

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**National Register of Historic Places
Inventory—Nomination Form**

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

For HCRS use only

received DEC 28 1979

date entered FEB 8 1980

1. Name

historic Oxford Railroad Depot and Junction House

and/or common

2. Location

street & number South Elm Street ^{and} West Spring Street _____ not for publication

city, town Oxford _____ vicinity of _____ congressional district 8

state Ohio code 039 county Butler code 017

3. Classification

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

4. Owner of Property

name	Depot: T. R. Jackson, Real Estate	Junction House: Mr. Robert Peterson
	Chessie System	101 E. Central
	2 North Charles Street	Oxford, Ohio 45056
street & number	Baltimore, Maryland 21201	

city, town _____ vicinity of _____ state

5. Location of Legal Description

courthouse, registry of deeds, etc. Butler County Administration Building

street & number 130 High Street

city, town Hamilton state Ohio 45011

6. Representation in Existing Surveys

title Ohio Historic Inventory has this property been determined eligible? _____ yes _____ no

date 3/20/77 _____ federal state _____ county _____ local

depository for survey records Miami Purchase Association, 812 Dayton Street

city, town Cincinnati state Ohio 45214

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The nominated properties flank both sides of South Elm Street, just north of its junction with the B&O Railroad tracks.

The Oxford Railroad Depot, constructed in 1895, replaced the original frame station dating from 1859. This one-story building has an exterior brick surface laid in stretcher bond and is dominated by a steeply hip slate roof.

The Oxford Depot presents its most interesting facade to the railroad tracks. A centrally placed four-window projecting dispatcher's bay is flanked by double doors with windows at each side. A hood supported by large wooden brackets extends the full length of the main facade. Originally, the hood included a roofed extension to provide shelter for passengers. Another major feature, now removed, was a metal signal tower rising directly in front of the dispatcher's bay.

The foundation is constructed with large rectangular rock-faced stone blocks laid in plain ashlar. A four-window bay flanked by single windows projects from the SE side facade. Window sashes are two over two double hung. Large flat stone lintels and projecting lug sills complete the window surrounds.

The cornice is made of tin shaped to form the cornice and the gutter in one piece. An interior chimney rises from the roof peak on one side.

The floor plan includes centrally placed offices on the side facing the tracks. A waiting room occupies the south end of the building and the baggage area is on the north side. Most of the original woodwork and some of the lighting fixtures still remain.

The Junction House, constructed in 1860, has served as a railroad inn, tavern, grocery, storage area, rooming house, and apartment house. The two-story, rectangular, brick building is distinguished by an unusual symmetrical facade of five two-story arched bays. After the Junction House was purchased in 1868, the top level of the building was altered by the addition of a mansard roof embellished by dormers. The mansard roof completely obscured the original slanting roof made of zinc sheets.

At present, the facade remains much the same as it appeared after the mansard addition in 1870. Broken down into components, it is constructed with five two-story arched bays consisting of five matching one-story narrow double doors with a four pane transom above each in the first story. Wooden panels are placed between the transoms and the large second story windows. The structural unit is completed in the second story by five paired casement windows, each with six panes. These windows are topped by five large four-paned arched transoms. Brick round arch lintels complete the window surrounds. A single brick course laid in stretcher bond projects slightly from the wall surface between the bays and roof cornice. A wooden architrave sets off wooden brackets separating a brick frieze and cornice molding. Dormers in the front and side facades project from the mansard roof covered with embricated slate shingles. Windows in the side walls have 6 over 6 double hung sashes, flat arch brick lintels and projecting slip sills. There are three interior chimneys in the south roof facade and two chimneys in the north roof.

The central doorway opens into a small hall with a stair leading straight to the second story apartments. Originally large store rooms were to each side of the first floor hall. During the ownership of George Meyer, wooden partitions were added to the second story interior to create twelve sleeping rooms.

A small brick lean-to addition was added to the rear after the turn of the century.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates

Builder/Architect

Statement of Significance (in one paragraph)

The Oxford Railroad Depot and Junction House are significant for their representation of the role of the railroad in this small wouthwestern college community. Before the automobile became the major means of transportation, the Railroad Depot, built in 1895, was not only the center for passenger service and local commerce that included the shipping of farm products, but also an important social focus for the city. As late as the 1920's, many of the students attending Oxford's three institutions of higher education traveled via the railroad and used the depot. A property directly related to the commerce of the railroads, located conveniently across the street from the depot and named for the first rail enterprise, the Junction Railroad Company, is the Junction House. It was built in 1860, remodeled in 1868, and during the heyday of the railroads, became a fashionable railroad inn with a tavern, dining room, and overnight accomodations. Both properties are also architecturally unique in Oxford. The predominantly utilitarian nature of the depot is greatly enhanced by an impressive steeply pitched hip roof; and the five round arched two-story bays topped by an elegant slate-covered mansard roof with rectangular dormers is unparalleled by any other structure in the community.

The railroad first came through Oxford in the early 1850's and ran from Hamilton, Ohio to Rushville, Indiana. This provided a link or "junction" between the Cincinnati and Chicago rail systems. The initial frame station in Oxford was replaced by the present one in 1895. Regular passenger service was discontinued in the 1950's, but the building continued in use for a dispatcher until 1977. It is now used only for storing railroad maintenance equipment, although currently threatened with demolition by the Chessie System. This was in response to the city's order that the depot be made safe or removed. Local preservation efforts have included an inspection by Bruce E. Goetzman, historical architect from Cincinnati, who found the building to be structurally sound. The exact future of the depot is, however, still unclear and it is hoped that the nomination will promote its reuse.

The Junction House was constructed in 1860 by Iassc & Joseph Write shortly after the completion of the railroad, for use as a grocery and residence. It was purchased in 1868 by George Myers, who remodeled it two years later to also serve as a hotel and tavern. It is interesting to note that the Junction House tavern was one of the last in the city to close in response to the Oxford Women's Temperance Crusade in 1874 (the community has remained dry ever since). George Meyers, a blacksmith by trade, operated a carriage factory to the south of the Junction House for a period in the late 19th century. His son, William B., built Oxford's first bowling alley adjacent to the Junction House in 1889. William B. Meyer took over operation of the hotel in 1892 and continued until 1905. The property has been used as a residence since that time and is currently divided into four apartments.

9. Major Bibliographical References

- McBride, James. History and Biographical Cyclopedia of Butler County, Ohio, Western Biographical Publishing Co., Cincinnati, O., 1882.
 Smith, Ophia D. Fair Oxford, Ohio Historical Press, Oxford, O., 1947.
 White, Robert E. Oxford Press Bicentennial Series 1975-1976, Oxford Press, Oxford, Ohio.

10. Geographical Data

UTM NOT VERIFIED

Acreeage of nominated property Both less than one

Quadrangle name Oxford

Quadrangle scale 1:24000

UMT References

ACREAGE NOT VERIFIED

Depot	A	<u>116</u>	<u>6913</u>	<u>61615</u>	<u>413</u>	<u>715</u>	<u>31210</u>	House	B	<u>116</u>	<u>6913</u>	<u>71215</u>	<u>413</u>	<u>715</u>	<u>31115</u>
		Zone	Easting	Northing						Zone	Easting	Northing			
	C								D						
	E								F						
	G								H						

Verbal boundary description and justification

- A. The southern half of Lot 268, a triangular plot bounded by the tracks, Elm Street and a concrete pad.
 B. Lot 206 in the City of Oxford.

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

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Lucy S. Curry
 organization Miami Purchase Association date 5/1/79
 street & number 7120 Contreras Road telephone 523-2920
 city or town Oxford state Ohio 45056

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Dud L. Rusk

title SHPO date Dec. 10, 1979

For HCRS use only
 I hereby certify that this property is included in the National Register

Carol D. Skel date 2-8-80
 Keeper of the National Register

Attest: William H. Braham date 2.4.80
 Chief of Registration

Property

Oxford Railroad Depot and Junction House

State

Okla. Butler

Working Number

12.28.79.3013

TECHNICAL

Photos

4

Maps

1

CONTROL

HISTORIAN

1895 Depot is significant as an embodiment of area development which N.R. played an important role in. - Junction House was a commercial/residential structure which was remodeled into a hotel/tavern in 1868 - a function of ~~and~~ into the 20th century. - Both important, local landmarks

ARCHITECTURAL HISTORIAN

*accept
Brabham
2.4.80*

ARCHEOLOGIST

OTHER

HAER

Inventory _____

Review _____

REVIEW UNIT CHIEF

*accept
Brabham
2.4.80*

BRANCH CHIEF

KEEPER

National Register Write-up _____

Send-back _____

Entered FEB 8 1980

Federal Register Entry

2-3-81

Re-submit _____



Oxford Railroad Depot + Junction House
Oxford, Ohio, Butler Co
Cal Kowal, MPA, Fall 1977
front (west) facade and
north side facade

FEB 8 1980

DEC 28 1979

THIS PAPER MANUFACTURED BY KODAK



Oxford Railroad Depot ^{Junction}
House
Oxford, Ohio, Butler County
8 1980
Michael Hulsey, photographer
FEB Miami Purchase Association, Cincinnati, O.
March 1979 DEC 28 1979
Camera pointed NE, corner Oxford
RR Depot, front facade Junction House



FEB 8 1980

Oxford Railroad Depot Junction House

Oxford, Ohio, Butler Co.
Cal Kowal, MPA, Fall 1977
detail, upper front (west)
and south side facades

DEC 28 1979

THIS PAPER MANUFACTURED BY KODAK



Oxford Railroad Depot Junction
House

1980 Oxford, Ohio Butler County

∞ Michael Evans DEC 28 1979

Miami Purchase Assn, Cincinnati, O.

LEEB May 1979, camera pointed NE

main facade, south side



Oxford Railroad Depot ^{and} Junction
House

Oxford, Ohio Butler County

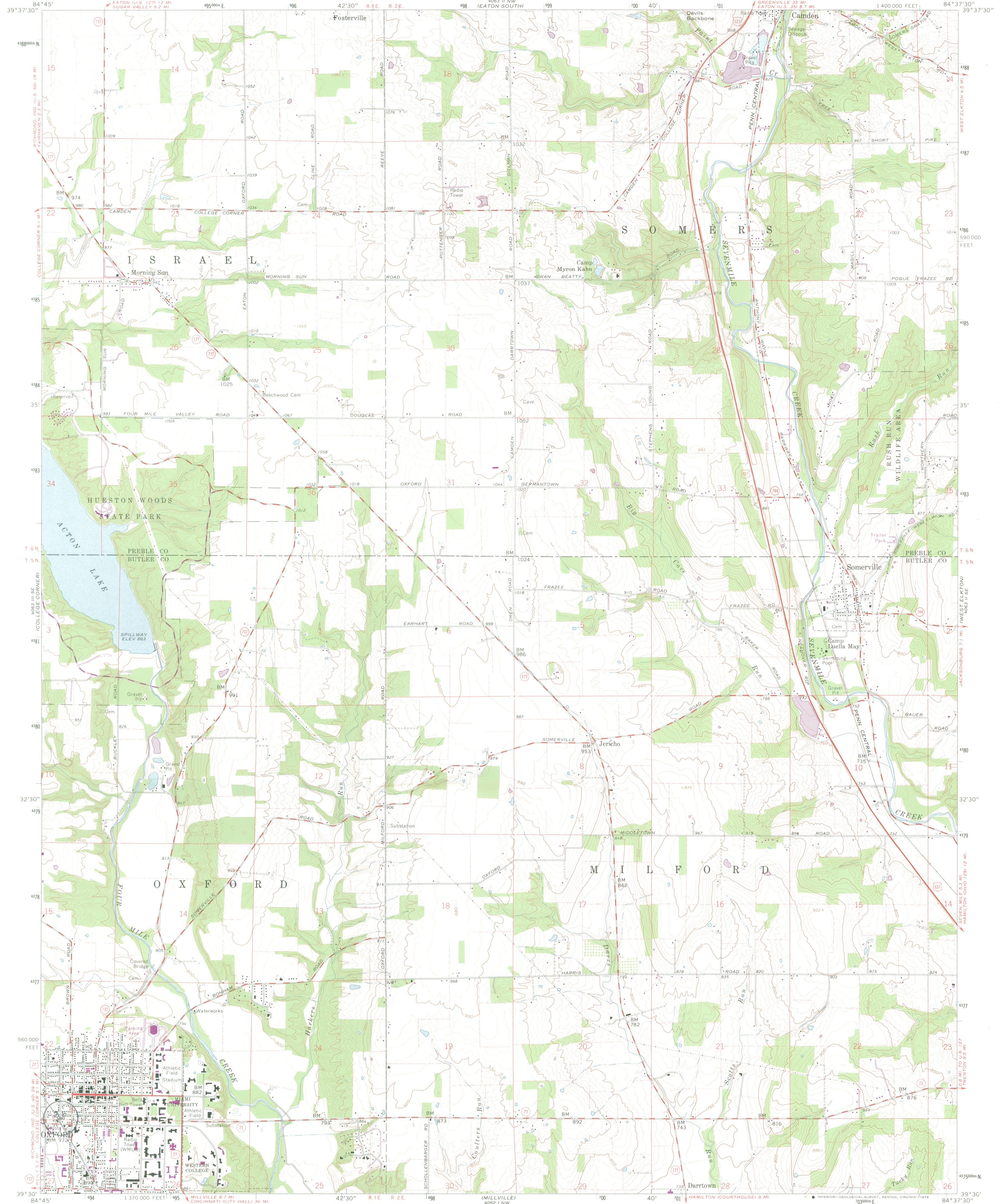
Michael Evans DEC 28 1979

Miami Purchase Assn. Cincinnati, O.

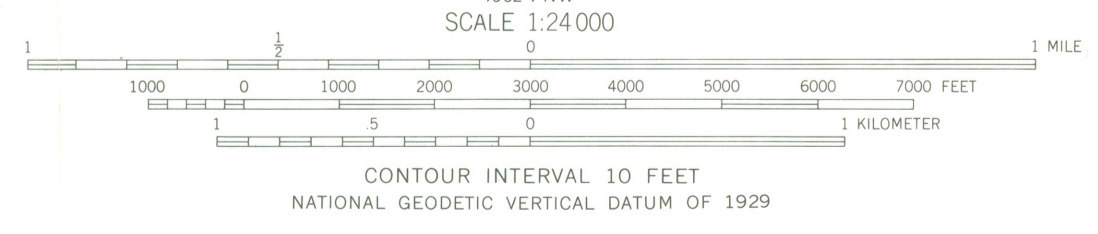
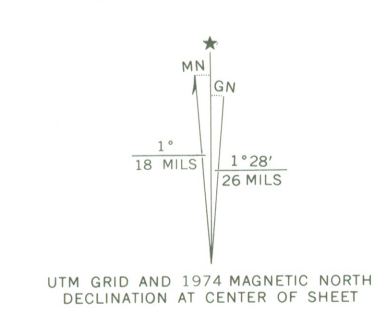
LEB May 1979, camera pointed SE
baggage room and main facade.



100 58 100



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs taken 1959. Field checked 1961.
Polyconic projection. 1927 North American datum
10,000-foot grid based on Ohio coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 16, shown in blue
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked
Entire area lies within the Miami River Survey
Land lines based on the Great Miami River Base
Revisions shown in purple compiled in cooperation with State of Ohio agencies from aerial photographs taken 1974. This information not field checked.



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

OXFORD, OHIO
N3930—W8437.5/7.5
1961
PHOTOREVISED 1974
A 56463 II SW—SERIES V852



Regional Office: Miami Purchase Association John Hauck House
812 Dayton Street Cincinnati, Ohio 45214 (513) 721-4506

June 7, 1979

Chessie System
2 North Charles Street
Baltimore, Maryland 21201

REC'D
GENERAL
MAIL
JUN 14 10 47 AM '79
CHESSE SYSTEM

Dear Sirs:

In accordance with the policies and procedures of the Ohio Historic Society Preservation Advisory Board, please be advised that the property listed below is being considered for preliminary consideration for inclusion in the National Register of Historic Places at their next meeting to be held on June 29, 1979 at the Ohio Historical Center.

The enclosed brochure will explain the National Register program.

Respectfully,

Fred Mitchell

Fred Mitchell
Preservation Officer

Enclosure

FM/cbf

RE: Oxford Railroad Depot - NW corner S. Elm at W. Spring Street, Oxford

TO
→ CNY
A103
6-14-79

C. Norman Murphy
Manager-Field Services
Real Estate and Industrial Development



2 North Charles Street
Baltimore, Maryland 21201
301 237 3971

June 27, 1979 CC-jj

In reply refer to:
File: 346
0-04023

Mr. Fred Mitchell
Preservation Officer
Regional Office: Miami Purchase
Association John Hauck House
812 Dayton Street
Cincinnati, Ohio 45214

Dear Mr. Mitchell:

This refers to your letter of June 7 advising us that the B&O depot at Oxford, Ohio, has been nominated for inclusion in the National Register of Historic Places.

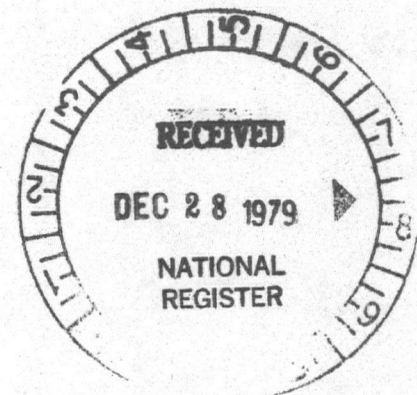
We are opposed to this nomination, particularly since the building has been condemned by the City Manager and Housing Inspector. With this information, I trust that no affirmative action will be taken at the June 29 meeting.

Sincerely,

A handwritten signature in cursive script that reads "C. N. Murphy".

cc: Ohio Historic Preservation Office
Ohio Historic Center
I-71 and 17th Avenue
Columbus, Ohio 43211

cc: City of Oxford
Municipal Building
Oxford, Ohio 45056



The Chessie System railroads are the C&O, B&O, WM and affiliated lines. Chessie System, Inc. is the parent for the railroads, Chessie Resources, Inc., Western Pocahontas Corp. and The Greenbrier.

June 27, 1979 CC-JJ

In reply refer to:
File # 346
O-04023

Mr. Fred Mitchell
Preservation Officer
Regional Office: Miami Purchase
Association John Hauck House
312 Dayton Street
Cincinnati, Ohio 45214

Dear Mr. Mitchell:

This refers to your letter of June 7 advising us that the B&O depot at Oxford, Ohio, has been nominated for inclusion in the National Register of Historic Places.

We are opposed to this nomination, particularly since the building has been condemned by the City Manager and Housing Inspector. With this information, I trust that no affirmative action will be taken at the June 29 meeting.

Sincerely,

/s/

C. N. Murphy

cc: Ohio Historic Preservation Office
Ohio Historic Center
1-71 and 17th Avenue
Columbus, Ohio 43211

cc: City of Oxford
Municipal Building
Oxford, Ohio 43076

bc: Mr. C. F. King
Mr. S. T. McGowan

Ohio Historic Site Preservation Advisory Board

July 6, 1979

C. Norman Murphy
Chessie System
2 North Charles Street
Baltimore, Md. 21201

Dear Mr. Murphy:

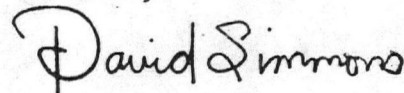
I am pleased to inform you that your property, listed below, is being considered by the Ohio Historic Site Preservation Advisory Board as qualified for nomination to the National Register of Historic Places of the Heritage Conservation and Recreation Service, United States Department of the Interior. The program was created by Congress in 1966 by the National Historic Preservation Act (P.L.89-665). A sheet explaining the National Register of Historic Places has been enclosed.

While public or private real property may be added to the National Register without the permission of the landowner, the Ohio Historic Preservation Office encourages public participation and we are most anxious to receive comments from property owners regarding listing of their property. A 60 day period (ending 8-28-79) is provided for these comments. The nomination will be brought up for final action at the first meeting of the Ohio Historic Site Preservation Advisory Board after this 60 day period. If the property is approved for nomination to the National Register, written comments which we have received concerning the significance of the property under the National Register criteria will be forwarded to Washington with the nomination. Property owners are contacted by the staff in Washington before the property is listed. Listing in the Register is a Department of the Interior decision.

Registration in the National Register does not diminish or alter title to the land. However, it does help protect listed property from demolition or harm from any federally funded or licensed program by providing for a federal-level hearing in the event of such jeopardy. Owners of listed property are eligible to apply for 50% matching grants-in-aid for historic preservation through the state program. Certain Federal tax consequences may result for income-producing (depreciable) properties pursuant to Section 2124 of the Tax Reform Act of 1976 (P.L. 94-455). The provisions of this section of the Act are explained on the enclosed sheet entitled "Tax Incentives to Encourage The Preservation of Historic Structures."

Please note that a copy of this letter is being sent to the appropriate public officials in your area for additional comments.

Sincerely,



David A. Simmons
Historian and
Manager, National Register Program

Oxford Railroad Depot &
Junction House
South Elm Street
Oxford

X. c: Mayor of Oxford
OKI
Fred Mitchell, Regional Preservationist

The National Register of Historic Places had its origins in the Registry of National Landmarks, established in 1900 under the authority of the 1935 Historic Sites Act. In 1966 the National Historic Preservation Act was passed by Congress. In this Act Congress called for the expansion of the existing register to include the full range of cultural resources, not just properties of national significance, and created the National Register of Historic Places. This listing is maintained by the Heritage Conservation and Recreation Service of the Department of the Interior and is a record of prehistoric and historic properties worthy of preservation because of their local, state or national significance. The National Register affords recognition and protection for districts, sites, buildings, structures and objects significant in American history, architecture, archeology, and culture. It serves both as a planning tool and a means of identifying buildings, sites, and districts that are of special significance to a community and worthy of preservation.

WHAT THE NATIONAL REGISTER DOES

Listing in the National Register makes the property owner eligible to apply for 50% matching Department of the Interior grants for historic preservation through the state preservation office. These grants may be used for repair and/or restoration work.

Listing in the National Register provides a measure of protection from demolition or other negative impact by federally funded or licensed projects through comment by the Advisory Council on Historic Preservation on the effect of such projects on historic properties as stated in Section 106 of the National Historic Preservation Act of 1966 and Executive Order 11593. This review procedure is part of the planning process for all federally-assisted projects.

Income-producing (depreciable) properties which are listed in the National Register, either individually or as a part of a historic district, are aided by the tax incentive provisions of Section 2124 of the Tax Reform Act of 1976 which encourages rehabilitation and discourages demolition.

Listing of a building, site, or district accords it a certain prestige, which can enhance the value of the property and raise community awareness and pride.

National Register listing is often a prerequisite for funding applications for restoration work through various private, nonprofit organizations such as the National Trust for Historic Preservation or some federal programs such as FHA Title I Home Improvement Loans.

WHAT THE NATIONAL REGISTER DOES NOT DO

It does not prevent the owner of listed property from remodeling, repairing, altering, selling or even demolishing a building listed in the National Register with other than federal funds. It also does not obligate an owner to make any repairs or improvements to the property. However, it should be pointed out that the owners of income-producing (depreciable) property may not be able to deduct the cost of demolition or take accelerated depreciation for new construction on the same site in accordance with the provisions of the Tax Reform Act of 1976, unless an individual property in the district is certified as not contributing to the character of the district prior to demolition.

It does not prevent the use of city or state funds for demolition or other adverse affect to a property listed on the National Register.

It does not provide assurance that federal project planners will always be able to avoid adverse impacts upon listed properties. It only assures a federal-level review of all federally funded or licensed projects which may have an adverse effect.

CONSIDERATIONS WHICH EXIST FOR PROPERTIES WHICH ARE LISTED IN OR ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Every federally-funded or licensed project which involves land development or the alteration of any existing structure must be reviewed by the Ohio Historic Preservation Office to determine what impact it may have on historic, architectural or archaeological resources that are listed in or eligible for the National Register of Historic Places.

If historic properties are identified within project limits, it is determined whether these properties will be affected and whether the effects will be beneficial or adverse. An example of an adverse effect would be the destruction or improper alteration of all or part of a historic structure. A federally sponsored rehabilitation program can avoid adverse effects by following the "Basic Guidelines for the Rehabilitation of Historic Property," prepared by the National Park Service. It is necessary to find some form of mitigation for any adverse effect through negotiation and mutual agreement.

HOW POTENTIAL SITES ARE CHOSEN FOR LISTING

In Ohio, anyone may fill out the forms necessary to nominate a property to the National Register. The Ohio Preservation Office has 22 Regional Preservation offices serving the state and most nominations are prepared by the staff of these offices or in conjunction with one of the offices. The regional staff also conducts the Ohio Historic Inventory and the Ohio Archaeological Inventory in order to identify all properties in Ohio which have archaeological, historical, or architectural merit. When a nomination is complete, it is sent to the Ohio Historic Preservation Office in Columbus where a professional staff reviews it for completeness and correctness. It is then scheduled for review at a meeting of the Ohio Historic Site Preservation Advisory Board, a 17 person board appointed by the Governor to advise the State Historic Preservation Officer on preservation matters. If the Board approves the nomination, property owners and local officials and planning agencies are contacted and provided a 60 day period in which to comment. In the case of historic districts where it is difficult to contact each property owner, both public hearings and a public notice in the local newspaper help assure that every resident has a chance to comment. After the 60 day period the nomination is again reviewed along with any written comments which have been received. The nomination is either approved, tabled, or rejected depending on the findings of the Board. If approved, it is forwarded to the State Historic Preservation Officer for his signature and then sent on to Washington. Listing in the Register is a Department of the Interior decision.

There are more than 1,200 properties listed in the National Register in Ohio. The program is one of the most active in the country and has proved to be a valuable means of locating, recording and protecting significant prehistoric and historic properties.

PUBLIC PARTICIPATION

The Ohio Historic Preservation Office welcomes comments on the eligibility of a property to the National Register from owners, public officials, planning agencies and concerned citizens.

TAX INCENTIVES TO ENCOURAGE THE PRESERVATION
OF HISTORIC STRUCTURES

The new tax provisions will encourage rehabilitation and discourage demolition of certified income-producing structures. The Tax Reform Act of 1976 included Section 2124 "Tax Incentives to Encourage the Preservation of Historic Structures." Section 2124 tax incentive provisions apply only to income-producing (depreciable) properties, not to private residences. The provisions are:

1. Section 2124 (a). Permits a five-year amortization of certain rehabilitation expenses made in connection with qualified income-producing properties.

2. Section 2124 (b). Replaces business expense deduction for demolition with deferred reduced tax benefit created by adding demolition costs to the basis of the property. However, the deduction is not denied if a property in a district is certified as not contributing to the character of the district prior to demolition.

3. Section 2124 (c). Reverses former Federal tax bias against rehabilitation and restoration of historic properties by allowing only straight line depreciation (eliminating accelerated depreciation) for a structure which was built on the site of a qualified income-producing property which was demolished or substantially altered other than by certified rehabilitation.

4. Section 2124 (d). Provides special accelerated depreciation rules for certain rehabilitation expenses made in connection with qualified income-producing properties.

5. Section 2124 (e). Amends charitable contribution deductions on income, estate, and gift taxes to liberalize deductions for conservation purposes, including historic preservation.

Subsections (a) - (d) of Section 2124 as briefly described above require the Secretary of the Interior to make the following classes of certifications:

a. Certified Historic Structures. Tax provisions 2124 (a) - (d) are related to "Certified Historic Structures" which, generally, are defined as income-producing properties of historic character which are either listed in the National Register, or created by or pursuant to a certified state or local statute. The property must be certified by the Secretary of the Interior as being of historic significance. Certifications of such structures must be made by the Secretary before the described tax consequences accrue.

b. Certified Statutes. Qualified historic structures located in historic districts designated under a statute of appropriate state or local government are subject to the tax consequences discussed above. State or local statutes must be certified by the Secretary of the Interior as containing criteria which will substantially achieve the purposes of preserving and rehabilitating buildings of historic significance.

c. Certified Rehabilitation. In order for the tax consequences described above relating to rehabilitation to accrue, the Secretary must determine not only that the rehabilitation was done to a certified historic structure but also that the rehabilitation meets certain standards with respect to preserving the historic integrity of the structure. Standards for such rehabilitation have been set forth.

TAX INCENTIVES

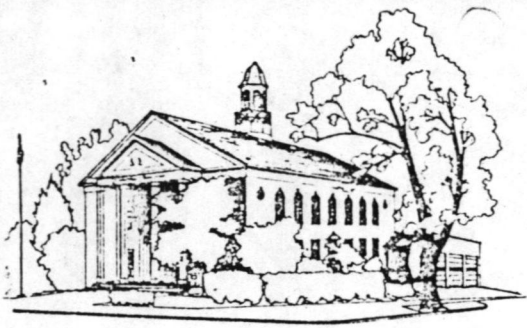
page 2

WHO MAY APPLY

Only the owner of record of the property in question may apply for the certification of a historic structure or certification of rehabilitation. However, upon the request of the State Historic Preservation Officer, the Secretary of the Interior may indicate to such officers whether or not a particular structure located within a registered historic district is of historic significance to the district. The Secretary may do so, however, only after notifying the property owner of record of the request, informing the owner of the possible tax consequences of the decision and permitting the property owner to submit written comments to the Secretary prior to the decision.

The Internal Revenue Service is responsible for all procedures, legal determinations and rules and regulations concerning the tax consequences of the historic preservation provisions of the Tax Reform Act of 1976. Any certifications made by the Secretary pursuant to these provisions shall not be considered binding upon the Internal Revenue Service with respect to the tax consequences.

Procedures for obtaining the above certifications, the standards of rehabilitation, and the standards for evaluating structures within registered historic districts are available from the Ohio Historic Preservation Office at the Ohio Historical Center, Interstate 71 & 17th Avenue, Columbus, Ohio 43211.



City of Oxford

Municipal Building, Oxford, Ohio 45056

Phone 523-2171

346
0-04023

chs to file
06/27
✓

July 11, 1979

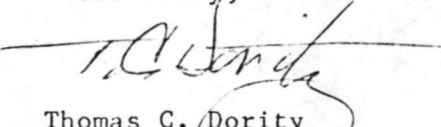
Mr. Fred Mitchell
Preservation Officer
Miami Purchase Association
812 Dayton Street
Cincinnati, Ohio 45214

Dear Mr. Mitchell:

I received a copy of the letter of June 27, 1979 from C. N. Murphy, Chessie System, to you regarding the placement of the Oxford B & O depot on the National Register.

Please understand that the City of Oxford did notify the Chessie System earlier this year that this depot must be improved or demolished. The building is presently dilapidated and continues to deteriorate while it is not occupied. We have extended the time period for compliance with our order indefinitely in order to allow interested parties to arrange with the Chessie System to restore this building. If such restoration can be accomplished, including recognition by the National Register, this is preferable. Chessie is at liberty anytime to seek a demolition permit for the structure.

Yours truly,


Thomas C. Dority
City Manager

/dh

cc: C. Norman Murphy.

July 19, 1979 CC-jj

In reply refer to:
File: 346
O-04023

Mr. David A. Simmons
Historian and Manager
National Register Program
Ohio Historic Preservation Office
Ohio Historical Center
1-71 & 17th Avenue
Columbus, Ohio 43211

Dear Mr. Simmons:

This refers to your letter of July 6 regarding the B30 station at Oxford, Ohio.

On June 27 we advised Mr. Fred Mitchell, with copy to you, that we oppose this nomination. As previously mentioned, the structure has been condemned by the City Manager and Housing Inspector.

Yours very truly,

/s/ C. N. Murphy

cc: Mr. Fred Mitchell
Preservation Officer
Regional Office: Miami Purchase
Association John Hatch House
812 Layton Street
Cincinnati, Ohio 45214

cc: City of Oxford
Municipal Building
Oxford, Ohio 45056

bc: Mr. C. F. King
Mr. S. T. McGowan

September 18, 1970 CC-sev

Mr. David A. Simmons
Historian and Manager
National Register Program
Ohio Historic Preservation Office
Ohio Historical Center
I-71 & 17th Avenue
Columbus, Ohio 43211

In reply refer to:

File 346
O-04023

Dear Mr. Simmons:

This refers to my letter of July 19, in reply to your of July 6, regarding the B&O station at Oxford, Ohio.

Please advise present status of this nomination to National Register.

Yours truly,

/s/ T. D. Jackson

cc: Mr. Fred Mitchell
Preservation Officer
Regional Office: Miami Purchase
Association John Hauck House
812 Dayton Street
Cincinnati, Ohio 45214

cc: City of Oxford
Municipal Building
Oxford, Ohio 45056

bc: Mr. C. F. King
Mr. S. T. McGowan

Ohio Historic Preservation Office

Ohio Historical Center I-71 & 17th Avenue Columbus, Ohio 43211 (614) 466-1500

September 21, 1979

27
9/27

Mr. T. R. Jackson
Real Estate and Industrial Development
Chessie System
2 North Charles Street
Baltimore, Maryland 21201

Re: File 346
0-04023

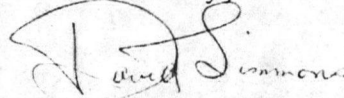
Dear Mr. Jackson:

Thank you for your recent letter regarding the B & O Station at Oxford, Ohio.

We have received your letters and will bring them to the attention of the Ohio Historic Site Preservation Advisory Board when they consider their final recommendations for this property at their meeting on September 28.

Thank you again for your letter.

Sincerely,



David A. Simmons
Historian and
Manager, National Register Program

DAS:cw

X. c: Fred Mitchell

Ohio Historic Preservation Office

Ohio Historical Center I-71 & 17th Avenue Columbus, Ohio 43211 (614) 466-1500

December 14, 1979

Mr. T. R. Jackson
Real Estate and Industrial Development
Chessie System
2 North Charles Street
Baltimore, Maryland 21201

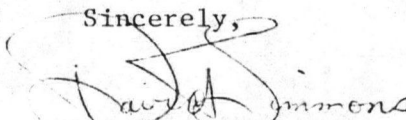
Re: File 346
O-04023

Dear Mr. Jackson:

The nomination of the Oxford Railroad Depot and Junction House (an adjacent former railroad hotel) was reviewed by the executive committee of the Ohio Historic Site Preservation Advisory Board at their September 28 meeting. The Board was provided with a copy of your letter at that time. They also were made aware of a study of the Depot by Cincinnati architect Bruce Goetzman which indicated that the building was structurally sound, and also that an individual had visited our office to acquire information on the possibility of reusing the structure through our program. In spite of the condemnation order by the city, it was felt that there was sufficient interest and structural integrity to permit its reuse. Since it is the Board's job to promote preservation through the benefits offered by the National Register of Historic Places, and since a listing would not prevent your organization from disposing of or even demolishing the Depot, the executive committee recommended that the Board approve and forward the nomination to the Heritage Conservation and Recreation Service, United States Department of the Interior. You will be notified when a final decision has been made in Washington regarding placement of the property on the National Register.

We wish to remind you that you have already received information regarding the benefits of listing as outlined in the National Historic Preservation Act (P. L. 89-665) as well as the effects which may result for depreciable properties which are listed pursuant to Section 2124 of the Tax Reform Act of 1976 (P. L. 94-455).

Sincerely,



David A. Simmons
Historian and
Manager, National Register Program

DAS:cw

Y.P.

Oxford Railroad Depot & Junction House
1/8/80
Butler Co.

R. C. Peterson
101 E. Central
Oxford, OH 45056



January 23, 1980

Ms. Carol Shull
Acting Keeper of the National Register
Heritage Conservation and Recreation Service
U. S. Department of Interior
Pension Building
440 G Street NW
Washington, DC 20243

Dear Ms. Shull:

RE: Oxford Railroad Depot and Junction House Nomination for
Listing in the National Register of Historic Places

In response to your letter of January 7, 1980, we fully support the nomination of the "Junction House" to the National register. Enclosed is a clipping from the bicentennial edition of the Oxford newspaper which outlines the historical background of the building and its relevance to Oxford and southwestern Ohio.

We purchased the building on June 30, 1979. The former owner had remodeled the structure into four apartments about twenty-five years ago on the first two levels. These apartments were rented to students from Miami University and maintenance and upkeep was minimal. As a result, the building is in need of major repair. Many floor joists have rotted out or are cracked. The mansard roof is in a deteriorated condition as are the chimneys and their related flashings.

The third floor was added sometime between 1860 and 1880 for the possible purpose of additional sleeping rooms. A stairway was added for access between the second and third floors, however the third floor accommodations were never completed. Our present goal is to renovate the building and develop it into four apartments utilizing the third floor. We have an architect working on this plan. These apartments will not be student rentals.

At present we are proceeding with the renovation by replacing deteriorated floor joists, installing support beams, leveling floors, installing steel tie rods, patching the roof, and doing sundry masonry work to make the structure sound.

We feel that the "Junction House" has both historical and architectural significance to Oxford and the surrounding area. The building also lends itself to the installation of insulation on the interior sides of all exterior walls and the development of a passive solar collector in the southern side of the mansard roof.

Sincerely,

RC Peterson

R. C. Peterson
and Errol A. Gundler

Errol Gundler

THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D JAN 29 1980

_____ INDIVIDUAL RESPONSE (ATTACHED)

_____ INFORMATIVE MATERIAL SENT

_____ TELEPHONE CALL (ATTACHED)

DATE ACTION TAKEN _____

INITIALS _____

es/gh -v

T. R. Jackson
Manager—Field Services
Real Estate and Industrial Development



2 North Charles Street
Baltimore, Maryland 21201
301 237 3972

January 21, 1980 CC-jj

In reply refer to:
File 346; O-04023

NP

Ms. Carol D. Shull
Acting Keeper of the National Register
Heritage Conservation and Recreation Service
United States Department of the Interior
Washington, D. C. 20240

Dear Ms. Shull:

This refers to your letter of January 7 advising that the B&O depot at ~~Oxford, Ohio~~, has been nominated to the National Register of Historic Places.

We have been, and still are, opposed to this nomination. Photocopies of correspondence exchanged with the Ohio Historic Preservation Office are attached.

Sincerely,

T. R. Jackson



THE NATIONAL REGISTER OF HISTORIC PLACES

DATE REC'D JAN 25 1980

_____ INDIVIDUAL RESPONSE (ATTACHED)

_____ INFORMATIVE MATERIAL SENT

_____ TELEPHONE CALL (ATTACHED)

DATE ACTION TAKEN _____

INITIALS _____

1980

DECLARATION OF HISTORIC SIGNIFICANCE

WHEREAS the Secretary of the Interior has determined that the [illegible] is a historic place of national significance and is worthy of being included in the National Register of Historic Places;

AND WHEREAS the Secretary of the Interior has determined that the [illegible] is a historic place of national significance and is worthy of being included in the National Register of Historic Places;

IT IS HEREBY ORDERED that the [illegible] be included in the National Register of Historic Places.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Department of the Interior at Washington, D.C., this [illegible] day of [illegible] 1980.

20% COTTON FIBER
BOND
MANCHESTER

1980 JAN 25 11:00 AM

1980 JAN 25 11:00 AM

100

1980 JAN 25 11:00 AM

1980 JAN 25 11:00 AM

1980 JAN 25 11:00 AM

ENTRIES IN THE NATIONAL REGISTER

STATE OHIO

Date Entered FEB 8 1980

<u>Name</u>	<u>Location</u>
Kindleberger, Frederick, Stone House and Barn	Clarrington vicinity Monroe County
Savage-Stewart House	Canaanville vicinity Athens County
Kenton-Hunt Farm	Springfield vicinity Clark County
Young-Shaw House	Sarahsville Noble County
Oxford Railroad Depot and Junction House	Oxford Butler County
Arrowston (William Boal Wood House and Estate)	Piqua Miami County
Seven Early Office Buildings at Central Square Thematic Resources	Youngstown Mahoning County

Also Notified

Honorable Howard M. Metzenbaum

Honorable John H. Glenn, Jr.
Honorable Clarence E. Miller
Honorable Clarence J. Brown
Honorable Douglas Applegate
Honorable Thomas N. Kindness
Honorable Tennyson Guyer
Honorable Lyle Williams

State Historic Preservation Officer
Mr. David Brook
The Ohio Historical Society
Interstate 71 at 17th Avenue
Columbus, Ohio 43211

2/13/80

Byers/bjr

NR

For further information, please call the National Register at (202)343-6401.

Architects call train depot structurally sound

by MARY LOLLI
Student Staff Writer

The structural condition of the Oxford train depot was re-evaluated this summer by students from the University of Cincinnati's architectural department, said Prof. Bruce Goetzmann, head of the department there.

The project was started in response to controversy that developed last March over the demolition of the depot which is located near Elm and Spring Streets.

IN RESPONSE to an order from the city to "make the building safe" by repairing crumbling walls, replacing fallen bricks, taking down gutters and removing trash from the surrounding yard, Chessie System, which owns the building, revealed plans last March to either raze the building or sell it.

Goetzmann said he heard about the building when members of the Historical Oxford Preservation Endeavor (HOPE) became concerned about its preservation.

"HOPE didn't have the funds to save the building, so we nominated it for purchase by the Miami Purchasing Organization (another preservation group), of which Goetzmann is a trustee," said Lucy Curry, a member of HOPE.

Goetzmann said he found the building to be "structurally very sound" when evaluating it this summer.

"THE ONLY major problem we found was a portion of the building by the front entrance door where a lot of fallen bricks were found."

He added that some minimal damage was done to a front corner of the

building as a result of the train derailment this summer.

"There was a minimal amount of trash in the surrounding yard," Goetzmann said, "but nothing was so bad that it couldn't be repaired."

"The building is a good example of late 19th century train depots, and it is definitely worth saving," Goetzmann said. He added that the depot, built in 1895 and used until the end of World War II, "had been used by a great number of

Miami students."

"IT IS THE only depot in Oxford and it would be a shame to just destroy it," he said. "Hopefully something will be done to save the building."

Besides being an historical landmark, Goetzmann said, the depot should be saved

because it would be less expensive to renovate it than to destroy it and build a new depot.

So far nothing has been done with the building. It is being used by the railroad for storage purposes, Goetzmann said.

Miami Student

September 21, 1979

FEB 8 1980

The Oxford Citizen.

PUBLISHED BY
ELIAS R. ZELLER,
At Two Dollars per annum, in advance.
Business Cards.

TOYS!

TOYS!

CHRISTMAS SONGS.

Oh! have you been to Gillard's
To see old Santa Claus?
With bells, and bells, and pretty girls,
With glisters, boxes, and cars,
With horses, deer, and little reindeer,
He seems well looked down,
I'm sure that he has given enough
For all the folk in town.
As you pass from Gillard's mansion,
If the snow falls on the ground,

Christmas comes but once in a year,
but there is no reason why a man should
get drunk, stroll about town to the in-
finite dread of women and small boys,
and disgusting even men, though it came
but once in a century. Our village usu-
ally so quiet that it has gained a reputa-
tion for law and order, was full of drunk-
en ruffians, and the boys had hardly room
to tumble around, and the mothers,

A Plain Matter-of-Marriage.
The Rev. D. a Methodist minister, sta-
tioned at Meadville some years ago one
evening received a note informing him
that a couple, living in the suburbs of
the city, desired to be united in the
bonds of matrimony, and requested his
services at 9 o'clock in the morning. At
the proper time he went to the house de-
signated. He inquired of a young lady
who was busy washing dishes, if there
was a couple there who wished to be

A Mysterious Drive of Hogs.
One night, about a month ago,
a drove of hogs, numbering forty or fifty
heads, was put into the Brighton Street
yards. Nobody knew where the
drove came, or to whom they belonged.
The Superintendent of the yards, sup-
posing that the owner would soon turn
up, fed them and gave them other
attentions as they needed. Weeks passed, and no owner ap-
peared to claim them. Four or five days

Geo. Meyer's Junction House Served Oxford For 37 Years

BY BOB WHITE

In the 1850's the word "railroad" had the promising ring of growth and sparked community controversy much as "traction line," "highway," and "highway by-pass" have had in the century following.

In Oxford, the "railroad fever" had begun in the late 1840's, nearing "paper reality" in 1848, when Indiana incorporated The Junction Railroad Company for construction of a road from Rushville through Connorsville and Oxford and on to Hamilton, thus providing a link -- or junction -- between Dayton and Cincinnati lines and those running from Rushville to Indianapolis and Chicago. On March 8, 1849, the Ohio Legislature added its approval to the Junction Railroad right-of-way.

In anticipation of the railroad's coming, a frame depot was completed in 1858, opening for inspection on May 8, a day which John Josua H. Tiffany, writing in his diary, called Vanity Fair:

"This is a day of general nothing. Some are going after seeing and to be seen of one another -- Vanity Fair on the intended railroad. Depot Big Show." Tiffany was uninterested and disgusted, and he considered the money expended for "a dead horse."

Despite the pessimism, the Iron Horse arrived. The "big day" was June 4, 1859, with nearly a thousand passengers coming aboard two trains from Hamilton to Oxford, then the



The above picture of The Junction House was probably taken about 1880, after the Mansard roof was added and before the frame bowling alley

building had been constructed to the north. -- Photo Courtesy W. D. Meyer)

The George Meyer family moved to Oxford in 1865, and he may have been employed at the blacksmith shop or buggy factory to the south on Elm St. before buying The Junction House in 1868.

Under George Meyer's skilled hands the building began to assume its present form. The old

surrender to the ladies who besieged the doorway with prayers, scripture-reading, and hymns. But the closing was brief.

In 1892 George Meyer turned operation of The Junction House over to his son William. Billy Meyer had attended the public school on Beech Street, got his first job at the College Avenue

George Schatz and now lives in Oxford; and Martin, who lives in the family home on Elm Street, a block and a half north of the old Junction House building.

In 1928, William Meyer bought The Miami Restaurant, located in the center section of the Burkhardt building at Beech and High, and not long after, his son Martin and wife Alma (Beckett,

The Oxford Brass Band and Philip D. Matson, Marshal, led the parade from the depot near Spring Street to the Miami campus, where "a collation" was served. The group was welcomed by Miami's President, the Rev. John W. Hall, and William H. Miller, President of the Junction company replied.

In the time of speculation, W. A. Irwin and Isaac Cooper bought Inlot 206 across the street from the future depot, and here they built a square two-story, red brick building with a slanted seamed block tin roof. The first floor had a central entrance and hallway with a stairway leading to the second floor, and there were large storerooms (one with a separate entrance) on either side of the first floor hall. A notable feature of the second floor was the provision of five "blind arch" windows with matching shutters.

Although definite proof is lacking, it is thought that Irwin and Cooper may have constructed the building to serve as mess hall and sleeping quarters for men working on the railroad, since the Oxford portion of the project included not only the laying of ties and track from McGonigle to Oxford, but also the filling and trestle construction across Bull Run to the south, near Kehr Road.

In 1849, about the time that the Junction Railroad was chartered, 24-year-old George Meyer left his home in Germany and emigrated to the United States to find work as a blacksmith. He first went to Stillwell's Corner (now McGonigle) in nearby Hanover Township, which may have taken its name from the Old World, since the community included such German family names as Hummell, Lagetrost, Krucker, Mehl, Mistler, Rader, Stahlheber, Vitzedom and Wasserman. Meyer worked for a time as blacksmith there, and in "Zinzinnati" (which had a sizeable Over the Rhine community) he met and later married a German girl of 20 or so named Walburger Eisenmann. Soon after, they moved to Billingsville, where George Meyer set up his blacksmith shop. It was in this Indiana community that the Meyers' children George, Anna (who married Edward Riggs), and William B. were born.

handsome Brass Band roof and dormer window openings suggesting a third story, even though to this day it covers the original tin roof. Wooden partitions were constructed to create twelve sleeping rooms, each furnished and wall-papered over the wood. The south first floor room served as a tavern, with tables and chairs and a handsome bar, with carved and mirrored back, extending the depth of the room. On the north side, the storeroom which had served as a grocery eventually became a "dining room for ladies" where wine was served, since women were not allowed in the bar. Finishing off the neat appearance was a painted sign the width of the building which announced: **JUNCTION HOUSE BY GEORGE MEYER.** This caused local wits to make cracks about going to "The Junction House, By George!"

Under Meyer's ownership, The Junction House prospered, the success due in part to the closing of the uptown Cone House (Mansion House) and to the proximity of the railroad, which brought salesmen or "drummers" to town almost daily. An Oxford stockyard was located at the triangle between College Avenue and the railroad, and farm men bringing hogs to the pens for railroad shipment also patronized The Junction House, where they enjoyed Walburger Meyer's home-cooking and the liquid refreshment served up "By George." The Meyers had an ice pond west of the railroad tracks in the vicinity of what is now Block M Apartments, and ice and barrels of beer and whiskey were stored in the deep, cool basement. The whiskey was supported on wooden cradles and the bartender would sometimes accommodate those whose thirst exceeded their purse by sending them downstairs to "rock the cradle," preventing sedimentation and encouraging "aging." The whiskey, served from the tap in copper measuring vessels from which it was poured into the glass, came by wagon from the David Rohrer distillery on Mud Lick, near Germantown, a major supplier who shipped as far east as Boston and west to San Francisco. In the famous Oxford Temperance Crusade of 1874, The Junction House bar was the ninth of ten local saloons to

went to work as a carpenter for Lloyd and Hewitt, contractors.

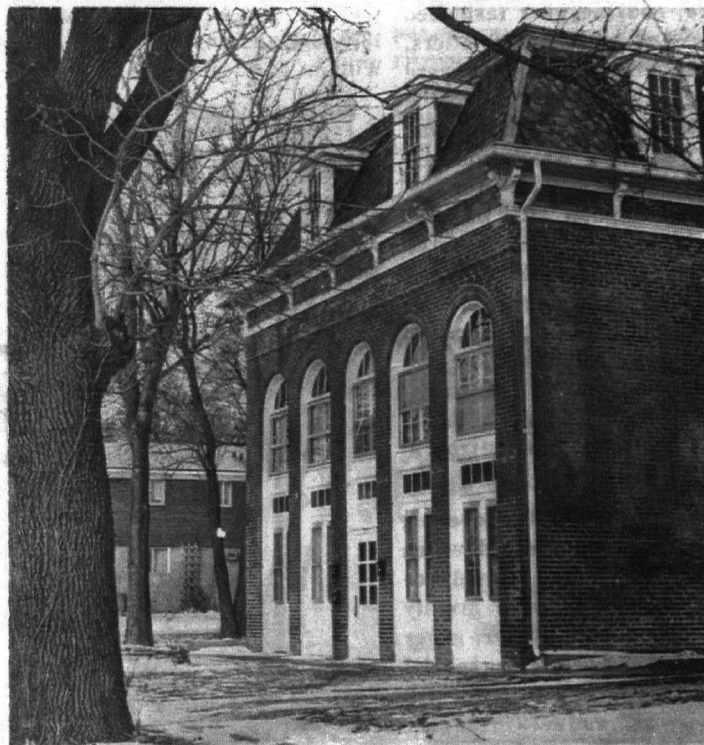
William B. Meyer was even more enterprising than his father. He acquired farm land extending from the College Avenue railroad crossing to Chestnut Street, and in the vicinity of Central Avenue, near the present Capitol-Varsity plant he set up a brickyard. He took over operation of the stock pens and put in a telephone connection between the yards and The Junction House. In 1898 he built a frame building, 20'x99', to the north with an entrance on Collins Street and here he installed Oxford's first bowling alleys.

But the coming of prohibition, together with the eventual decline in rail transportation caused Meyer to close the hostelry about 1905. He then went into the livery business with Fred Nagel, and in 1912 he was appointed Postmaster. A loyal Democrat, he served as Postmaster for two terms, going out of office about 1920.

William B. Meyer married Margaret Milders, of Hamilton, and they had three children: Flora, who married Hugh Stephenson and passed away in 1949; Margaret, who married

Miami's famed custodian), opened an ice cream shop in the old post office location at the corner. William and Martin 'Bud' Meyer sold the restaurant in 1946, Billy Meyer passed away in 1950, and the ice cream store closed when the Burkhardt building was sold in 1962.

Still residing in the Oxford area, in addition to George and Walburger Meyer's grandchildren Margaret Schatz and Bud Meyer, are three great-grandchildren: William Stephenson, Marge Meyer Grushas (Mrs. Alex), and William D. "Bang" Meyer, as well as three great-great-grandchildren: Bill Hooven (great-grandson of George Meyer, Jr.), Miss Martha Meyer and Miss Elaine Grushas, both of Oxford and Cincinnati. Not only have Mrs. Grushas and 'Bang' Meyer carried on family tradition of their forebearers with leadership in local Democratic activities and interest in Miami University, but 'Bang' Meyer and his wife, Mary Warwick Meyer, also pay tribute to the family's long-time prominence in Oxford with the nostalgic-oriented Junction House on the College Corner Pike.



The Junction House on South Elm St. was owned by William Crawford, Walter Rogers and others in the early part of this century and was rented out for storage or as a rooming house. A number of families were housed there during the depression, when it became quite run-down. Eric E. Erickson bought the site about 25 years ago, and upon his retirement spent almost four years remodeling the structure into four apartments and restoring the exterior to a neat appearance reflecting nineteenth-century charm.—Staff Photo