil flooded the markets and helped maintain the United States export industry at a competitive level against the Russian oil. (Allan Nevins). Lima's production jumped from 650,000 barrels in 1886 to more than 5 million in 1887. Rockefeller kept investing in Ohio lands for oil exploration and at the same time purchasing and tanking the oil from other producers. Kerosene made from Lima oil was exported to Germany in 1895. By 1896, the flow of oil in the Lima field had broken all the records, surpassing the Appalachian area. Standard Oil controlled almost the whole stock of Lima oil above ground. (Nevins). It was the time of the Standard Oil monopoly through the 1880's and 1890's, when it controlled most of the American trade in Asia, Africa and South America.

In 1888, the construction of an eight inch pipeline from Lima to Chicago was started along the right of way of the Chicago & Atlantic Railroad. The railroad granting the right of way obtained in return the profit from the transportation of pipe and other materials during its construction. Rockefeller believed strongly that the future of Standard Oil depended on a westward thrust. Another pipeline from Lima to Cleveland was established in 1891 when the first crude oil delivery arrived via the Cygnet Pipe Line. The strong sulphuric odor had been removed by that time with Frasch's method.

The Lima field became one of the most important fields for Rockefeller because it bridged the period of decline of the Pennsylvania oil and the development of the western oil.

The oil boom brought the growth of Lima into many different directions. The discovery of the valuable natural resource caused the city to boom virtually overnight with "hundred barrelers" as commonly reported in the local newspaper, in a section which was soon devoted to oil news. The oil business brought innumerable businessmen to the city, nearly all of whom traveled by train.

There was a symbiotic relationship between the oil industry and the railroads. There were three predominant railroads in the nation extending lines and providing rail service to the oil industry, the Atlantic & Great Western, the Lake Shore & Michigan Southern and the Pennsylvania, the latter one serving in Lima. These rail lines fought hard for the oil traffic and made substantial profits from it. The Rockefellers had a good relationship with the Pennsylvania railroad, but with the establishment of the pipelines, came the prospect of losing freight traffic. In order to avoid a bad relationship with the powerful railroads, an arrangement was made which allowed Standard Oil to run free of charge the pipelines under all Pennsylvania tracks, and the railroad was allowed a regular tariff on 26% of the traffic.

Architecture in Lima during the Gilded Age.

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Commercial and mercantile institutions grew during the most important economic growth in the City of Lima after the Civil War creating the new emerging industries, due to railroad expansion and oil discovery. Many fine business blocks lined the Main and Market Street square intersection. Banks including the City, First National and the Lima National were owned by prominent citizens, some of whom were also involved in the oil industry. The hotel business expanded with daily arrival of oil investors and explorers. The Lima House and the Hotel Cambria became the headquarters for the oil men.

This prosperity was also reflected in the construction of prominent civic and cultural buildings in Lima, like the new Second Empire Court House in 1882, considered at that time one of the "most imposing in Ohio" (Henry Howe), replacing a second Greek Revival one built in 1842. At the same time their famous Queen Anne Faurot Opera House was built by one of the most enterprising citizens, Benjamin Faurot. This building included many other functions, typical of the Opera Houses being built at that time in Ohio, like the Academy of Music built in Akron a decade earlier by another prominent emerging industrialist John Seiberling. But the Faurot Opera House was lighted with 400 electric burners, after its owner, a visionary man had established in 1884 a plant generating electricity.

The Pennsylvania Railroad and railroad history in Lima and Ohio.

The history of the Lima Pennsylvania Passenger Depot is tied to the early history of the establishment of the railroad in Lima and Ohio. The Pennsylvania Railroad was established in 1849 when it was incorporated by an act passed by the legislature of the state of Pennsylvania. The first line ran 249 miles from Harrisburg to Pittsburgh and it grew into a system of 26,000 miles 100 years later. The railroad invested heavily with leases and subsidies to rail lines west of Pittsburgh, like the Ohio and Pennsylvania railroad (Pittsburgh to Crestline, Ohio) and the Ohio and Indiana railroad (from Crestline to Ft. Wayne, Ind) and later invested into the Ft. Wayne and Chicago Railroad. The Ohio & Indiana was the first rail line establishing itself in 1853 in Lima. Through consolidation it became part of the Pittsburgh, Ft. Wayne and Chicago Railroad Company (founded in 1852) in 1856. The three small lines were in financial trouble, and the Pennsylvania Railroad helped them with financing to finish bridges and links to other rail lines. In 1869, the Pittsburgh, Fort Wayne & Chicago entered with the Pennsylvania into a 999 year lease, avoiding a take over by the Erie rail line of the Atlantic and Great Western. After the lease the Pittsburgh, Fort Wayne & Chicago became a division of the Pennsylvania Railroad. It was the beginning of the Gilded Age, a period of acquisitions and mergers which created the most significant growth of railroad lines in the transportation history of the United States.

In 1872, another railroad company established itself in Lima, the Lake Erie & Western. It was followed in 1883 by the Chicago & Atlantic. Lima, due to its central location, was becoming the center of rail transportation, the link to Chicago from the east, and to the Midwest from the Atlantic Coast, as well as the link to the north for Cincinnati, Dayton and to the south for Detroit & Toledo. Lima became the station center for the railroads whose shops provided employment to large amount of craftsmen.

The Pennsylvania Railroad operated the lines for almost one hundred more years, until 1968 when it merged with the New York Central to form the Penn-Central. But the union lasted only a couple of years before bankruptcy was declared in 1970. It was operated until 1976 by Conrail. Today, the lines are operated by CSX with freight traffic only. **(Photo 19)** Amtrak operated a passenger line through Lima, using the Lima Depot from 1975 until 1990 when it closed for good the Lima station, after more than 100 years of use as a passenger depot.

History of the Lima Pennsylvania Railroad Passenger Depot

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The land on which the depot is located is part of McHenry's (first) addition. William McHenry and his wife Malvina obtained the addition as part of a larger portion, the east lot of the northwest quarter section of section 31, township 3 south, range 7 of the Piqua Land District from Joseph Edwards and his wife Comfort in 1845 for the sum of \$600. The property was approximately 29 acres.

On July 13th, 1853, Dr McHenry's 29 acres were subdivided into a rectilinear grid system of streets, blocks, lots and alleys continuing the original Lima town plan pattern. It became part of the McHenry's Addition surveyed by John P. Haller. More than a year later, on November 27th, 1854, he sold for \$1,200 to the Ohio & Indiana Rail Road Company, two acres and 64/100ths of an acre, more or less, and another parcel containing 18/100ths of an acre, more or less, for the site of the future Ohio & Indiana Railroad station in Lima. The lot was bounded to the west by Main Street, and along the line between sections 30 and 31, reached Accommodation Street (the north-south railroad axis).

The Lima Pennsylvania Railroad Passenger Depot, situated in the north east quadrant of Lima, is an 1887 replacement, after a long request by the local officials and citizens, of a very deteriorated passenger depot. The new masonry passenger depot was built between an existing frame one story engine house to the west and the old passenger depot to the east situated approximately 76' apart and aligned along the existing railroad tracks. The Lima Depot, in the English and Continental tradition, was located at the edge of the already established town. In this case it was situated on the northeast quadrant, four blocks away from the center of the city's grid platted in 1831.

The plans for expansion by the Pennsylvania Railroad and improvements were put on hold after the 1873 railroad collapse and the 5 year economic depression that followed. In October of 1882, when Lima was in the midst of a significant building boom, the president of the Pennsylvania Railroad left Fort Wayne towards Lima, with the superintendent of the Western Division of the Pennsy. President Roberts and his staff officers stopped for 15 minutes to "...examine the shops and depot buildings." It seems that they were looking at plans in their possession for a new "union depot" for Lima. That meant that this new depot would serve as a station for other rail lines also. The Democratic Times reported that those plans were drawn already in 1873 by Mr. Slataper, the Chief Engineer of the lines west of Pittsburgh who was with president Roberts that morning. The plan was favored by Roberts and if built the new union depot would fulfill " what our citizens had so long prayed for, a suitable passenger depot that will accommodate all the travel of the four important roads entering this city. Mr Roberts was observed sitting in the rear end of his elegant car as the train moved out, surrounded by his chief advisers in earnest consultation with them. He wore kid gloves, had on a jaunty white stiff hat. His very handsome dark moustache was in perfect keeping while his keen black eyes seemed to take in the whole situation. It is a fine position to hold the controlling lever to the finest railway system in the world. Mr. J.N. McCullough Vice President, Hon. Henry D. Welsh of Philadelphia, and other dignitaries were with the party." (The Democratic Times October 28, 1882). It must have been the most important visit by railroad officials that Lima ever experienced.

The result of this trip along the line was the construction of a double track along the Pittsburgh Chicago Line the following year, 1883. The tremendous increase in rail traffic, freight and passenger, forced the expansion of the lines.

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Among other important people that traveled through Lima in 1883 along the Pennsylvania rail lines, was industrialist George Pullman, manufacturer of Pullman's train cars from Pullman, Illinois, in his private car, a gorgeous piece of workmanship. Pullman manufactured passenger cars with different levels of comforts.

In March of 1884, officials of the Pennsy arrived in Lima looking at the site of the future new depot and the local news reported: *We have not definitive knowledge as to when work will be begun upon this much needed structure, but hope that it may be soon.*

New depots were being built along the rail line elsewhere in Ohio, like Wooster, as reported in May of 1885. The local citizens' expectations rose, but after so many promises they did not see it happening in Lima soon. In December of 1885, Bucyrus, east of Lima, announced that two engineers from the railroad were surveying and measuring the rail yard in preparation for the construction of a new depot. In the meantime the city of Lima was building a sewer system, water lines through their Water Works Board and gas posts along the streets.

The results of the discovery of oil on the railroad facilities in Lima were finally seen when the Allen County Democrat reported in November of 1885 that: *The talk of a new depot here by the P.Ft.W.&C., folks is being revived, since their carpenter here has been ordered not to put on any more repairs.* Even the citizens from the surrounding region felt the tremendous need for the replacement of the old Lima Depot. The Upper Sandusky Republican wrote: *Lima is having a nice new depot on the Ft. Wayne railroad.* The local paper's answer was "*We would be glad to see it*".

In January of 1886, a new baggage truck was acquired by the depot. The railroad staff wanted to see how the passengers would react to its use "before they put up a new depot". Nothing happened until December when the P. Ft. W & C started laying sidetracks in their station and mentioned that a new depot would be built in the spring. Expectations were running high.

Finally on March 11, 1887, the Allen County Democrat announced that: *The stone masons have begun work upon the foundation for the new Pittsburgh. Ft. Wayne & Chicago railroad depot. Work will be pushed on rapidly, as the building is under contract to be completed for occupation by the first of June.* One of the reasons for such a delay must have been the financial loss incurred by the railroad lines west of Pittsburgh leased by the Pennsylvania Company during 1885. It was being built in 1887 because the lines had a profit in 1886. In April 1, 1887, it was reported that: *The new P., Ft. W. & C depot is being pushed rapidly, the brickwork being now in course of construction.* This coincided with another building boom in Lima where 400 new buildings were under contract for the summer.

The whole site of the Lima Depot was designed and landscaped under direction from the Pennsylvania Railroad headquarters. A formal garden design was adopted with lawn circles defining the drives. Large canna beds were located in the center. The type of vegetation used was determined by the head gardener who supervised the horticulture department of the Pennsylvania Railroad system stations. The supervisor had greenhouses in Sewickley, Pennsylvania. The 1892 railroad building guidelines recommendations were: *The employment of a landscape architect in connection with the artistic design of rural stations has in a great many cases produced most picturesque and artistic depot surroundings. The planting of the ground around depot buildings and the maintenance of flower-beds and shrubberies at stations, together with the use of neat railings, graveled walks and roads, have been introduced with good results by a large number of railroads in this country. (HP Photo 1)*

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The surrounding neighborhood in 1887, was already an established railroad intersection, the largest in Lima. It had a new Second Empire hotel, the Arlington House (originally called International Hotel) on the northeast corner of N. Tanner Avenue (today N. Central Avenue) and the alley. The new depot was part of a residential neighborhood consisting of one and a half and two story frame dwellings on a street leading passengers to a new train station. Towards the west were the rail yards and the soon to be demolished Engine House. Five saloons and a hotel, the Heitzler House, lined up across the railroad tracks facing the north. The Dayton & Michigan Rail line, north-south bound, with its frame depot defined the eastern boundary, together with the old depot (soon to be demolished).

The new Lima Depot was finally providing up-to-date services for the passengers of the growing oil city and the region. The prominent Queen Anne structure was part of the Pennsylvania train system servicing the new oil entrepreneurs from Pennsylvania, Illinois, and Ohio, including the Rockefellers and the management of the Standard Oil Company, and many other oil and railroad companies. The depot also provided train services to resorts, expositions (like the Columbian of 1893 in Chicago), and professional conventions with service cars like the "elegant Eastlake Day Coaches and Pullman's Palace Sleeping Cars". The local ticket agent advertised in the local newspaper, the Allen County Democrat, fares using Parlor Cars and "comfortable day coaches", the Pullman Buffet Sleeping Car, the Pullman Sleeping Car, the Pennsylvania Smoking Car, and Pennsylvania Palace dining cars. The Pennsylvania line introduced in 1887 the Day Express, Fast Line, Limited Express, Eastern Express, and Atlantic Express.

The Lima Passenger Depot was most heavily used in the 20th century when troops were being transported for service in WWI, WWII, Korea, and Vietnam.

The "Pennsy" merged with New York Central in 1968 to form Pennsylvania Central, only to declare bankruptcy two years later. After a vacancy of five years, the station and railroad line was purchased by the Amtrak system. Rail lines were improved and the Lima station underwent a \$30,000 remodeling in 1975. The federally sponsored rail system continued operating Lima's passenger service until 1990 when the station officially closed. The station was used for a brief time in the 1990's as overflow storage space for the adjacent Taylor Glass Company. Two fires have occurred in the structure in the last two years, damaging the roof.

Lima Depot Architectural Significance.

The Lima Depot is significant in two areas of architecture: one is its importance as the only extant masonry Queen Anne Style Passenger Depot of the Pennsylvania Railroad in Allen County, Ohio, and the second is that it represents the design and construction guidelines created by the Pennsylvania Railroad Chief Engineer's Office for a new building type, and the established general guidelines followed by the other railroad companies building their depots across the nation.

The Lima Depot is a Queen Anne brick structure with a corbeled masonry cornice and with multiple hipped and pyramidal roofs with the typical tower so characteristic of the style serving a main railroad function, the telegraph room, which was the center where coordination took place between transportation and communication.

The Pennsylvania Railroads Chief Engineer's office in Philadelphia, William H. Brown, had guidelines for different types of depot design. The design of stations proposed for west of Pittsburgh, were prepared by the engineer's office of the Pennsylvania Lines

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West of Pittsburgh, who at that time was M.J. Becker. There were design specifications for combination Depots for Class A, B, D and E, and local passenger stations, Class C and F for the depots west of Pittsburgh. The goal was not to create cookie cutter stations, but individual changes were allowed by adapting to the locality, site, size, and topographic features. More sophisticated designs were established for larger depots especially for county seats. (Potter) Chief Engineer Brown established design policies for small and standard depots with plans where the general specifications were already listed in the drawing sheets. For large and more complicated structures, separate specifications were usually prepared, but sometimes a skeleton specification was used. The customized features were written in italic on the blank spaces of the general printed specifications already established by his office. Important stations were designed by nationally prominent architects, such as Richardson and Furness, or by local architects.

The Lima Depot had already once obtained finished plans drawn by the Chief engineer's office in 1873 during the Italianate period which were reviewed in 1882. Therefore it seems logical to conclude that in the absence of original plans today, the 1887 plans were new, because of the Queen Anne Style, a popular style adopted after the Centennial Exhibition. One can also conclude that perhaps the new plans came from the Chief Engineer's office, as they did in 1873. When the *Buildings and Structures of American Railroads. A reference book for railroad managers, superintendents, master mechanics, engineers, architects and students*, was published in 1893 by Walter Berg, C.E. designer for the Lehigh Valley Railroad, the practices of design of the last decades were expressed through a compilation of several years of railroad building design. The Lima Depot reflects these guidelines as noted in Sec. 7. It especially relates to the Local Passenger Depot at Pottsville Pa, built by the Pennsylvania Railroad at almost the same time, and designed by Brown. Its description in the publication reflects the architecture of the Lima Depot: *The building is built of brick, with slate roof, and ornamental, galvanized iron ridge crestings, finials and tower. The building is 25' x 100'6", part of which is two stories high*". (Berg) It was almost the same length as the Lima depot, but narrower.

The Lima Depot built by the Pennsylvania Railroad during its railroad expansion in the Gilded Age, was not part of the standardized depot specification plans for the design of depots west of Pittsburgh, but it adopted some of their guidelines including Queen Anne architectural ornamentation and a basic floor plan layout, waiting rooms, a ticket-telegraph office and a baggage room. The Lima Pennsylvania Depot was of a sophisticated design, usually created for towns of county seats. The depot was not a combination station type as commonly built by the Pennsylvania Railroad west of Pittsburgh, because Lima's passenger business was significant and therefore warranted a separate building. Besides, there was already in 1873 an existing freight masonry station further east, abutting Union Street, as part of their railroad yards in Lima. The new Lima Depot was larger than the standardized passenger depot size specified by the Pennsylvania's Railroad Engineer's office, Class F Depot, of 70' x 21'. The Lima Depot had an overall size of approximately 94' x 41'. It was a prominent depot for an emerging prominent town.

The Lima station was considered also a side station, built on the side of the railroad tracks. It later became a twin station, so called because a covered platform was built in the early 20th century across the double tracks opposite the depot, to serve the second track going in the opposite direction. The only problem was that grade track crossings had to be created to reach this new platform when the second track line was installed around 1894. The 1917 survey of the Interstate Commerce Commission reports the construction at that time, of intertrack fences and a westward platform shelter.

The Lima Pennsylvania Railroad Depot was a new transportation building type of the 19th century. The term depot and station are usually interchanged. They are related, but originally the term depot had the meaning of what usually today is referred to as a train

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station. The station is defined as a physical location of a railroad destination stop. It could be just a place with a station sign, a shelter, a corral, a spur truck and a freight house, or it could be a complex of buildings serving a train stop, which had freight storage, engine house, platform, spur tracks, shops, water tanks and passenger depots. The depot is the structure designed specifically to serve the passenger, freight, or the freight and passenger together. (Halberstadt). The Lima Pennsylvania Railroad depot was a passenger depot only, a feature typical of a main track station where the high traffic volume of passenger and freight warranted the separation of uses. Among the additional structures, that were part of the Pennsylvania station in Lima, were a large covered platform, a freight station, a freight house, a watch tower, coal bins, a tool house, cisterns, privies, a linemen's house, a car inspector and a yard master office, coal boxes, a foreman's office, a tool house, and an engine house. The station site was named in the Sanborn Maps of 1899 and 1905 as the Railroad Park, and the railway right of way was named Pennsylvania Avenue.

Historic Context.

The Lima Depot represents the significant non-residential architecture of the Queen Anne period in the city of Lima. It is an important architectural style which flourished during the most important economic period in the history of Lima created by the discovery of oil and the growth of its transportation system facilitated by its central location. The Lima Depot is one of the few buildings left in Lima representing prominent commercial and institutional Queen Anne architecture created during the construction boom, the result of the discovery of oil at the end of the 19th century which included 400 new buildings in 1887. Among the important buildings built in Lima during that period, contemporary to the Lima Depot, still standing are: the Mitchell Block (1889) on N. Main and Public Square, the Metropolitan Block (1889) on N. Main St. listed on the National Register of Historic Places, and the Fitzgerald (1889) on N. Main. Other commercial buildings built during the Queen Anne period and not standing anymore were the Badeau, Boone, Casey, Cincinnati, Fitzgerald, Lima House addition and Renz (listed on the National Register and demolished) buildings. Among other secondary existing Queen Anne commercial buildings are the Donze Block built in 1891 and the Colucci Block, both on S. Main St. in Lima's Central Business District. Prior to the Lima Depot, as mentioned earlier, the Faurot Opera House and Music Hall was built on N. Main and High Street in the Queen Anne style in 1882. It was owned for a short time in 1904 by John D. Rockefeller and was demolished in 1953. The only other Queen Anne style depot built after the Lima Depot was the D&M replacement in 1893, at the most important railroad crossing in Lima.

The Lima Train Depot represents the history of railroad transportation in Lima in the 19th and 20th century. Of the eight steam rail lines which served Allen County in the early 1900's, five ran through the significant east/west and north/south intersection adjacent to the Lima depot. **(HP Photo 2)** Two other passenger stations were also located at this intersection. One was the Dayton & Michigan (known as the B&O after its 1917 merger) located only one hundred feet from the 1887 Pennsylvania Depot. It was also constructed of masonry with a sandstone base and multiple hipped roofs with its corresponding covered platform depot system. The other was the Detroit Toledo & Ironton line. It was located diagonally from the D&M station on the corner of E. Wayne Street and shared its right-of-way. The handsome stone structure with observation tower operated from c.1895 to c.1920 when a new station was constructed to the north of town. Although the three stations operated simultaneously only for a brief period, that intersection remained heavily traveled until rail travel began to decline in the mid twentieth century. **(HP Photo 2)** It is still an active intersection today, but only for freight, not passenger trains. **(HP Photo 6) (Photo 18)**

The Lima Train Depot is the only extant passenger station which remains at this railroad intersection in Lima. The D&M station, which operated until 1971, was demolished within the last 15 years. The stone DT&I station was last listed as a passenger station in the 1951 directory, and has since been demolished. The Lima Depot is thus the longest operating passenger station in Lima,

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having seen continuous use for over 100 years. Since it has always functioned as a train passenger depot, and has not been converted to other uses, the depot retains a wealth of historic fabric, which speaks of the history of train travel in Lima.

The Lima Passenger Depot was most heavily used in the 20th century when troops were being transported during, WWI, WWII, Korea, and Vietnam. Most of the physical changes that occurred to the depot happened during WWII when the Lima Canteen was established, supported by the American Women's Volunteer Services (AWVS) on the east end of the Lima Depot platform. **(HP Photo 8)** It reflected the effort of the city of Lima, Allen County and the surrounding counties in contributing to the war by providing comfort to men and women in the service arriving or leaving by train. The railroad was the prime transportation source for the movement of troops. Passenger train usage also increased during WWII, because of the tire and gasoline rationing imposed by the government for the War effort.

The decline of the Lima Depot began in the 1950's, also the end of its period of significance, when the interstate highway system, a Cold War era policy, was implemented across the nation. This was also coupled with the expansion of airline travel as well as airports, created by new technological advances. The Lima Pennsylvania Passenger Depot is the only testimony left in Lima of its great railroad history.

Conclusion

The discovery of oil in 1885 prompted the Pennsylvania Railroad to replace its original crumbling depot for a prominent Queen Anne Style depot with two waiting rooms, a depot fit for a county seat and a fast growing mid-size city in the Mid-West. Lima's population grew significantly and the transportation needs of a well established railroad community increased. Prominent citizens, such as the Rockefellers were coming to the city, therefore a prominent train depot was needed.

The Queen Anne Lima Depot represents the building boom brought by the new found oil economy, where the Queen Anne Style was considered the most appropriate style at that time to represent the new found wealth of the city. The historic depot also represents the expansion of the Pennsylvania Railroad in the national scene. The city of Lima was included in this expansion, therefore contributing to the broad patterns of railroad history.

The Lima Pennsylvania Railroad depot would be the first depot to be listed on the National Register of Historic Places in Allen County.

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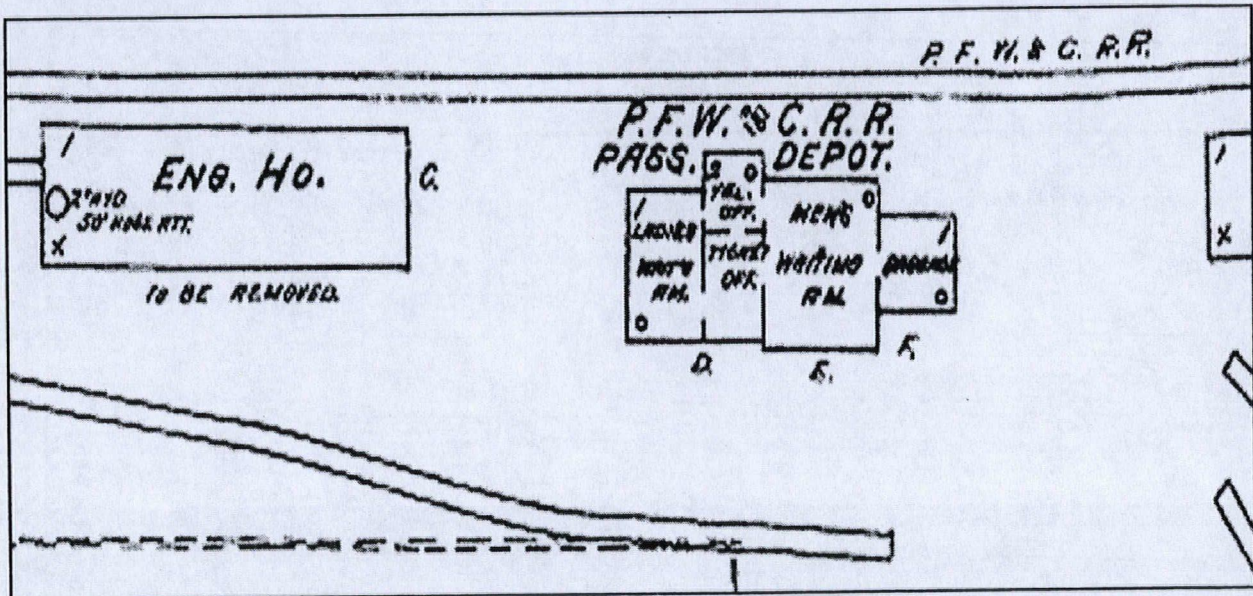
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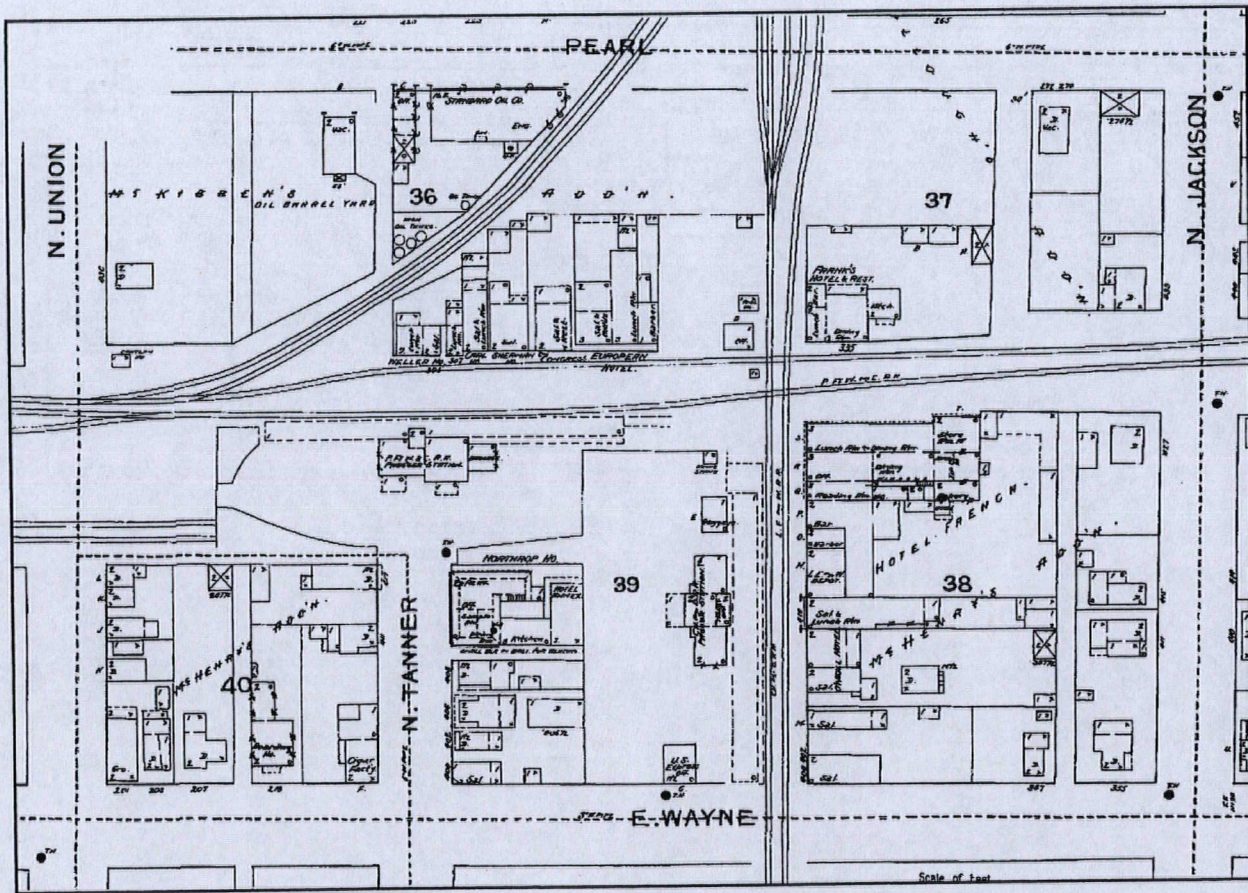
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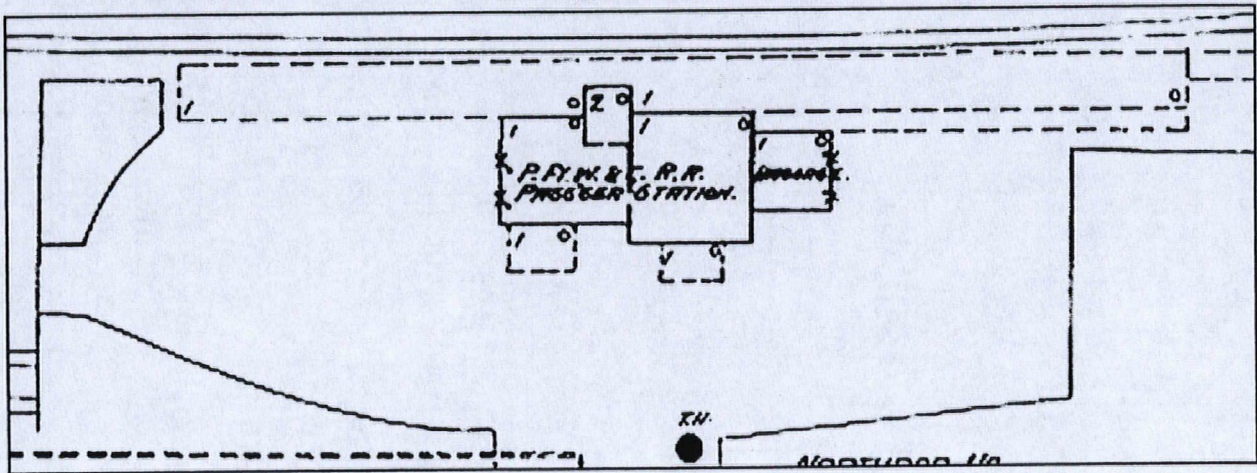


Lima Pennsylvania Railroad Depot. Lima. Sanborn Map 1893

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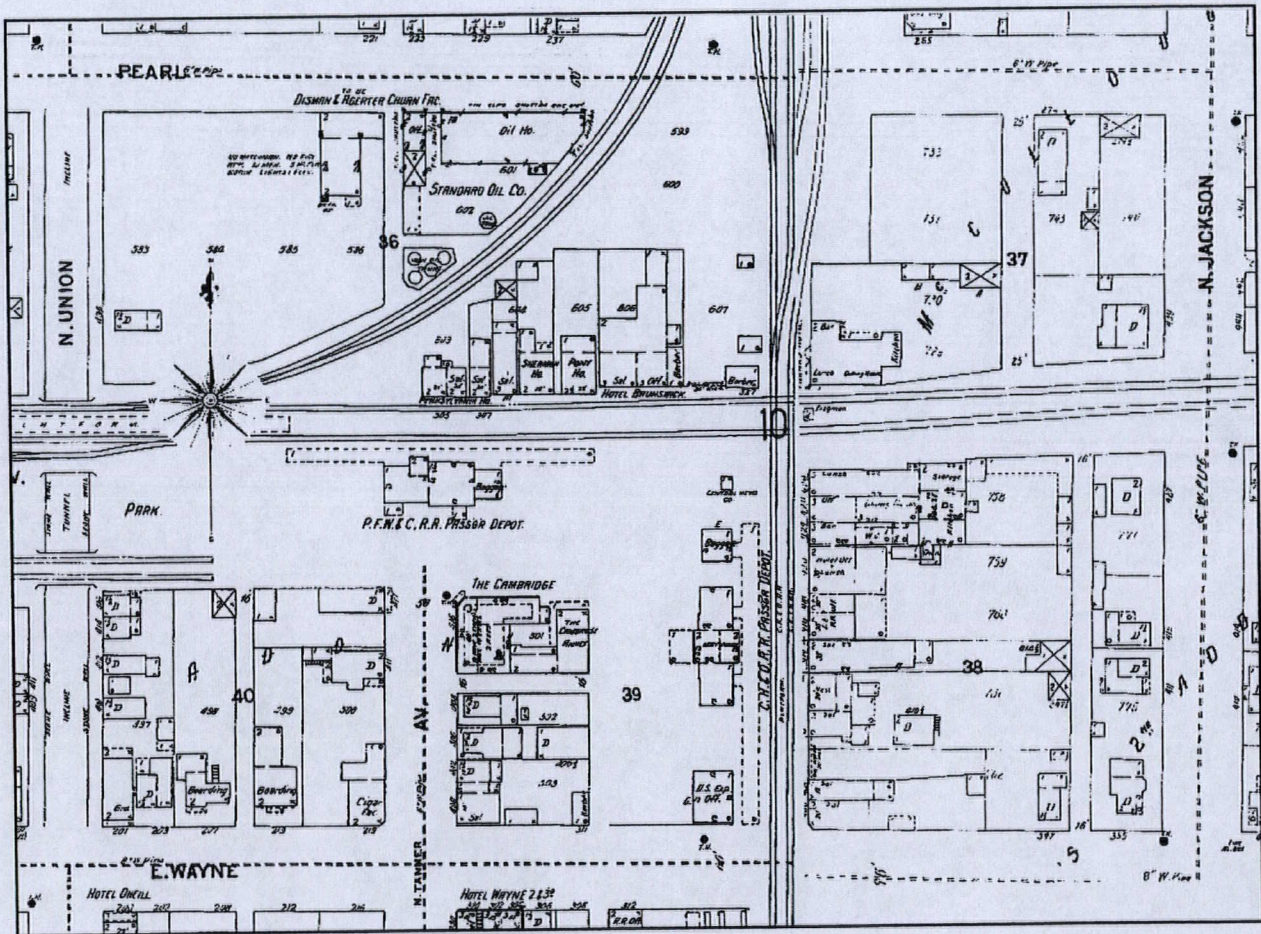
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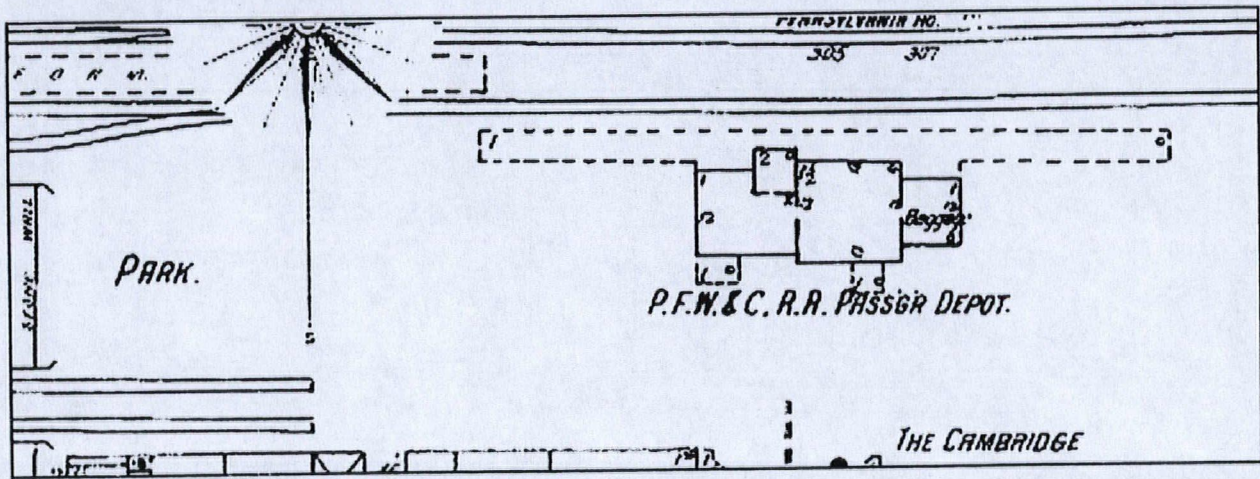


Lima Pennsylvania Railroad Depot. Lima. Sanborn Map 1899

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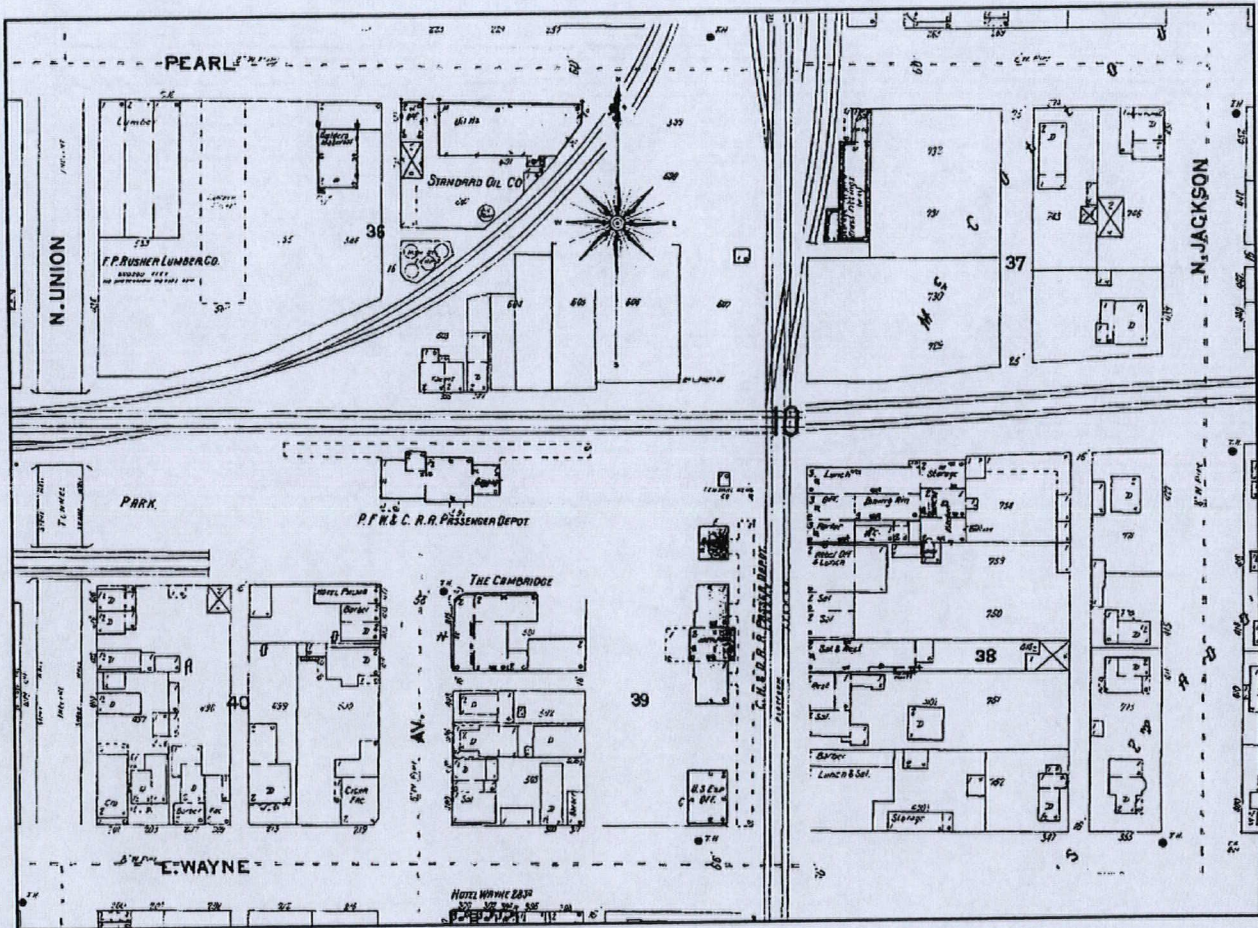
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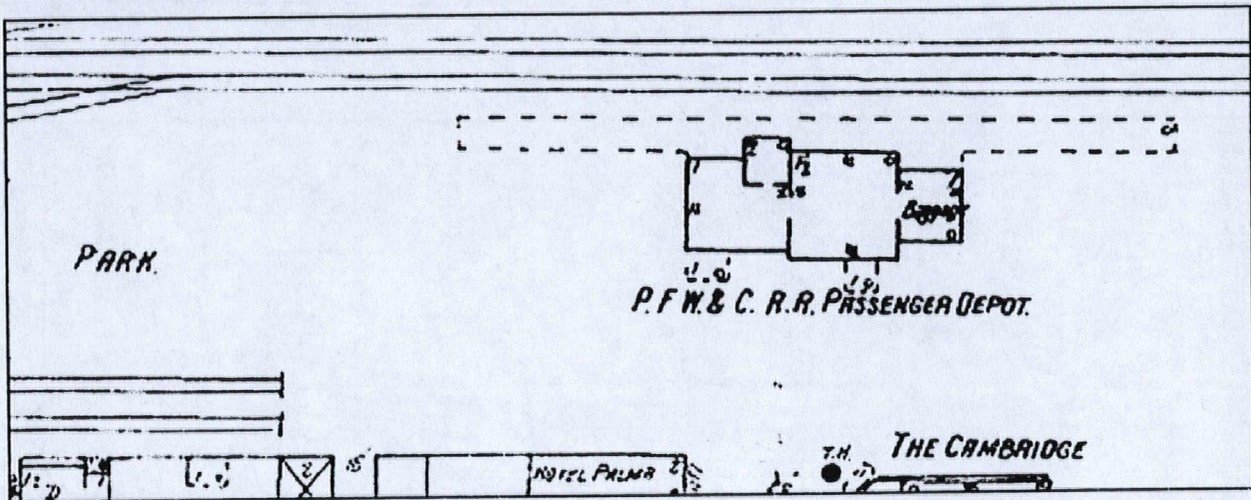


Lima Pennsylvania Railroad Depot. Lima. Sanborn Map 1905

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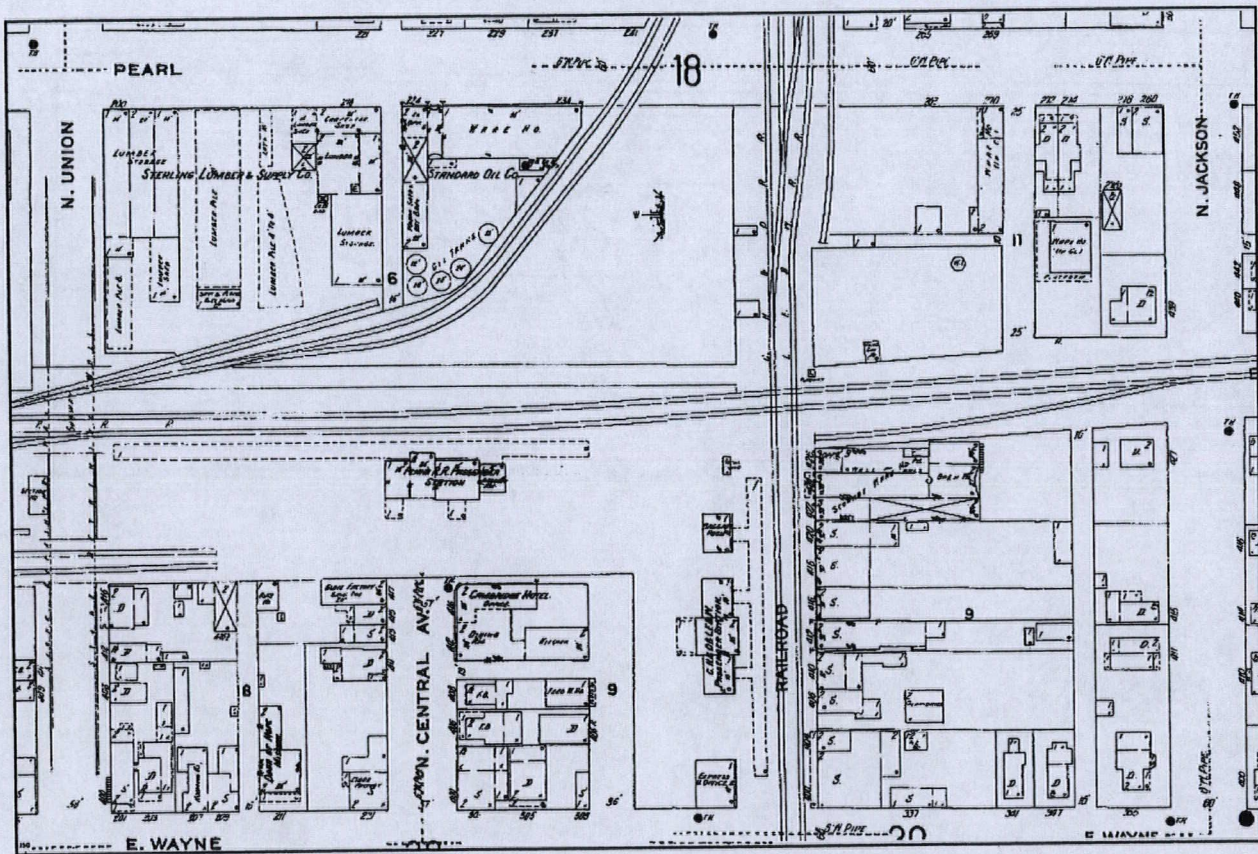
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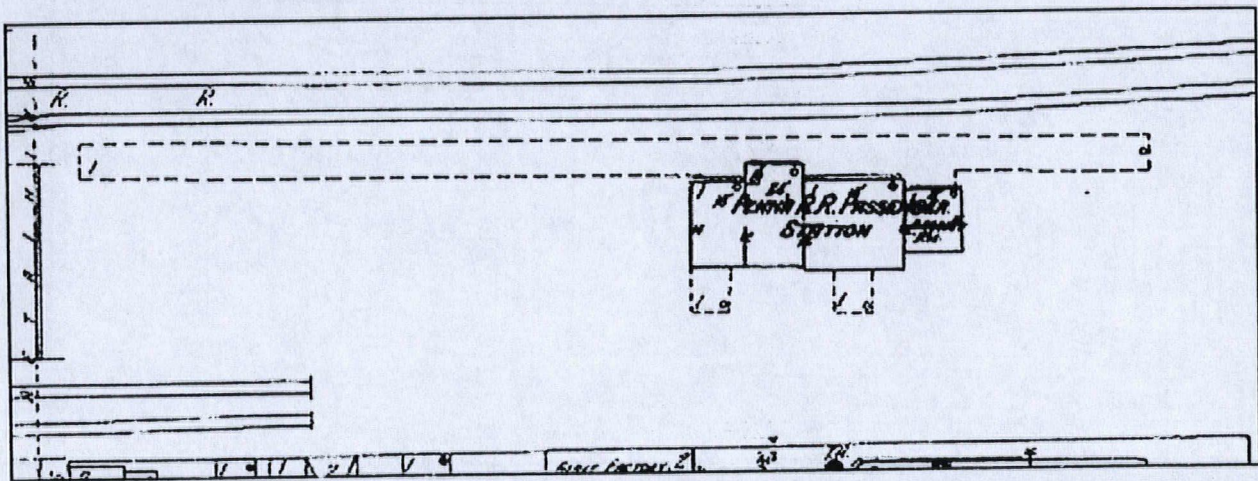
MAPS
Lima Pennsylvania Railroad Depot
Allen County, Ohio



Lima Pennsylvania Railroad Depot. Lima. Sanborn Map 1911

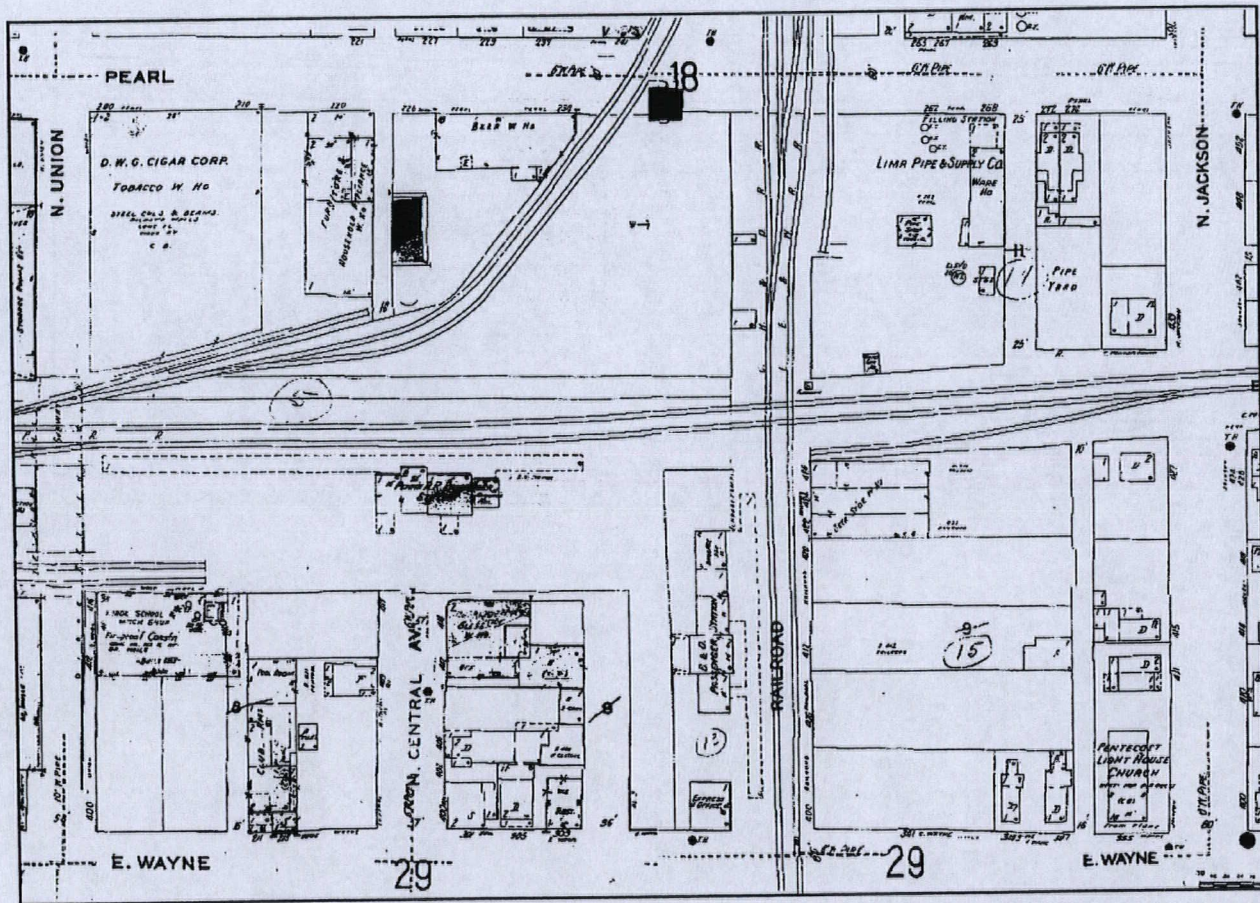
United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

MAPS
Lima Pennsylvania Railroad Depot
Allen County, Ohio



United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

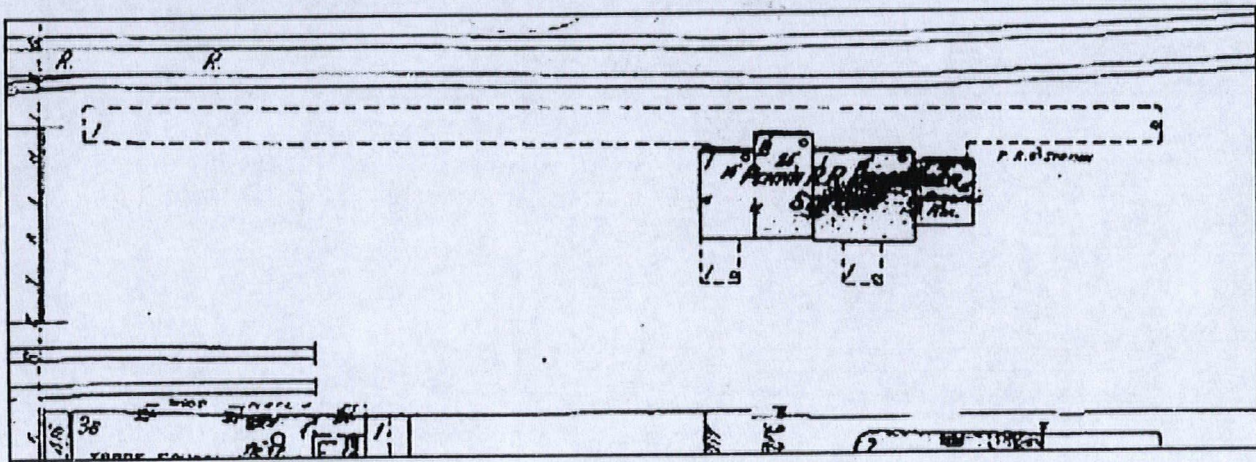
MAPS
Lima Pennsylvania Railroad Depot
Allen County, Ohio



Lima Pennsylvania Railroad Depot. Lima. Sanborn Map 1950

United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

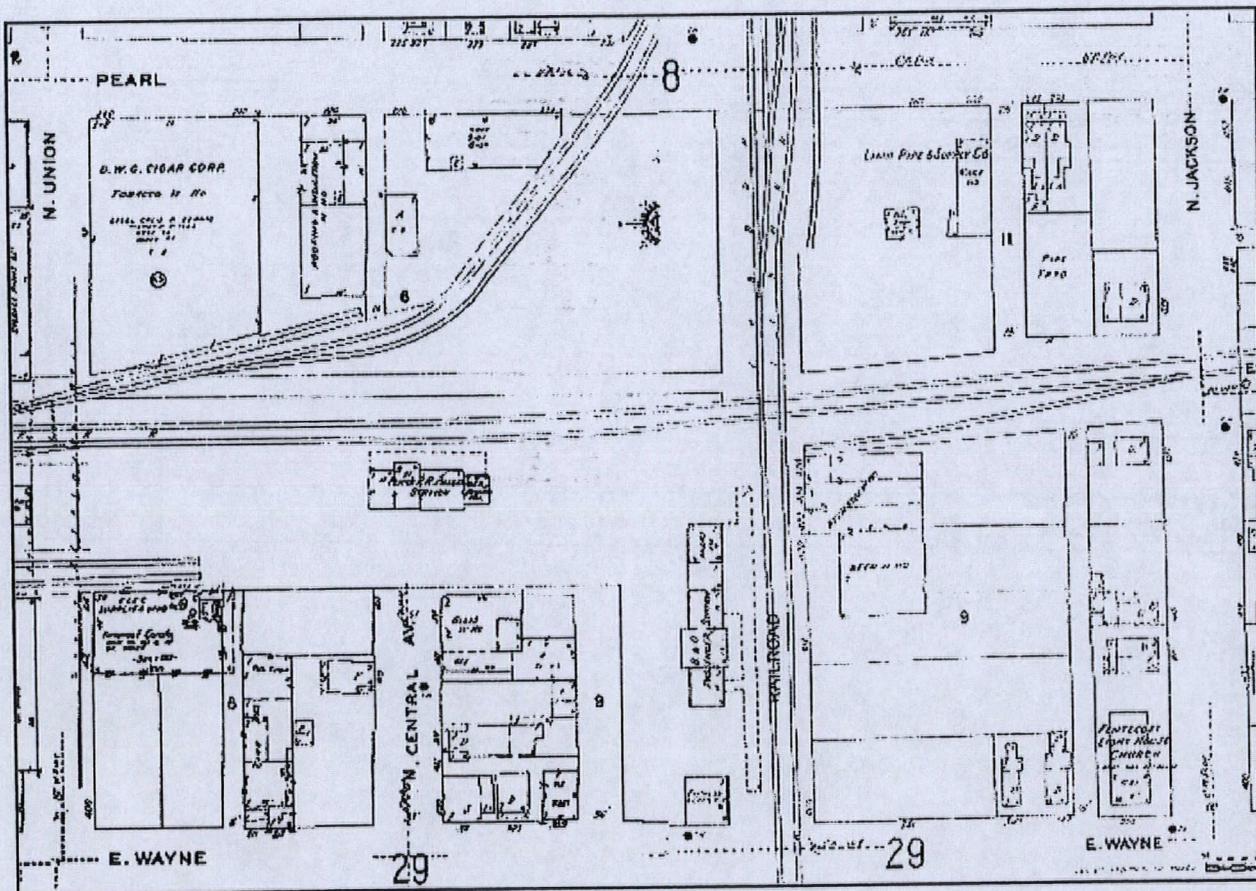
MAPS
Lima Pennsylvania Railroad Depot
Allen County, Ohio



Lima Pennsylvania Railroad Depot. Lima. Sanborn Map 1950

United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

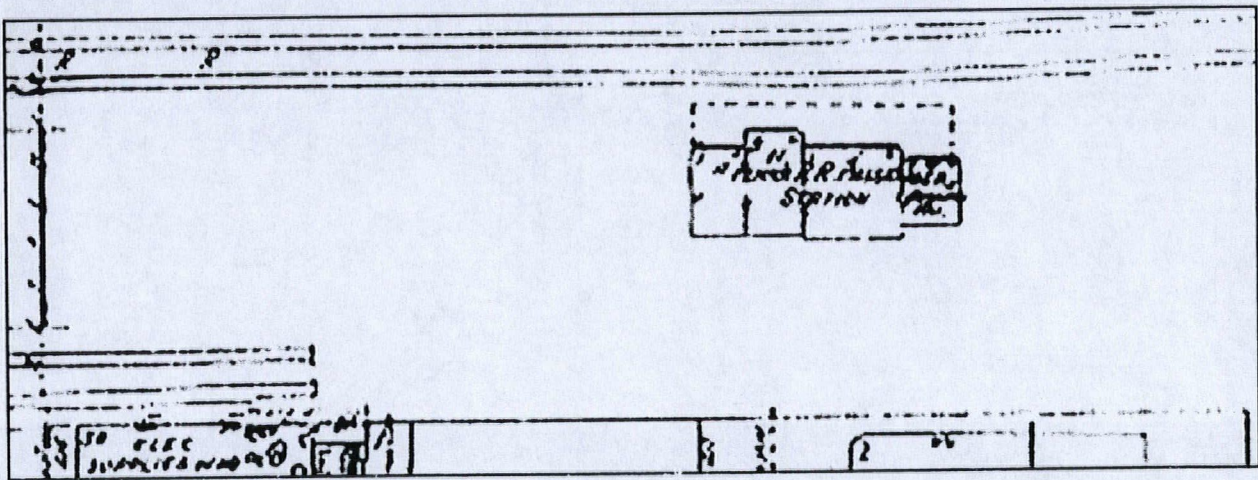
MAPS
Lima Pennsylvania Railroad Depot
Allen County, Ohio



Lima Pennsylvania Railroad Depot. Lima. Sanborn Map 1957

United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

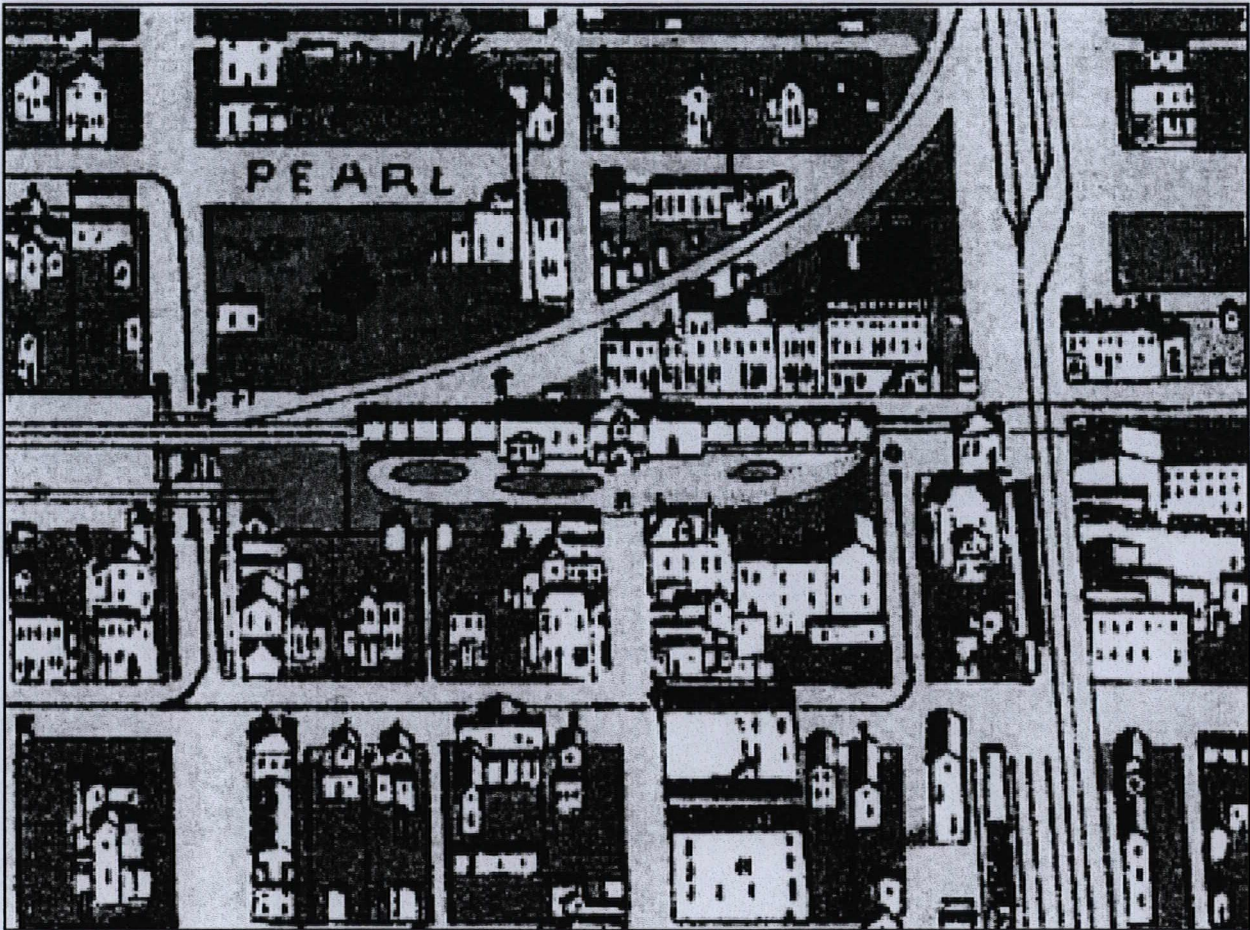
MAPS
Lima Pennsylvania Railroad Depot
Allen County, Ohio



United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

MAPS
Lima Pennsylvania Railroad Depot
Allen County, Ohio

Page 15

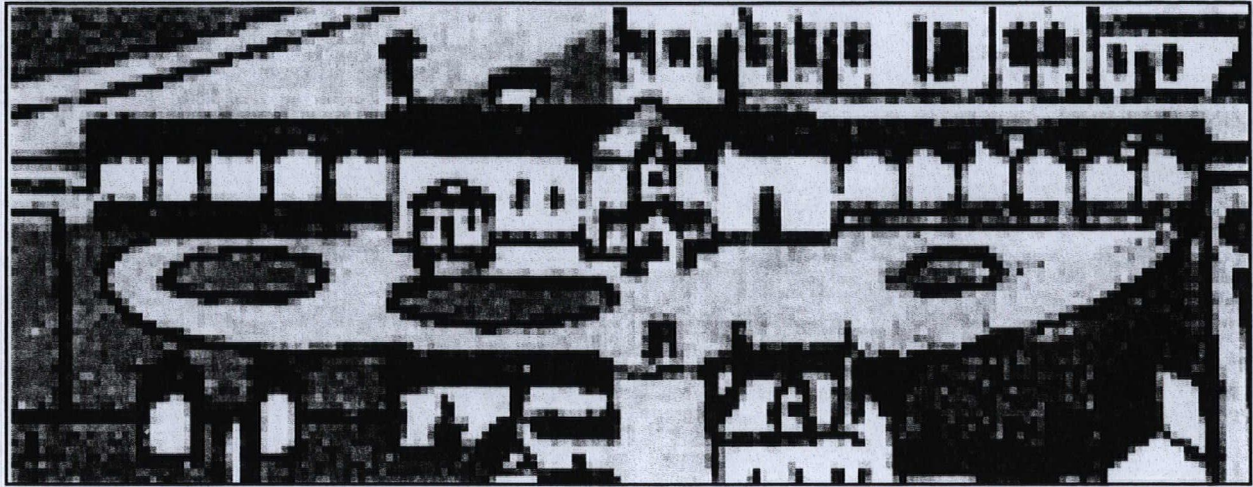


Lima Pennsylvania Railroad Depot. Lima. Smith & Buckingham Map 1892

United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

MAPS
Lima Pennsylvania Railroad Depot
Allen County, Ohio

Page 16



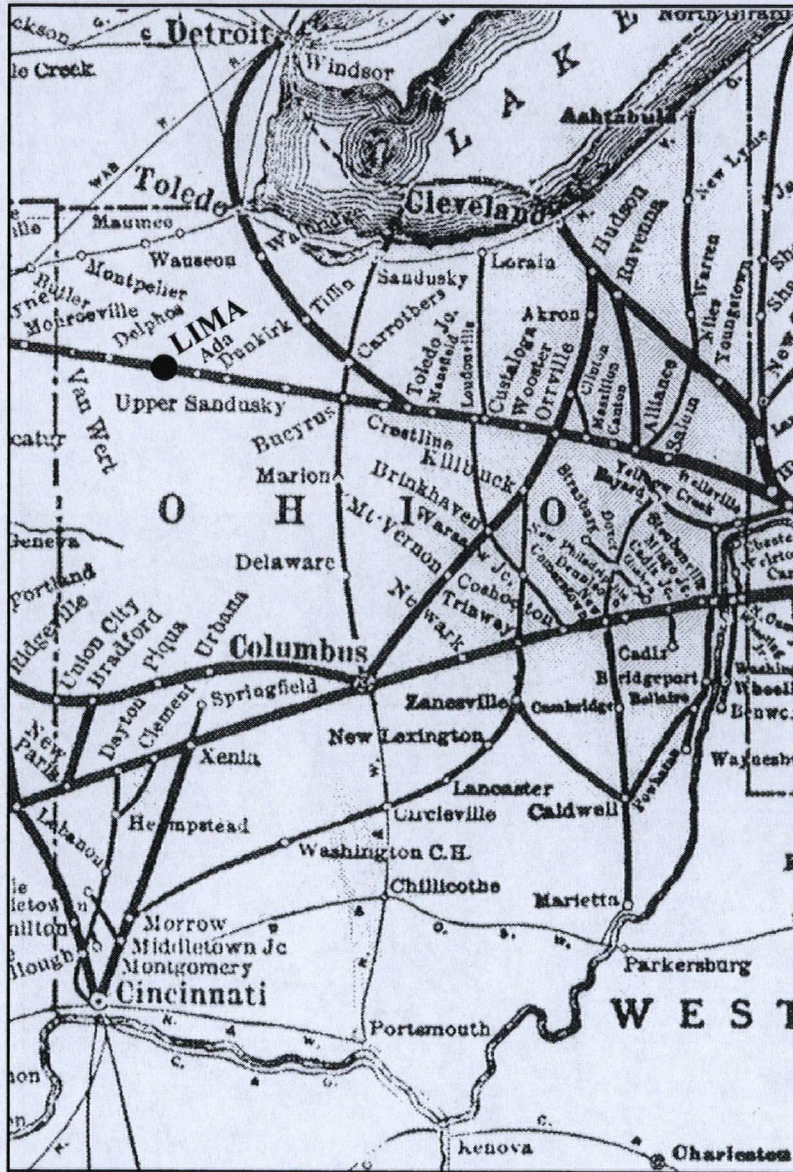
Lima Pennsylvania Railroad Depot. Lima. Smith & Buckingham Map 1892



Pennsylvania Railroad System. Middle West. Report of the Joint New England Railroad Committee to the Governors of the New England States, June 1923.

United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

MAPS
Lima Pennsylvania Railroad Depot
Allen County, Ohio



Pennsylvania Railroad System. Ohio. Report of the Joint New England Railroad Committee to the Governors of the New England States, June 1923.

United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

MAPS

Lima Pennsylvania Railroad Depot
Allen County, Ohio

Page 19

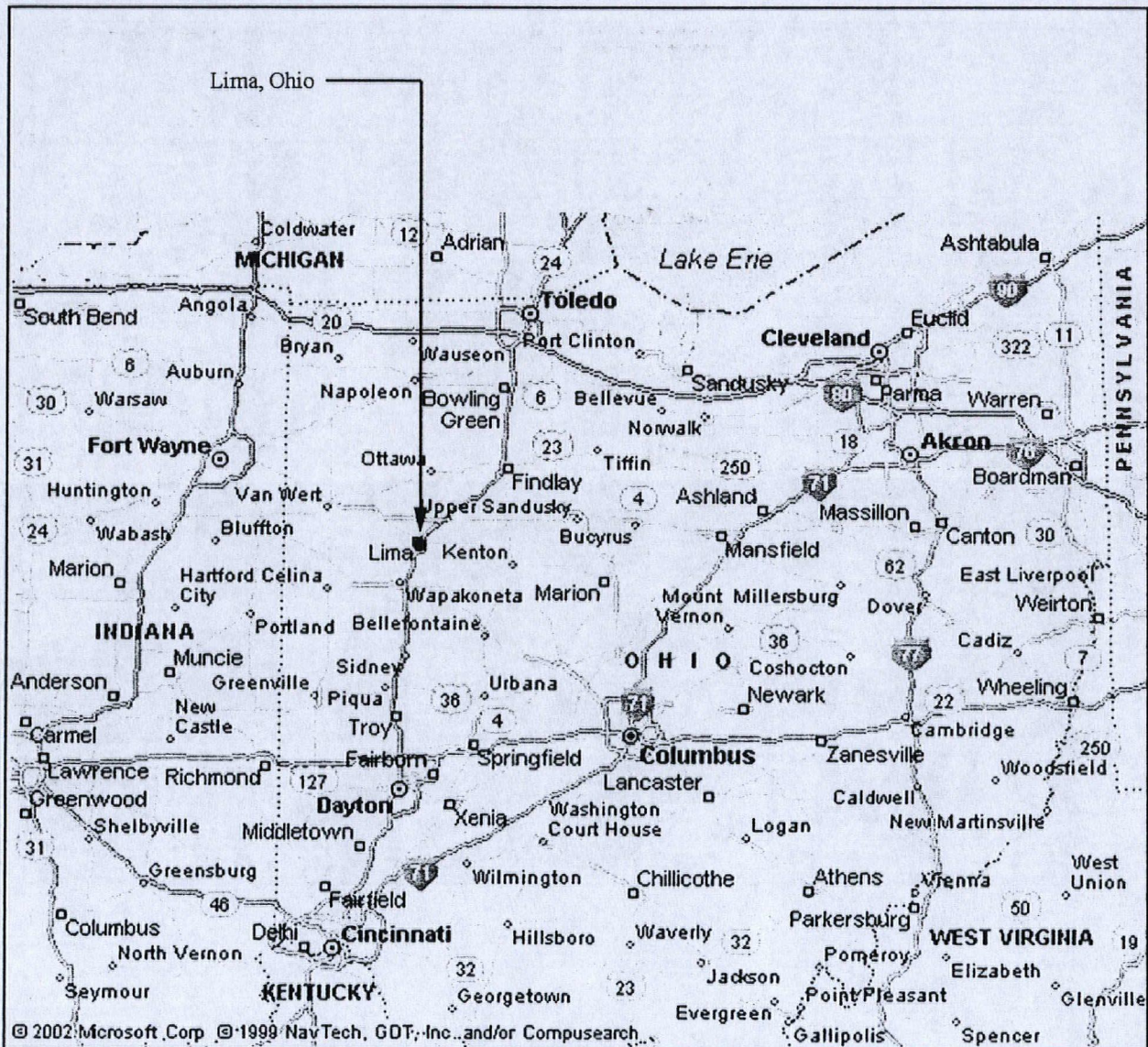


Lima Pennsylvania Railroad Depot. Lima. Smith & Buckingham Map 1892

United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

MAPS

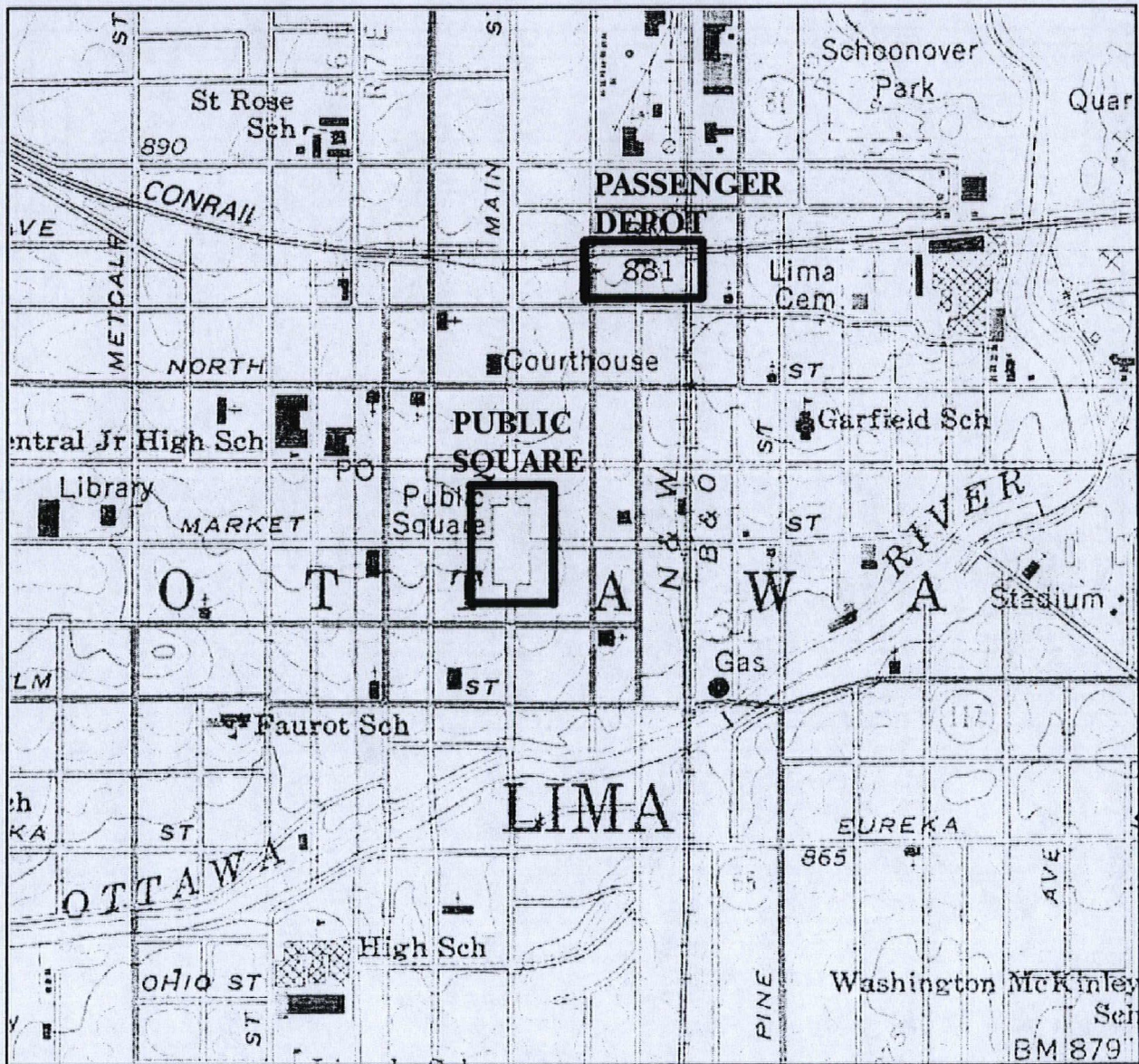
Lima Pennsylvania Railroad Depot
Allen County, Ohio



United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

MAPS

Lima Pennsylvania Railroad Depot
Allen County, Ohio



USGS Map. Lima. 1983.



Chambers, Murphy & Burge
restoration architects

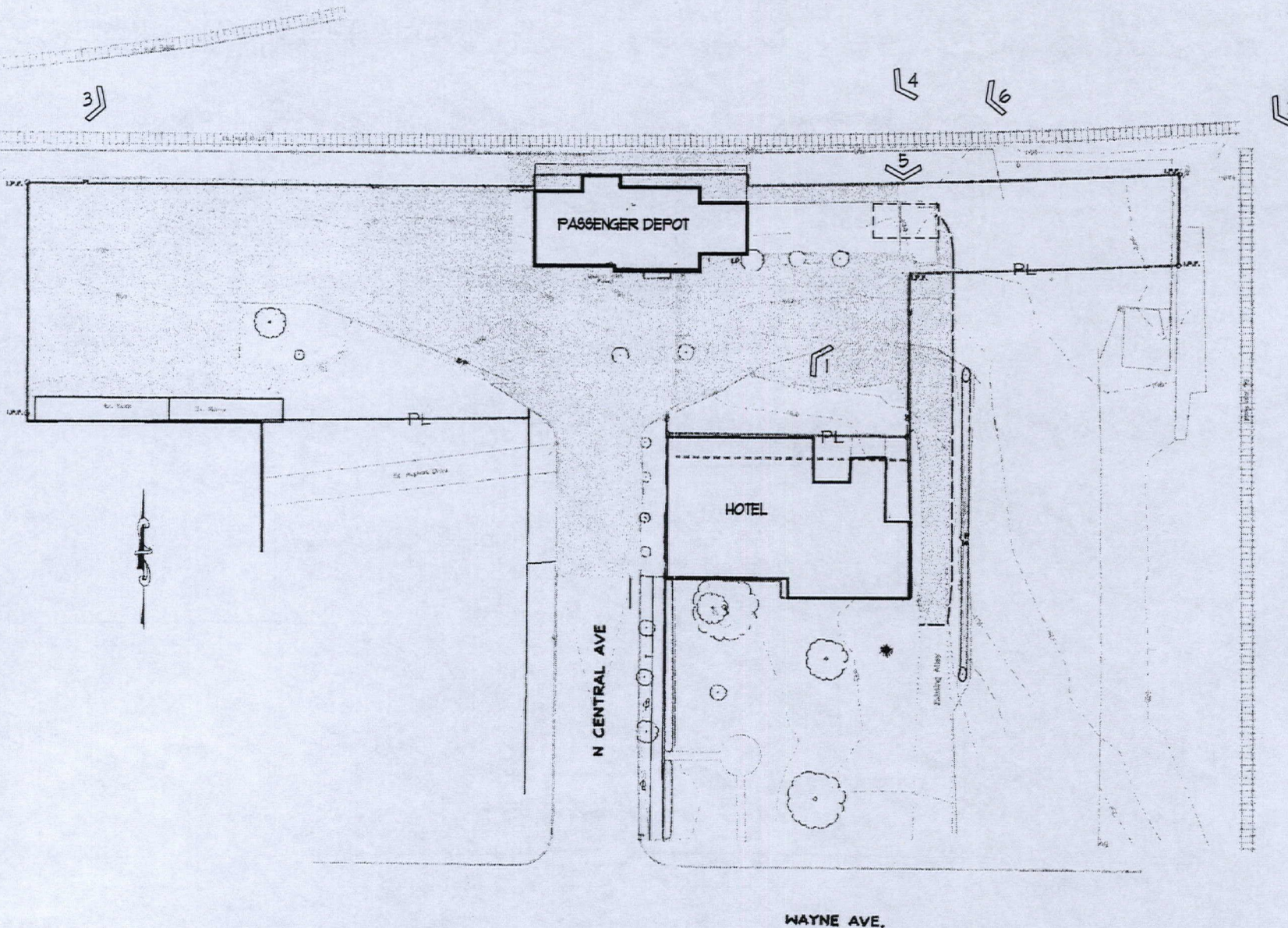
43 E. Market St. Suite 201
Phone: 330.434.9300
Fax: 330.434.9331


LJB Inc.
Engineers & Architects

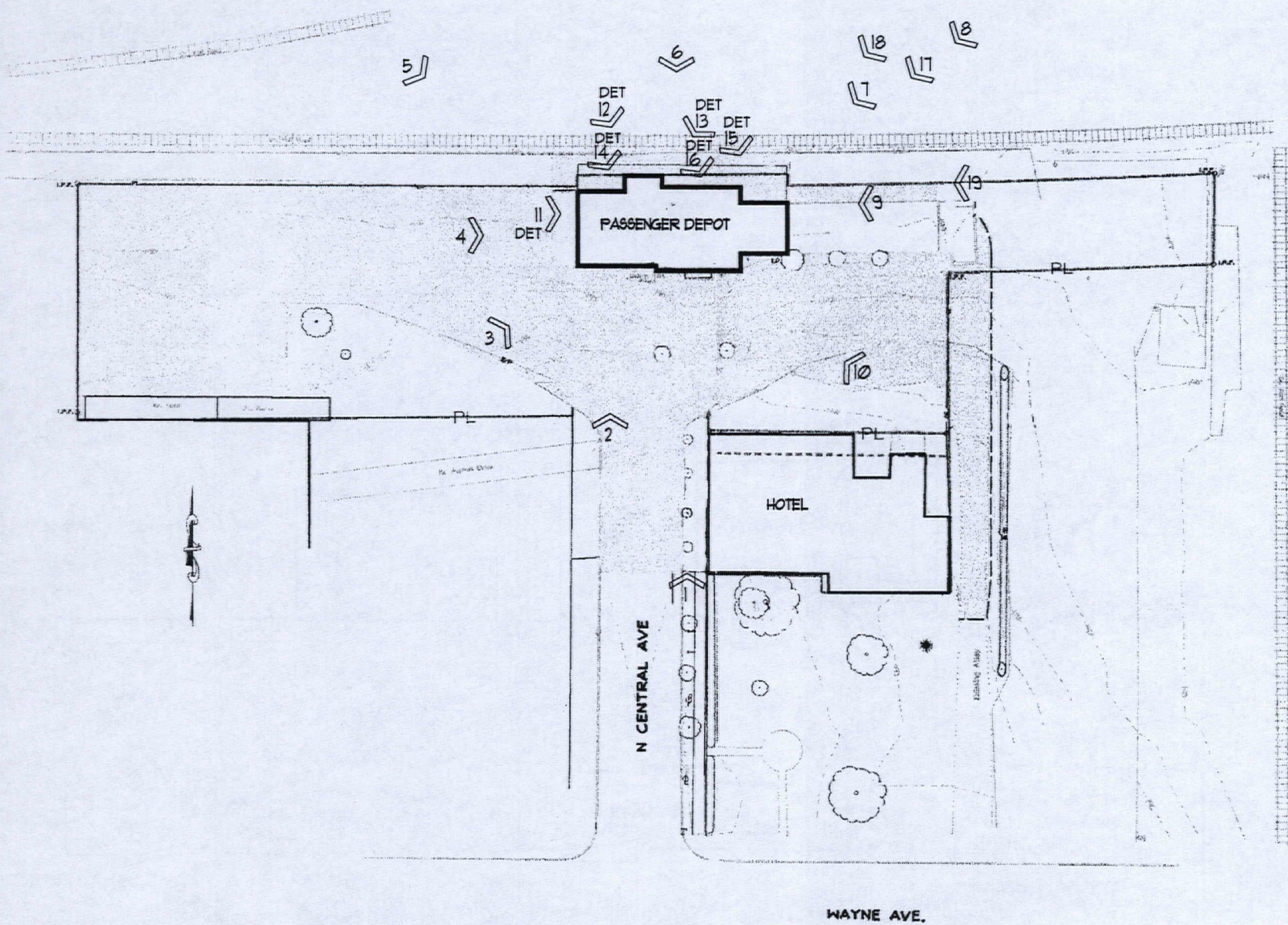
545 W. Market St., Suite 333
Lima, Ohio 45801
Phone: (419)225-3795


LIMA TRAIN STATION
Central Avenue
Lima, Ohio
ALLEN CO

**HISTORIC
PHOTO KEY
EXTERIOR**



 **HISTORIC PHOTO KEY - EXTERIOR**
LIMA PENNSYLVANIA R.R. DEPOT
NOT TO SCALE




PHOTO KEY - EXTERIOR
LIMA PENNSYLVANIA R.R. DEPOT
 NOT TO SCALE

DET = DETAIL


Chambers, Murphy & Burge
restoration architects

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 Fax: 330.434.9331

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 Lima, Ohio 45801
 Phone: (419)225-5795

LIMA TRAIN STATION
 Central Avenue
 Lima, Ohio
 ALLEN Co.

PHOTO KEY
EXTERIOR

LIMA TRAIN STATION
 Central Avenue
 Lima, Ohio
 ALLEN CO.

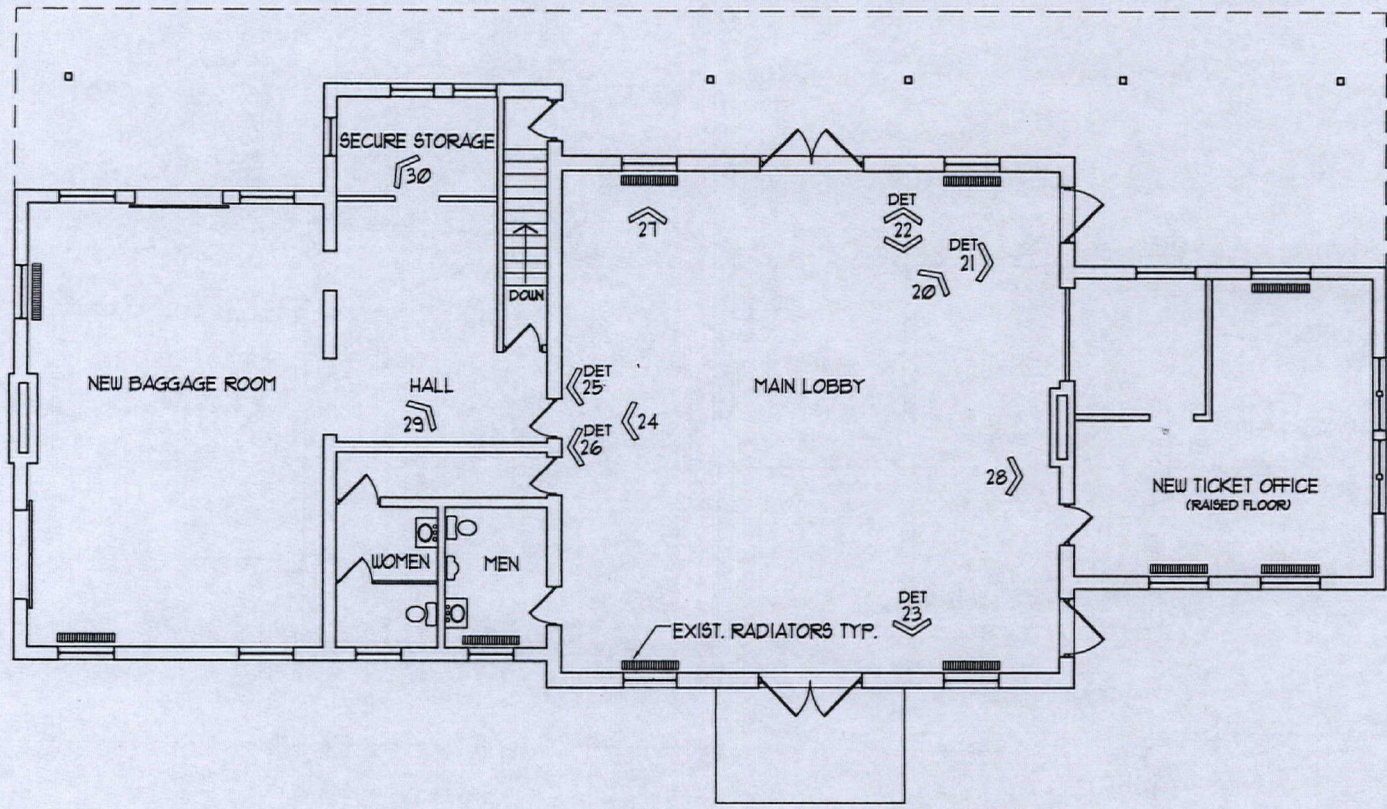


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LIMA PENNSYLVANIA R.R. DEPOT
 NOT TO SCALE

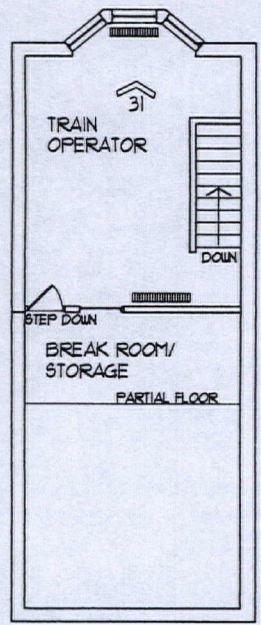


PHOTO KEY, INTERIOR - SECOND FLOOR PLAN
LIMA PENNSYLVANIA R.R. DEPOT
 NOT TO SCALE

DET - DETAIL

PHOTO KEY
 INTERIOR



Chambers, Murphy & Burge
restoration architects

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Lima, Ohio 45801
Phone: 330.434.9300
Fax: 330.434.9331

LJB Inc.
Engineers & Architects

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Lima, Ohio 45801
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LIMA TRAIN STATION

Central Avenue & Wayne Street

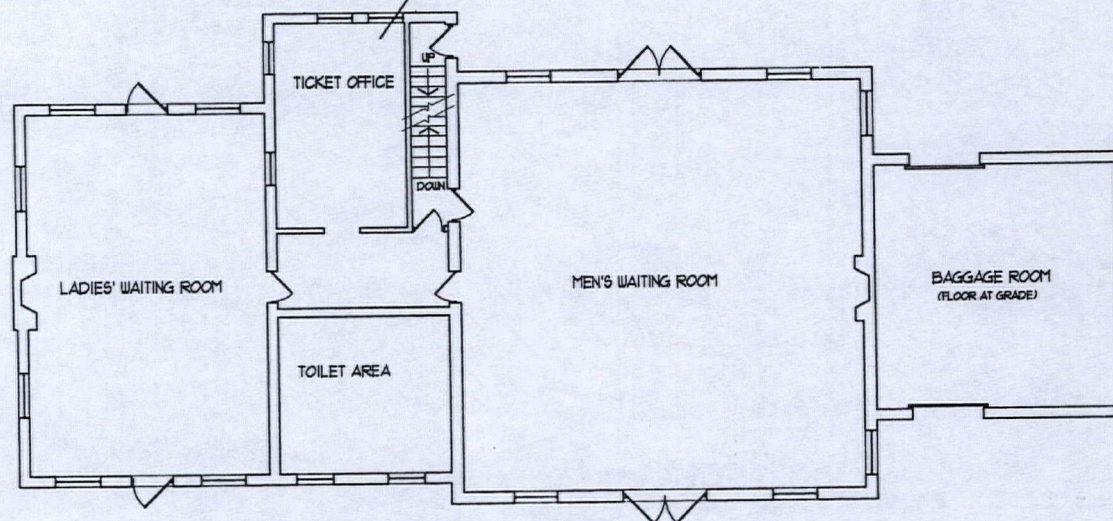
Lima, Ohio
ALLEN CO.

1887
FLOOR PLANS

PROJECT NUMBER: 01-11

← TRAIN TRACKS →

TELEGRAPH OFFICE ABOVE



TRAIN TRACKS

PLATFORM

TRAIN/TELEGRAPH
OPERATOR

DOWN

STEP DOWN

BREAK ROOM/
STORAGE

PARTIAL FLOOR

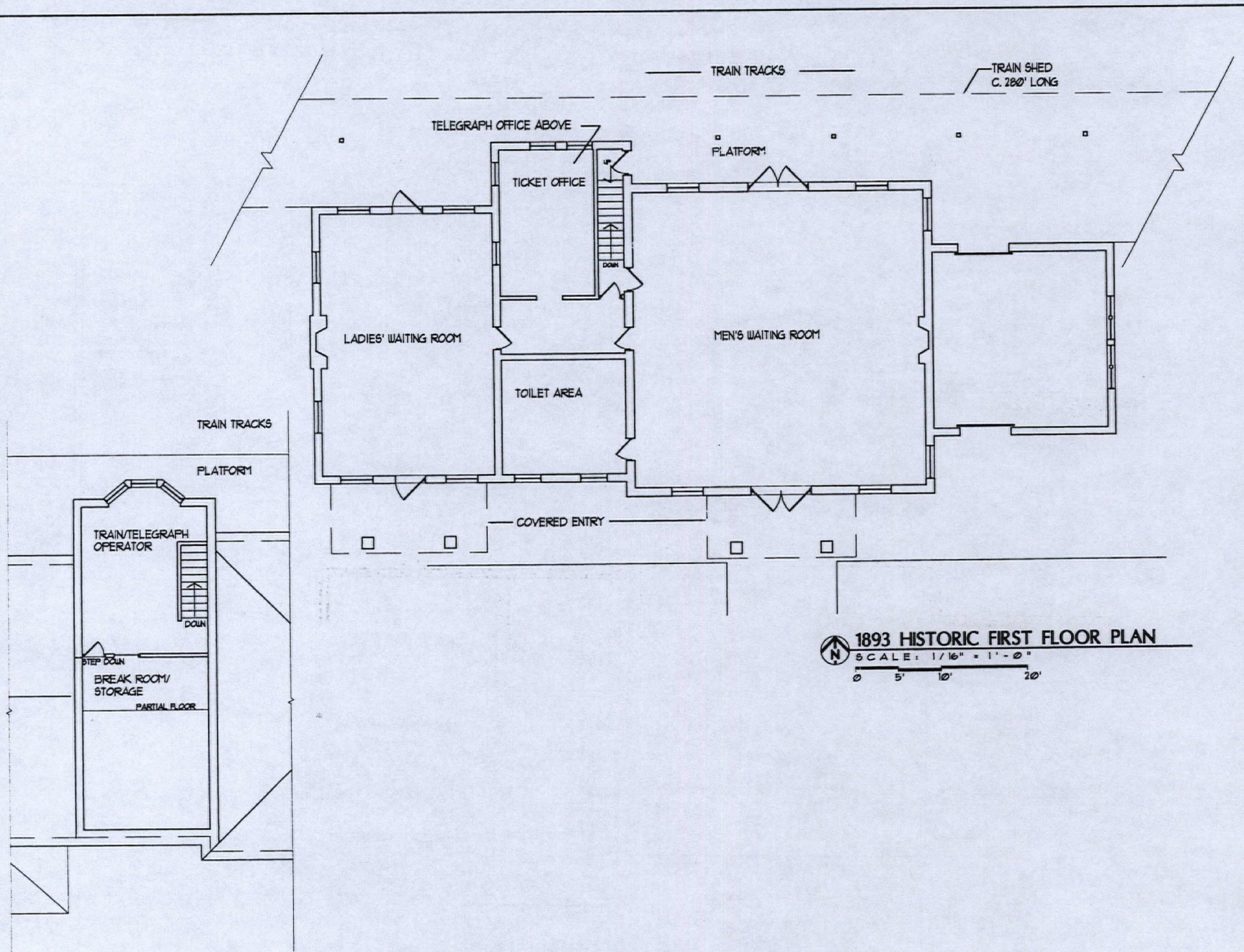
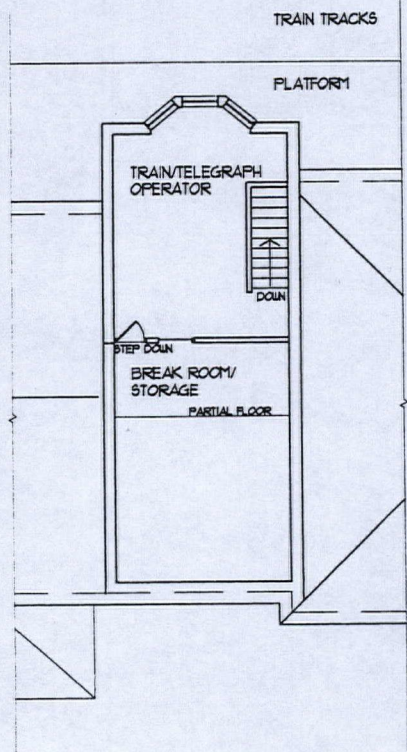
1887 HISTORIC FIRST FLOOR PLAN

SCALE: 1/16" = 1'-0"
0 5' 10' 20'

1887 HISTORIC SECOND FLOOR PLAN

SCALE: 1/16" = 1'-0"
0 5' 10' 20'

1893 HISTORIC SECOND FLOOR PLAN
 SCALE: 1/16" = 1'-0"
 0 5' 10' 20'



Chambers, Murphy & Burge

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 Engineers & Architects**

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 Lima, Ohio 45801
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LIMA TRAIN STATION
 Central Avenue & Wayne Street
 Lima, Ohio
 ALLEN CO.

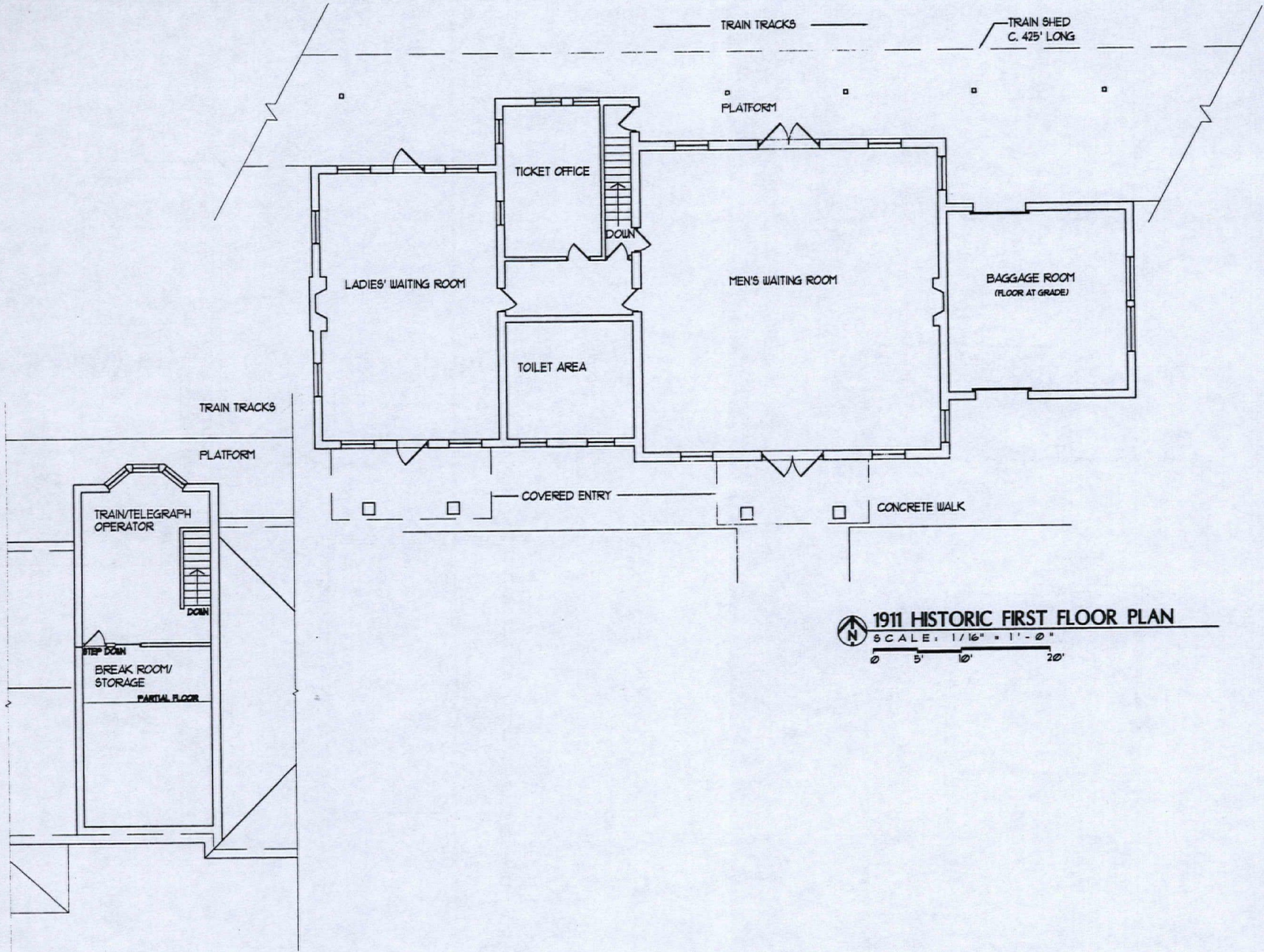
c. 1893
FLOOR PLANS

PROJECT NUMBER: 01-11

LIMA TRAIN STATION
Central Avenue & Wayne Street
Lima, Ohio
ALLEN CO.

**1911
FLOOR PLANS**

PROJECT NUMBER: 01-11



1911 HISTORIC FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"
0 5' 10' 20'

1911 HISTORIC SECOND FLOOR PLAN
SCALE: 1/16" = 1'-0"
0 5' 10' 20'



Chambers, Murphy & Burge
ESTABLISHED IN 1924

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Engineers & Architects

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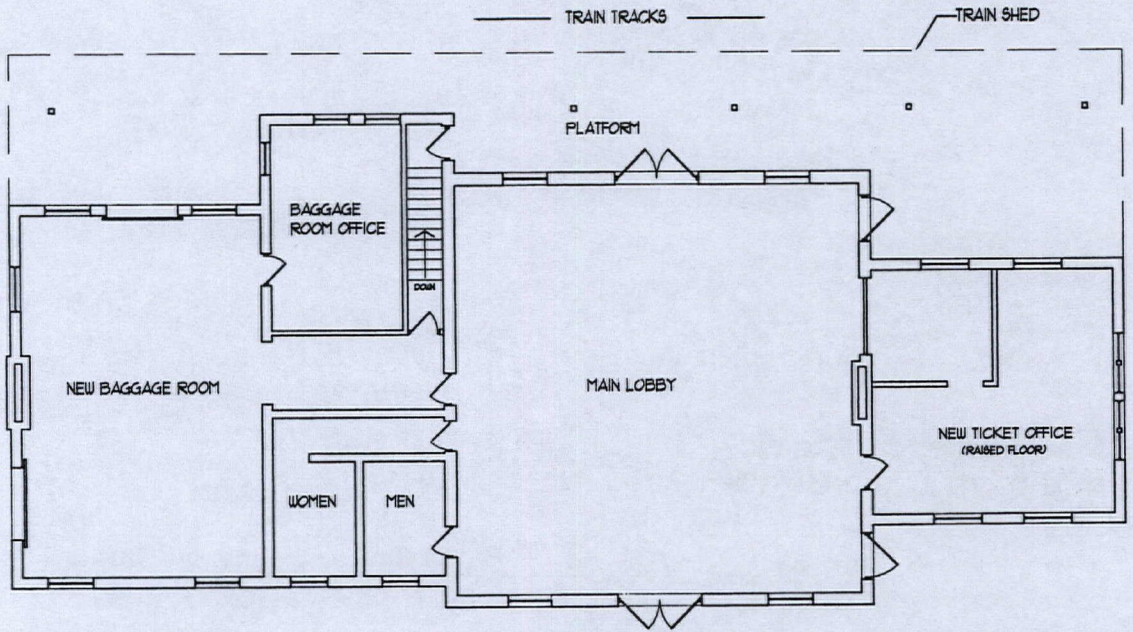
LIMA TRAIN STATION

Central Avenue & Wayne Street

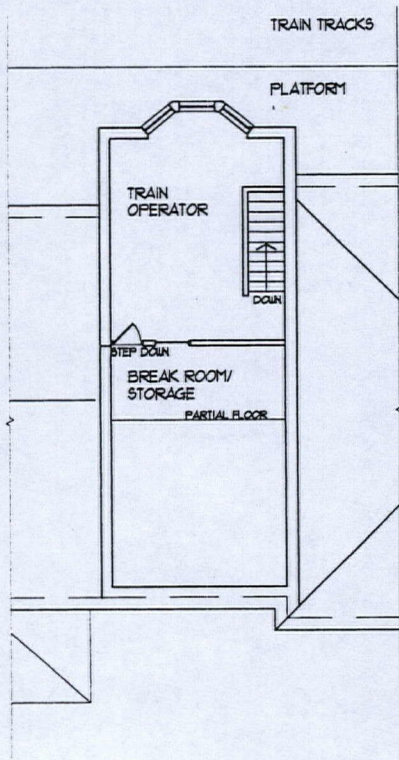
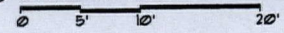
Lima, Ohio
ALLEN CO.

c. 1957
FLOOR PLANS

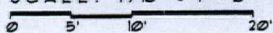
PROJECT NUMBER: 01-11



1957 HISTORIC FIRST FLOOR PLAN
SCALE: 1/16" = 1' - 0"



1957 HISTORIC SECOND FLOOR PLAN
SCALE: 1/16" = 1' - 0"





Chambers, Murphy & Burge
ARCHITECTS

43 E. Market St. Suite 201
Phone: 330.434.9300
Fax: 330.434.9331

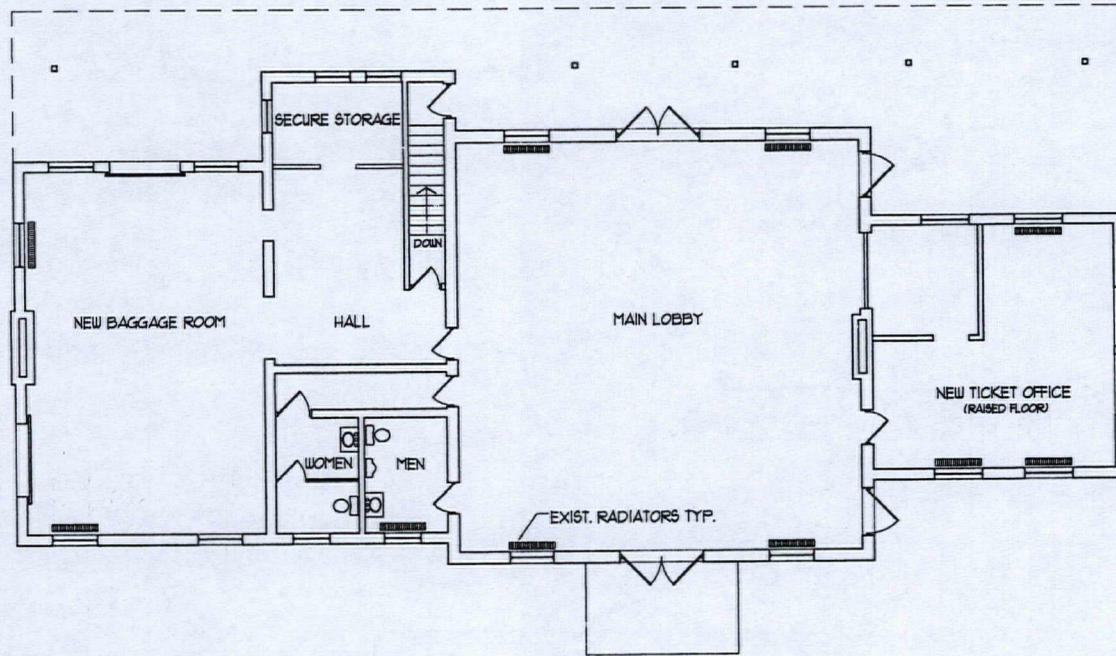
LJB Inc.
Engineers & Architects

545 W. Market St., Suite 333
Lima, Ohio 45801
Phone: (419)225-5795

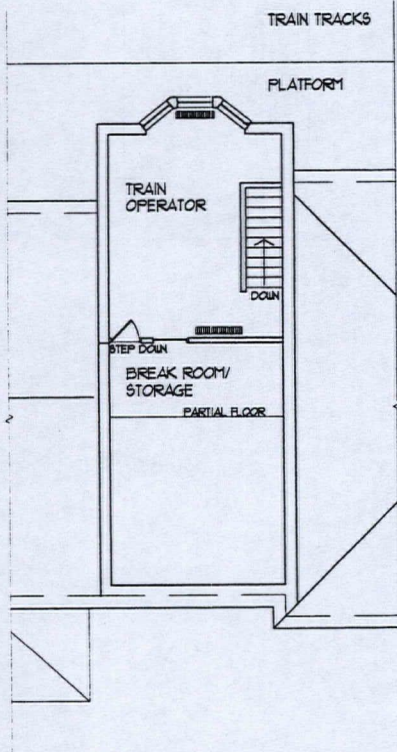
LIMA TRAIN STATION
Central Avenue & Wayne Street
Lima, Ohio
ALLEN CO.

**EXISTING
FLOOR PLANS**

PROJECT NUMBER: 01-11



EXISTING FIRST FLOOR PLAN
SCALE: 1/16" = 1'-0"
0 5' 10' 20'



EXISTING SECOND FLOOR PLAN
SCALE: 1/16" = 1'-0"
0 5' 10' 20'

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Lima Pennsylvania Railroad Passenger Depot

MULTIPLE NAME:

STATE & COUNTY: OHIO, Allen

DATE RECEIVED: 7/09/03 DATE OF PENDING LIST: 7/23/03
DATE OF 16TH DAY: 8/08/03 DATE OF 45TH DAY: 8/23/03
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03000805

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 8/21/03 DATE

ABSTRACT/SUMMARY COMMENTS:

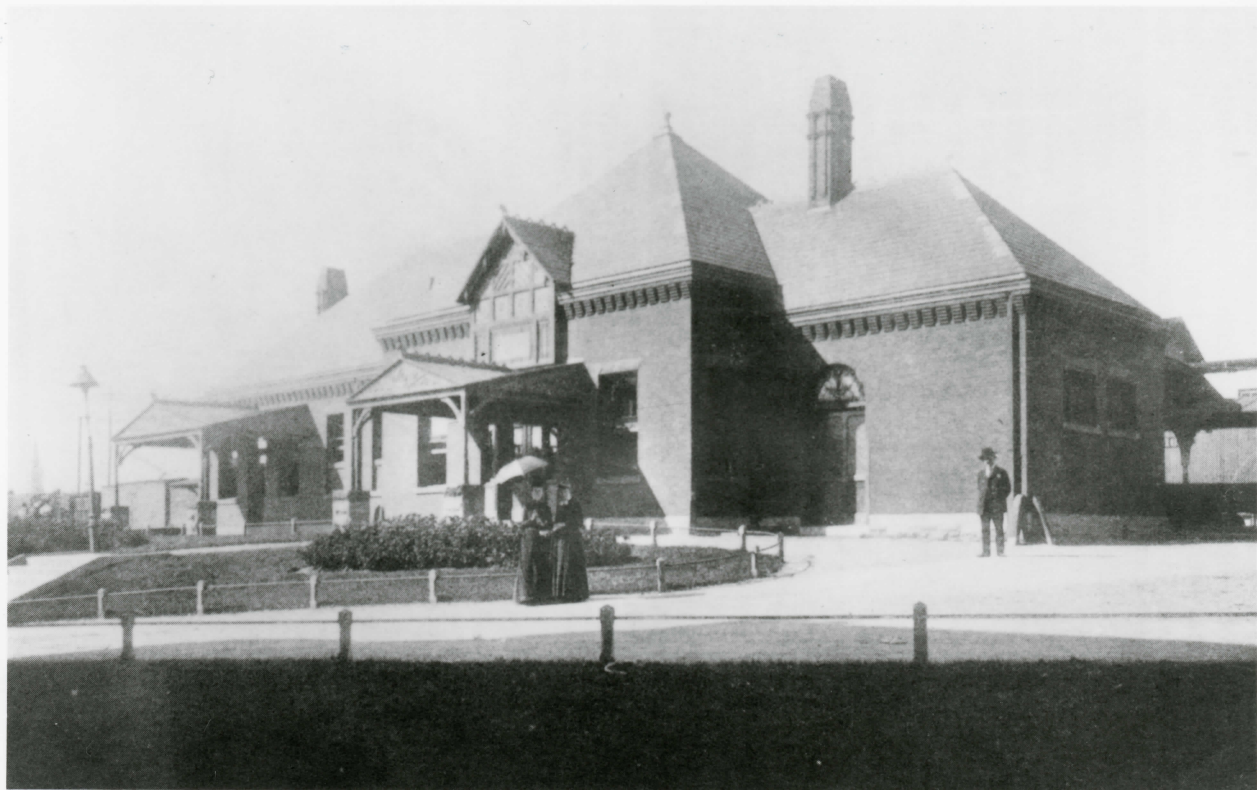
Entered in the
National Register

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

c. 1890

~~DATE OF PICTURE: NOVEMBER 2002.~~

~~YOLITA E. RAUSCHE~~

~~CHAMBERS, MURPHY & BURGE~~

~~AKRON, OHIO~~

N. TANNER AVENUE (N. CENTRAL AVENUE)
ELEVATION. c. 1890

Lima Illustrated: Photo Gravures
LIMA PUBLIC LIBRARY

HISTORIC PHOTO 1



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

C. 1904

RAILROAD AND DEPOT INTERSECTION.
LIMA DEPOT TO THE RIGHT.

ALLEN COUNTY HISTORICAL SOCIETY.

HISTORIC PHOTO 2

7636. *Pennsylvania Depot, Lima, O.*



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

POSTCARD C. 1900

PLATFORM NW VIEW, LOOKING SE
FROM ACROSS THE TRACKS.

ALLEN COUNTY HISTORICAL SOCIETY

HISTORIC PHOTO 3



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

PLA C. 1940

PLATFORM NE VIEW. LOOKING ^{SW} SE
FROM ACROSS BOTH PLATFORMS.

ARBY'S, LIMA, OHIO

HISTORIC PHOTO 4



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

c. 1942

ALLEN COUNTY CANTEEN. FOODS
FOR SERVICEMEN. AT EAST END
OF PLATFORM.

A pictorial history of Lima/Allen
County
HISTORIC PHOTO 5



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO
RICHARD J. COOK CLEVELAND, OHIO
1946

TRAIN #48, THE GENERAL, ABOUT TO
LEAVE THE LIMA DEPOT IN 1946. THE
ALLEN COUNTY COURTHOUSE IN THE
BACKGROUND.

HISTORIC PHOTO 6



NORTH CENTRAL AVENUE DEAD END
LIMA PENNSYLVANIA REDEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE - NOVEMBER 2002
YOLIFA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

VIEW FROM SIDEWALK ON AXIS
WITH N. CENTRAL AVE. MAIN ENTRANCE

PHOTO 1



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

VIEW OF SOUTH ELEVATION.
LOOKING NE.

PHOTO 2



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY : BURGE
AKRON, OHIO

VIEW OF WEST AND SOUTH CORNER
FROM WEST PARKING LOT.

PHOTO 3



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY: BURGE
AKRON, OHIO

WEST ELEVATION. LOOKING
EAST FROM PARKING LOT.

PHOTO 4



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY, BURGE
AKRON, OHIO

NORTHWEST VIEW ACROSS THE
RAILROAD TRACKS. LOOKING SE.

PHOTO 5



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY, & BURGE
AKRON, OHIO

NORTH PLATFORM ELEVATION
FROM ACROSS RAILROAD TRACKS.
LOOKING S.

PHOTO 6



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

EAST AND NORTH CORNER VIEW
FROM ACROSS THE RAILROAD
TRACKS. LOOKING SW.

PHOTO 7



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

NORTH EAST VIEW. INTERNATIONAL/
CAMBRIDGE HOTEL IN BACK GROUND.
VIEW FROM ACROSS RAILROAD TRACKS.
LOOKING SW.

PHOTO 8



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002

YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

EAST ELEVATION. LOOKING WEST
FROM PLATFORM.

PHOTO 9



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

SOUTH AND EAST CORNER VIEW
FROM HOTEL ALLEY. LOOKING NW

PHOTO 10



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

TYPICAL WINDOW. WEST ELEVATION

PHOTO 11



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002

YOLITA E. RAUSCHE

CHAMBERS, MURPHY & BURGE
AKRON, OH

TELEGRAPH TOWER. PLATFORM
ELEVATION. NORTH WEST VIEW.
LOOKING SE ACROSS TRACKS.

PHOTO 12



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OH

DATE OF PICTURE: NOVEMBER 2002

YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

TELE GRAPH TOWER. PLATFORM
ELEVATION. NORTH EAST VIEW.
LOOKING SW ACROSS TRACKS.

PHOTO 13



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

EASTLAKE BRACKETS AT TOWER. NW
VIEW. LOOKING FROM PLATFORM

PHOTO 14



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OH

PARTIAL PLATFORM AT LIMA DEPOT ON
EAST END. LOOKING SE FROM TRACKS
PHOTO 15



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

TYPICAL PLATFORM ROOF SUPPORT.
LOOKING FROM TRACKS.

PHOTO 16



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002

YOLITA E. RAUSCHE
CHAMBERS, MURPHY, & BURGE
AKRON, OHIO

CSX FREIGHT TRAIN AT BEGINNING
OF LIMA DEPOT. LOOKING SW

PHOTO 17



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPH & BURGE
AKRON, OH

CSX FREIGHT TRAIN COVERING LIMA
DEPOT. VIEW FROM SECOND OLD
PLATFORM SITE.

PHOTO 18



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002

YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

CSX FREIGHT TRAIN ARRIVAL AT
LIMA DEPOT. LOOKING WEST FROM
OLD PLATFORM ON THE EAST SIDE

PHOTO 19



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

MAIN WAITING ROOM. COVE PANELED
CEILING. CORNER VIEW.

PHOTO 20



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OH

COVE paneled ceiling detail at
cove and panel connection.

PHOTO 21



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

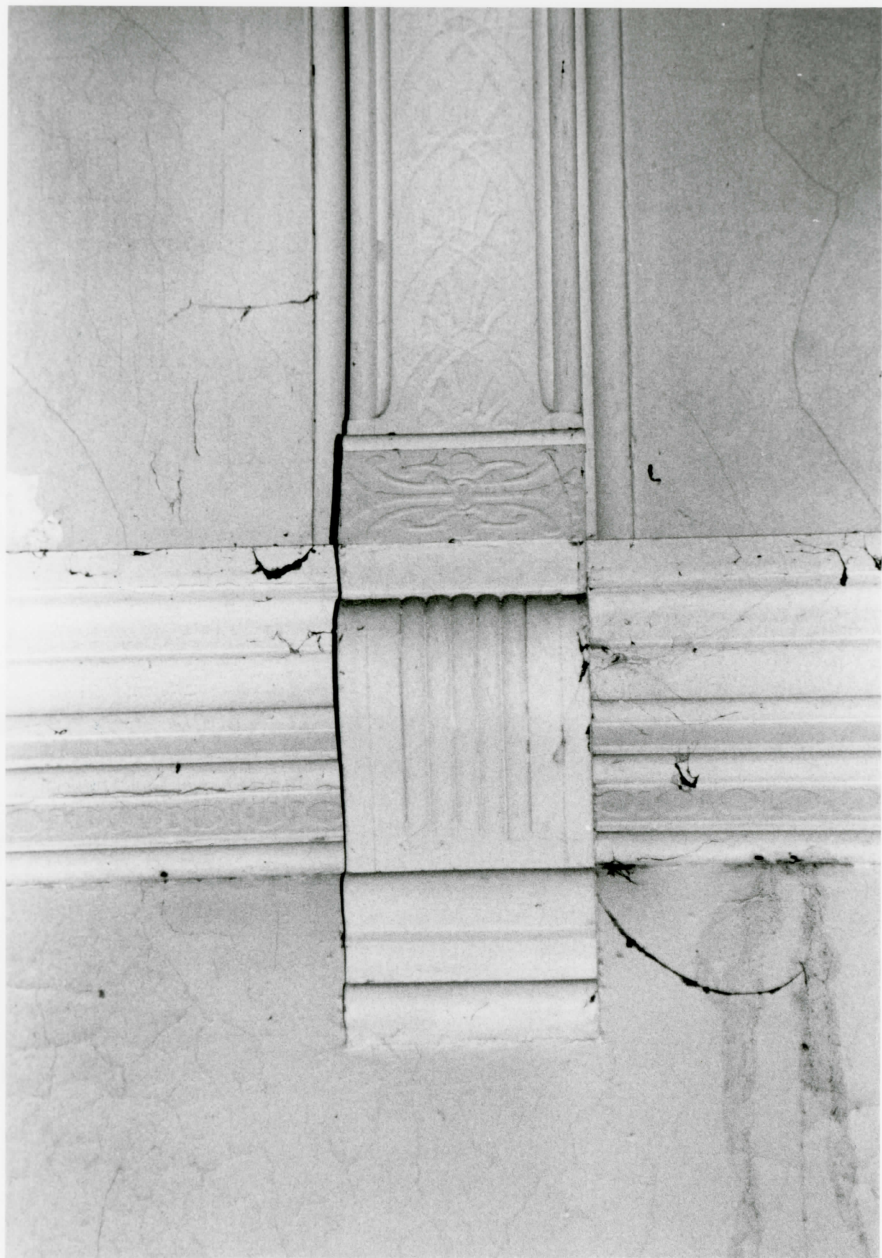
DATE OF PICTURE: NOVEMBER 2002

YOLITA E. RAUSCHE

CHAMBERS, MURPHY & BURGE
AKRON, OH

COVE PANELED CEILING, DETAIL AT
RIB INTERSECTION AT PANELS.

PHOTO 22



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE,
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

COVE DETAIL AT WALL CEILING
CONNECTION.

PHOTO 23



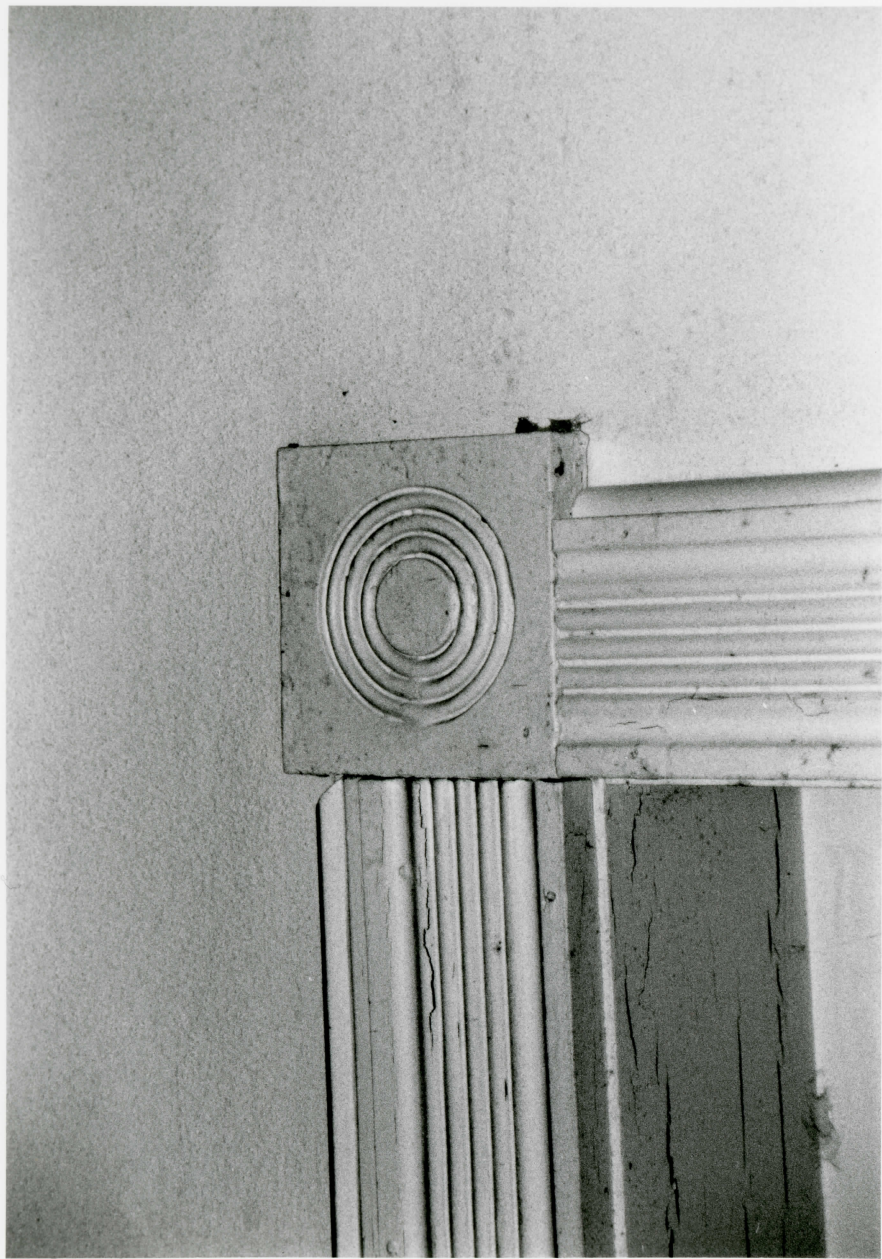
LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002

YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

DOOR LEADING FROM MAIN
WAITING ROOM TO HALLWAY

PHOTO 24



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

DOOR SURROUND DETAIL OF RELOCATED
OPENING ON MAIN WAITING ROOM

PHOTO 25



LIMA PENNSYLVANIA R R DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

DOOR BASE DETAIL IN MAIN
WAITING ROOM

PHOTO 26



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002
YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

WINDOW SURROUND DETAIL IN MAIN
WAITING ROOM. PLATFORM SIDE.

PHOTO 27



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002

YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

WAINSCOT
~~WAINSCOT~~ ORIGINAL AND
RELOCATED AT FORMER
FIREPLACE IN MAIN WAITING
ROOM

PHOTO 28



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER
2002

YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

ORIGINAL DOOR LEADING TO
SECOND FLOOR IN HALLWAY

PHOTO 29



LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

DATE OF PICTURE: NOVEMBER 2002

YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OH

WINDOW IN ORIGINAL TICKET
OFFICE. LOOKING WEST.

PHOTO 30

LIMA PENNSYLVANIA RR DEPOT
ALLEN COUNTY, OHIO

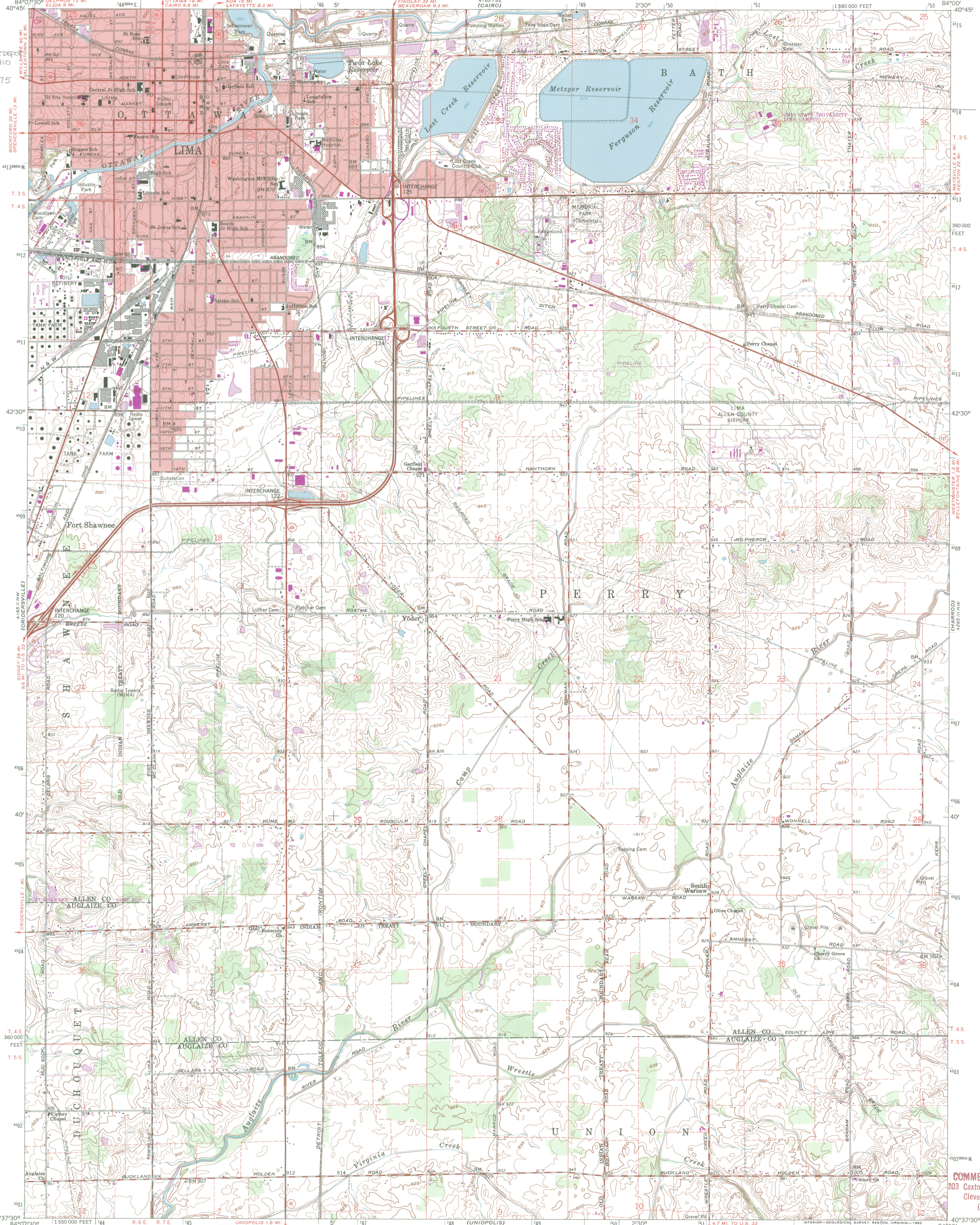
DATE OF PICTURE: NOVEMBER 2002

YOLITA E. RAUSCHE
CHAMBERS, MURPHY & BURGE
AKRON, OHIO

BAY WINDOW IN ORIGINAL
TELEGRAPH ROOM. SECOND FLOOR

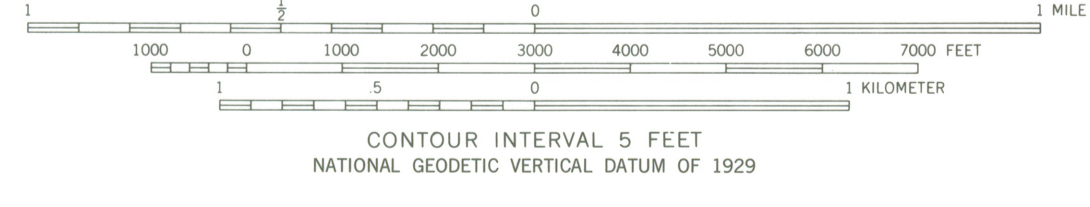
PHOTO 31

LIMA PENNSYLVANIA REFERENCE
LIMA ALLEN CO. OHIO
UTM REFERENCES
16-744690-4514275



Mapped, edited, and published by the Geological Survey

Control by USGS and NOS/NOAA
Topography by photogrammetric methods from aerial photographs taken 1960. Field checked 1961
Polyconic projection. 10,000-foot grid ticks based on Ohio coordinate system, north zone. 1000-meter Universal Transverse Mercator grid ticks, zone 16, shown in blue. 1927 North American Datum. To place on the predicted North American Datum 1983 move the projection lines 1 meter south and 6 meters west as shown by dashed corner ticks
Red tint indicates areas in which only landmark buildings are shown
Entire area lies within Congress Lands
Land lines based on the First Principal Meridian
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is uncheck



ROAD CLASSIFICATION

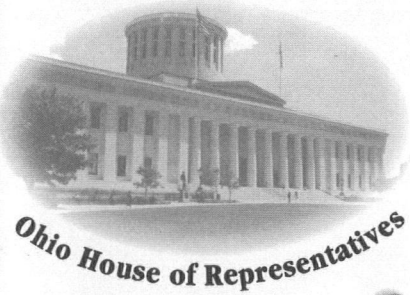
Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
	State Route



COMMERCIAL SURVEY CO.
203 Caxton Bldg. 812 Huron R.
Cleveland, Ohio 44115
(216) 771-3995

LIMA, OHIO
40084-F1-TF-024
1961
PHOTOREVISED 1983
DMA 4165 II NE - SERIES V882





John R. Willamowski
State Representative

4th House District
Allen County

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Judiciary, Chair

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Law

Criminal Justice

Juvenile and Family
Law

Center for the
Prevention of Family
and Community
Violence Advisory
Council

Correctional
Institution Inspection
Committee

Ohio Commission on
Fatherhood

May 21, 2003

Mr. Stephen C. Gordon
Survey and National Register Manager
Ohio Historical Society
567 East Hudson Street
Columbus, Ohio 43211-1030

Dear Mr. Gordon:

I am writing to provide a letter of support for the nomination of the Lima Pennsylvania Railroad Passenger Depot in Lima, Ohio to be recognized on the National Register of Historic Places.

The story of the train depot's history reads similar to the history of the development of the City of Lima. Lima, because of its position, became a vital link by rail to points west, including Detroit and Chicago. When oil was discovered in Allen County an influx of businessmen and speculators flooded into the area. Their first stop was the Lima Train Depot. The train depot came to be used for dual purposes, as a train hub and as the intersection for an electric trolley that transported people around the area thus becoming a huge asset to the surrounding communities and the City of Lima.

The depot serviced customers for over one hundred years and endured the many changes to the railroad industry in the United States. The final railroad use ended in 1990 when Amtrak officially ended service to Lima. The depot tells a wonderful story, chronicling the rise and fall of our city and stands today as an icon of our former "boom" days. The building is currently vacant; however, there is much interest to restore the building and use it for office space. Designation on the National Register of Historic Places will only assist in preserving this historic "storyteller".

I encourage the Ohio Historical Site Preservation Advisory Board to favorably recommend this site for further consideration in the National Register of Historic Places process. If you have any questions regarding my support, please feel free to contact my office.

Sincerely,

John R. Willamowski
State Representative
4th House District
Allen County