



Indiana Brownfields Program

an Indiana Finance Authority Environmental Program

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July 31, 2018

Christopher A. Smith
Deputy Director
Department of Natural Resources
Division of Historic Preservation & Archaeology
402 W. Washington Street, W274
Indianapolis, IN 46204-2739

Re: DHPA#22524, 1610 N. Calhoun Street, Fort Wayne, Indiana Brownfields RLF grant funds

Dear Mr. Smith:

This letter is the Indiana Brownfields Program's response to the inquiries raised in the Division of Historic Preservation & Archaeology's letter dated June 8, 2018 regarding the above indicated project in which four concerns were raised. Below are the Program's responses to the questions:

1. A clear delineation of where the ground disturbance for removal of contaminated soil within the project area will take place. **Response: Please see the attached map that shows testing areas on top of a historic Sanborn Map. The remediation that is to take place has not been fully determined. Once the Work Plan is developed it will be provided to DHPA for review.**
2. It will be extremely helpful to know where the ground disturbance will be in relation to the areas which you mentioned had been impacted by fill, and in relation to the areas containing existing building foundations, etc.: **Response: Please refer to the attached map.**
3. Clarification regarding if the brick paved area that was mentioned consists of historic brick. **Response: The mentioned area of brick pavers has been removed from the site. The bricks were salvaged for repairing historic brick streets and alleys in Fort Wayne. This area of brick pavers was formerly associated with the LS & MS (New York Central) Freight Depot that was located at 125-145 E. Fourth Street. The building (built in 1913) was included in the 1996 Fort Wayne Interim Report as site 003-215-16039. However, the building was demolished in 2010. The brick that once spanned the area between North Clinton Street and the east side of the building remained for a few years after the demolition, but this brick pavement had lost its historic context and association with the freight depot. The pavers were no longer significant within a National Register context.**
4. Any additional information (for example, a detailed historical background) regarding the history of this project area. **Response: There are several layers of history and development, and the resulting ground disturbance, that have occurred on this site. Construction of the Wabash and Erie Canal began at Fort Wayne in 1832; the first boat operated on a completed section**



of the Feeder canal in 1834. The feeder supplied water to the main canal. It passed through the northern edge of the site. The feeder was later filled for development.

Much of the site was once the western portion of the adjacent (to the east) Lawton Park. Fort Wayne hosted the 1865 Indiana State Fair on the north bank of the St. Mary's River in what is now Lawton Park, as well as a portion of the site. There has been a great deal of later development and ground disturbance in the overall area.

The Fort Wayne, Jackson, and Saginaw railroad (later the New York Central) constructed its main rail line, sidings, and a large maintenance facility on the site. Construction work on the Lake Shore line to Jackson, Michigan, and the maintenance facility, was begun March 20, 1869, "This (rail)road had received \$200,000 aid in bonds and money and twenty acres of land in Fort Wayne." (Bert Griswold, Pictorial History of Fort Wayne; pgs. 482-483) The twenty acres of land referenced was the western section of what was Lawton Park at the time.

The railroad shop facilities included a locomotive maintenance building, a power plant building, a turntable, offices, coal storage bins and structures, and a water tower. A freight depot was located at the southeast corner of the site, at Clinton and 4th Street. All of these structures have been demolished.

Immediately west of the railroad maintenance building was the factory of the Paul Manufacturing Company. This company was a manufacturer of wood products such as wood pulleys. There were several buildings that were used as a saw mill, a wood kiln, a sawing and planning building, and painting and finishing. This company ceased operation prior to 1918 and some of its buildings were later used by the Fort Wayne Engineering & Manufacturing Company.

In the early and mid-twentieth century an interurban line passed through the north end of the site on the former Wabash & Erie feeder canal. The interurban line was abandoned and the rails removed for later development. There is a remaining concrete tunnel structure near the north end of the site, but it will not be affected by this project. The tunnel allowed the interurban line to pass beneath the New York Central line.

North Clinton Street was inserted between Lawton Park and the rail yard later than the establishment of most streets in the area. Other streets were generally established by plats; however Clinton extended the Leo Road more directly toward downtown Fort Wayne. Historic maps are inconclusive, but Clinton and its bridge over the St. Mary's River were likely built in the 1880s.

At the western edge of the site, bounded by North Harrison, 6th Street, North Calhoun Street, and the former location of the feeder canal, there was once a complex of buildings of the Fort Wayne Engineering & Manufacturing Company. The firm manufactured water pumping and air compressor systems. The buildings included a pattern shop, a small foundry, a "box factory," and a large structure that was a combination of an office building, machine shop, and assembly. These buildings were built in the late 19th and early 20th century; they have all been demolished. In the period from c.1915 to c.1927, the Lincoln Highway was carried through Fort Wayne on North Harrison, at the west edge of the site. A c.1923 filling station and

service garage was once located near the northwest corner of the site. It was located immediately north of the feeder canal location. This structure has been demolished.

Lastly, the site and many of its buildings were formerly used by a large junkyard/scrap yard operation. Historic aerial photos show that the scrap yard was not yet established in 1938, but it was fully in operation in 1957. By the late 1960s its operations extended over the majority of the site. The operation slowed in the 1990s, and by c.2003 it had dwindled to a handful of buildings in operation for purchasing scrap metals. In the period from 2003 to 2011 all the buildings that remained on the site were demolished and cleared.

There is debris and evidence of the foundations of buildings and other structures on the site. The open areas were initially disturbed by construction of multiple rail lines and sidings. Later, heavy equipment that moved junk cars and scrap metal would have disturbed the ground; large areas were used for open storage and processing of scrap metals. The locations where rail lines were removed in the 20th century, and the locations where buildings were removed in the 21st century, were not only disturbed by the initial construction of the facilities, but also by the subsequent demolition process.

Very truly yours,



Cindy Shively Klem
Program Counsel

cc: (via electronic transmission)
Patricia Polston, U.S. Environmental Protection Agency
Andrea Robertson, Indiana Brownfields Program
Creager Smith, Fort Wayne Historic Preservation Commission

