

OHIO HISTORIC INVENTORY

Ohio Historic Preservation Office
567 E. Hudson St. Columbus, Ohio 43211
614/297-2470



1. No.	2. County LOR	4. Present Name(s) The Depot		<input type="checkbox"/> Coded									
3. Location of Negatives O.H.I.O. Resource		5. Historic or Other Name(s) Oberlin Lake Shore and Michigan Southern Station; Oberlin Head Start											
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>Roll #</th> <th>Exp. #</th> <th>Facing</th> </tr> <tr> <td>Rear 2</td> <td>15A</td> <td>NE</td> </tr> <tr> <td>Front 2</td> <td>14A</td> <td>SW</td> </tr> </table>		Roll #	Exp. #	Facing	Rear 2	15A	NE	Front 2	14A	SW			
Roll #	Exp. #	Facing											
Rear 2	15A	NE											
Front 2	14A	SW											
6. Specific Address or Location South side of South Street		17. Date(s) or Period 1866	17b. Alteration Date(s) 1970s	30. Foundation Material Stone									
6a. Lot, Section or VMD Number		18. Style or Design Italianate		31. Wall Construction Balloon Frame/Western Frame/Platform									
7. City or Village Oberlin		18a. Style of Addition or Element(s) High Style <input type="checkbox"/> Elements <input checked="" type="checkbox"/>		32. Roof: Type Gable Pitch Moderate Material Composite Shingle									
8. Site Plan with North Arrow		19. Architect or Engineer		33. No. Bays Front 7 Side 2									
		19a. Design Sources		34. Exterior Wall Material(s) Wood, Board & Batten									
		20. Contractor or Builder		35. Plan Shape Rectangular									
9. U.T.M. Reference		21. Building Type or Plan Other Building: Combination Station		36. Changes (Explain in #42) Altered, Substantially									
<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th>Zone</th> <th>Easting</th> <th>Northing</th> </tr> <tr> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> <td><input type="checkbox"/></td> </tr> </table>		Zone	Easting	Northing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	22. Original Use, if apparent Railroad Depot		37. Window Type(s) 1 over 1 Double-hung			
Zone	Easting	Northing											
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>											
10. <input type="checkbox"/> Site <input type="checkbox"/> Structure <input checked="" type="checkbox"/> Building <input type="checkbox"/> Object		23. Present Use Vacant		38. Bldg. Dims.									
11. On National Register? Yes		24. Ownership <input type="checkbox"/> Public <input checked="" type="checkbox"/> Private		39. Endangered? No Explain:									
12. N.R. Potential? No		25. Owner's Name & Address, if known The Nord Family Foundation 347 Midway Blvd, Suite 312 Elyria OH 44035		40. Chimney Placement No Chimney Observed									
13. Part of Estb Hist Dist? No		26. Property Acreage		41a. Distance from road									
14. Dist. Potential? No		27. Other Surveys in Which Included Super (76); McQuillin (76)		41b. Frontage on road									
15. Name of Established District (N.R. or Local)		28. No. of Stories 1											
16. Thematic Association(s) Transportation: Railroad lines: Lake MI & S. Shore		29. Basement? No											
42. Further Description of Important Interior and Exterior Features This one-story, Italianate Style building has a simple rectangular plan, gable roof, and a wide, single-bracketed cornice line. The front and rear walls have seven bays, and the sidewalls have two. The windows are, six-over-six, double-hung, except the windows above the entrances, which have three lights. Every original bay has crowning decorative woodwork hung at the same level along the walls. The building has storm windows over the original windows and the roof appears to be recently tinned. Other renovations include a large fenced in playground to its northwest. The original brick receiving platform is behind the building and is part of the Oberlin bicycle path. To the west of the depot a small baggage storage structure, painted green, replicates the shape (cont.)													
43. History and Significance The first railroad line in Lorain County went through Wellington in 1849, in 1852 a spur was built from Grafton to Norwalk. It passed through Oberlin. About ten years later the rail line was altered to connect Oberlin to Elyria. Shortly after the Civil War, circa 1867, this depot was built, passenger service was established and Oberlin entered the modern era. A trip to the county seat, Elyria, was now 20 minutes, not two hours. A 1908 letter to The Alumni Magazine from L.B. Kinney told the following story about the construction of the depot. "When the railroad was diverted from Grafton to Elyria, Mr. Newell, then president of the road, came to Oberlin to contract (cont.)													
44. Description of Environment and Outbuildings (see #52) This building sits on an open space across the street from residential buildings. New construction of a community services center changes the area's character. A bicycle path is nearby and the now vacant railroad station presents opportunity for other community uses.													
45. Sources of Information Lorain County Courthouse: Lorain County tax records. O.H.I.O. Resource Center: Oberlin Historic Preservation Commission Files. Blodgett, Geoffrey. <u>Oberlin Architecture College and Town: A Guide to its Social History.</u> Oberlin College, 1985. Oberlin College Library: <u>Alumni Magazine</u> , November, 1908.													
46. Prepared by M. Fedelchak-Harley; L. Previll													
47. Organization O.H.I.O. and H.P.C.													
48. Date Recorded 9-15-2000				49. Revised by									
49. Revised by													
50a. Date Revised				50b. Reviewed by									
50b. Reviewed by													

51. Condition of Property

<input type="checkbox"/> Excellent	<input type="checkbox"/> Ruin
<input checked="" type="checkbox"/> Good/Fair	<input type="checkbox"/> Destroyed/Burned
<input type="checkbox"/> Deteriorated	Date _____

54. Farmstead Plan



52. Historic Outbuildings and Dependencies

Barn Type(s)

<input type="checkbox"/> Corn Crib or Shed	<input type="checkbox"/> Summer Kitchen	<input type="checkbox"/> Silo
<input type="checkbox"/> Smoke House	<input type="checkbox"/> Spring House	<input type="checkbox"/> Ice House
<input type="checkbox"/> Designed Landscape Features	<input type="checkbox"/> Privy	<input type="checkbox"/> Garage

53. Affiliated OAI Site Number(s) _____

OAI Completed? _____

Archaeological Feature:	Observed	Expected on Basis of Archival Research
Well	<u>No</u>	<u>No</u>
Privy	<u>No</u>	<u>No</u>
Cistern	<u>No</u>	<u>No</u>
Foundation	<u>No</u>	<u>No</u>
Structural Rubble	<u>No</u>	<u>No</u>
Formal Trash Dump	<u>No</u>	<u>No</u>
Other _____	<u>No</u>	<u>No</u>

42. Further Description of Important Interior and Exterior Features (Continued from page 1)

and details of the depot in a simplified mode. The building has a low-pitched, gable roof with plain brackets and a door at the east end centered under the gable. To the east of the depot a restored caboose sits on a fragment of railroad track, surrounded by a locked chain-link fence. The sides of the caboose have wood siding, and the ends are sheet metal, all are painted red. The caboose has four windows on each side, a door and two windows at each end and a low-pitched gable roof monitor with two small windows at each end, and a large window on each side. All copula windows are now fixed. Each end has a door under the cantilevered gable roof and two small windows which may have opened at one time, but now are fixed with Plexiglas coverings. Each side has four windows that are now fixed, but probably opened prior to restoration. The east end also has a door with two small windows and a metal step ladder leading to a metal platform.

43. History and Significance (Continued from page 1.)

with Mr. Shattuck of Kipton to move the depot building a few rods further north." The letter goes on to explain that the author suggested to Newell that the depot did not need to be moved. Mr. Newell then sent Mr. Kinney a letter stating that if the citizens of Oberlin could procure a deed of the lot for the company, they would build a new depot and dispose of the old one. Mr. Kinney, his brother and friends raised three-quarters of the price and Mr. Kinney advanced the balance and sent Mr. Newell the deed. Mr. Newell was delighted by the community response and he built the "best depot between Cleveland and Toledo" in Oberlin. Professor Churchill then helped to design the grounds, Professor Ellis helped to procure and place the trees, and Mr. Kinney planted them himself.

The depot had telegraph, ticket and baggage offices and separate waiting rooms for men and women. The train service was the primary transportation route for everyone leaving or entering the town, including college students, businessmen and families. In 1949 the last interstate passenger train came to Oberlin (Blodgett). The building was acquired by The Nord Family Foundation circa 1969, they extensively renovated it to adapt it for use as a Headstart Center. It continued in that use until 1999.

The site is significant for its history of Oberlin's first era of rapid transportation to the world beyond the town and the state; it changed the way students and families got to Oberlin and made it possible for students and residents to travel home, or to other parts of the nation easily and quickly. The caboose and baggage structure add to its integrity as a site significant for its history or rail transportation. It also is significant for its adaptive to serve another community need, federally-funded early childhood education. It was listed by the City of Oberlin as an Historic Landmark in September, 1975. It was listed on the National Register of Historic Places in 1979.