Mr. Paul C. Diebold
Director of Preservation Services
Indiana Dept. of Natural Resources

The enclosed information is in support of the request by Headwaters Junction, Inc. to relocate the historic Craigville Depot from its current location to a temporary location for renovation.

It is necessary to move from the current location due to the fact that it is currently located in a wooded area where it was moved to in 1979 from its original location. A tree fell on the building a year ago, causing damage to the building. At the current location in a wooded area there is potential for further damage from falling tree limbs, branches, or entire trees. Additionally, at the present location, the Depot has no visibility, is prone to vandalism, has no utilities, and is 12 miles from the City of Fort Wayne which will be its final location.

Donald B. Steininger, President

BOARD OF DIRECTORS
Don Steininger  Tom Trent  Kelly Lynch  Dawn Ritchie  Stephanie Veit
President    Vice-President    Executive Director    Secretary    Treasurer
Dane Boykins  Jim Ehlinger  Al Moll  Rick Samek  Doug Wood
Brian Christophel  Pam Holocher  Tom Nitza  John Urbains  Rob Young
Kelly Disser  Greg Leatherman  Rick Potts  Kevin Vail
SCOPE OF WORK

The scope of work for this phase of the overall project of Headwaters Junction is to begin by removing all knee braces, corbels, and roof members and roof from the depot to prepare it for moving approximately 12 miles to downtown Fort Wayne. Removing the roof is necessary to allow the building to go under the various underpasses. The building will be moved by Wolfe House and Building Movers from its existing location on Edgerton Road up Ryan Road to Dawkins Road and through the City of New Haven and into Fort Wayne along Washington Street to Van Buren Street, across the Norfolk Southern tracks to Sherman Boulevard. The depot will be placed on blocks and remain there for approximately two years while renovation takes place.

The roof will be replaced immediately after moving to preserve the integrity of the building. Asphalt shingles will be selected that most closely represent the period of the depot. Repair will begin on those portions of the depot that require replacement parts. The baggage doors will be permanently affixed in their original location and windows will be replaced in original locations. Entry door will be replaced with a new wooden door and knee braces and corbels. Painting the entire depot will be done in a manner commensurate to other fine examples of buildings of the period. After the interior is completed to accommodate a ticket window in original location, restrooms will be installed to accommodate passengers.
ceiling of waiting area

floor of waiting area
ceiling of baggage area

floor of baggage area
Proposed Paint Colors
TEMPORARY LOCATION

The temporary location is on Sherman Street bordering the Norfolk-Southern right-of-way currently being purchased by Headwaters Junction. The property is currently owned by Brooks Construction and is gifted to Headwaters Junction for use per the agreement attached.

The pictures indicate the industrial nature of the surrounding area but security is not an issue and a fence will be installed around the area housing the depot.

This area is on a direct route for moving from its current location with only one underpass and along the right-of-way of Norfolk-Southern for relocation to the permanent location.
OCCUPANCY AGREEMENT

In furtherance of the mission of Headwaters Junction, Inc., Brooks Construction Company, Inc. hereby grants to Headwaters Junction the right to utilize the property owned by Brooks Construction described on Exhibit "A" and depicted on "Exhibit "B" attached.

It is understood that Headwaters Junction shall at their own expense relocate the historic "Craigs ville Depot" to the described property temporarily for renovation.

This grant shall be for 36 months unless otherwise agreed to by the parties.

Headwaters Junction agrees to hold Brooks Construction harmless for any and all acts of employees or contractors of Headwaters Junction and in addition shall provide liability insurance in an amount not less than $1 Million and carry Brooks Construction as an additional insured on said policy.

All of which is agreed to this 31st day of July, 2019

Brooks Construction Company, Inc.

by Andrew Brooks, President

Headwaters Junction, Inc.

by Donald B. Steininger, President
TRACT 1 LEGAL DESCRIPTION
(2001 SAUER JOB#034-161)

PART OF LOT NUMBER 2 IN MARY SCHNEIDER’S ADDITION TO THE CITY OF FORT WAYNE, ALLEN COUNTY, INDIANA, TOGETHER WITH PART OF THE WEST HALF OF HANNA’S OUTLOT 12 LYING AND SITUATED IN THE NORTHWEST QUARTER OF SECTION 2, TOWNSHIP 30 NORTH, RANGE 12 EAST, NOW IN THE CITY OF FORT WAYNE, ALSO TOGETHER WITH PART OF THE SOUTH HALF OF LOT NUMBER 13 G.W. EWING’S SUBDIVISION OF OUTLOT 18 IN THE NORTHEAST QUARTER OF SECTION 3, TOWNSHIP 30 NORTH, RANGE 12 EAST, AND ALSO TOGETHER WITH THAT PART OF LOT NUMBER 6 IN SCHROEDER’S ADDITION TO THE CITY OF FORT WAYNE, LYING EAST OF THE WEST LINE OF SHERMAN STREET, ALL TOGETHER BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS, TO WIT:

BEGINNING AT A SURVEY NAIL ON THE WEST LINE OF LOT NUMBER 2 IN SAID MARY SCHNEIDER’S ADDITION AT A POINT SITUATED 24.00 FEET, SOUTH 00 DEGREES 00 MINUTES 00 SECONDS WEST (ASSUMED Bearings AND BASIS OF ALL Bearings TO FOLLOW) FROM THE NORTHWEST CORNER OF SAID LOT NUMBER 2; THENCE SOUTH 89 DEGREES 20 MINUTES 53 SECONDS EAST, A DISTANCE OF 258.51 FEET TO A SURVEY NAIL; THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS WEST, A DISTANCE OF 249.99 FEET TO A #5 REBAR ON THE NORTH RIGHT-OF-WAY LINE OF THE FORT WAYNE, JACKSON, AND SAGINAW RAILROAD COMPANY, NOW KNOWN AS THE LAKE SHORE AND MICHIGAN SOUTHERN RAILROAD COMPANY; THENCE NORTH 89 DEGREES 32 MINUTES 20 SECONDS WEST, ON AND ALONG SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 258.51 FEET TO A #3 REBAR AT THE POINT OF INTERSECTION OF SAID NORTH RIGHT-OF-WAY LINE WITH THE EAST RIGHT-OF-WAY LINE OF SHERMAN STREET; THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST, ON AND ALONG SAID EAST RIGHT-OF-WAY LINE, PARTIALLY DEFINING THE WEST LINE OF LOT NUMBER 2 IN SAID MARY SCHNEIDER’S ADDITION, A DISTANCE OF 251.25 FEET TO THE POINT OF BEGINNING, CONTAINING 1.488 ACRES OF LAND, SUBJECT TO ALL EASEMENTS OF RECORD.
PERMANENT LOCATION

A proposal is currently pending before the Fort Wayne Redevelopment Commission to locate the depot on property currently owned by the Redevelopment Commission and commonly known as the "North River" property. This would be part of the Master Plan of Headwaters Junction and is noted as location "1" on the overall site plan attached.

There remain three other options for location along the Steel Dynamics railroad being constructed.

Option #2 as noted on the Master Plan is currently occupied by Pepsi Cola Company.

Option #3 as noted is owned by the Fort Wayne Parks Department and known as Bloomingdale Park.

Option #4 is currently for sale by Norfolk-Southern but is the least desirable parcel due to its location further from downtown and the Riverfront.

It is expected that a final decision on location will be made in 2020-2021 and an additional submittal will be made to the Preservation Service at that time with details on location to rail, to other buildings, parking, and to expected traffic flow.
POTENTIAL HEADWATERS JUNCTION LOCATIONS
WITHIN FORT WAYNE AREA
HEADWATERS JUNCTION LOCATION D
OSAGE/BURGESS WEST WAYNE SITE
North River Site, Site A, with rail line indicator
North River Site, Site A, looking E.
Pepsi Site, Site B, looking SW with rail indicator
Pepsi Site, Site B, looking NE, Wells St Depot to R, not listed but is on original site
Pepsi Site, Site B, looking N with Wells St. Depot behind photographer
Pepsi Site, Site B, rail line would be built to left, where cars are parked.
Bloomingdale Park, Site C, with rail indicator along N edge of park
bloomingdale Park Site, Site C, looking SE
remnant of rail line in alignment with line to be rebuilt is below this caption
West Wayne Site, Site D, with rail indicator.
West Wayne Site, Site D, looking S into parcel, rail line is on ridge
West Wayne Site, Site D, looking SE toward rail bed