

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

## 1. Name of Property

Historic name: Caledonia Public Square and North Water Street Historic District

Other names/site number: N/A

Name of related multiple property listing: N/A

## 2. Location

Street & number: Roughly bounded by North Water St., railroad tracks and North Street, High Street, and Public Square

City or town: Caledonia State: Ohio County: Marion

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

    national     statewide   X   local

Applicable National Register Criteria:

  X   A     B   X   C     D

<p><i>Barbara Tower</i> DSHPO/Dept. Head Inventory &amp; Registration</p>	<p><b>9/7/2023</b></p>
<p><b>Signature of certifying official/Title:</b> <span style="float: right;"><b>Date</b></span></p> <p><u>State Historic Preservation Office, Ohio History Connection</u></p> <p><b>State or Federal agency/bureau or Tribal Government</b></p>	
<p>In my opinion, the property <u>   </u> meets <u>   </u> does not meet the National Register criteria.</p>	
<p><b>Signature of commenting official:</b> <span style="float: right;"><b>Date</b></span></p>	
<p><b>Title :</b> <span style="float: right;"><b>State or Federal agency/bureau or Tribal Government</b></span></p>	

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#### 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) \_\_\_\_\_

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Signature of the Keeper

Date of Action

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#### 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

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>11</u>	<u>2</u>	buildings
<u>1</u>	<u>          </u>	sites
<u>1</u>	<u>          </u>	structures
<u>          </u>	<u>2</u>	objects
<u>13</u>	<u>4</u>	Total

Number of contributing resources previously listed in the National Register 2

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

- DOMESTIC – Multiple Dwelling; Hotel
- COMMERCE/TRADE – Business; Professional; Organizational; Specialty Store; Department Store; Restaurant; Warehouse
- SOCIAL – Meeting Hall; Civic
- GOVERNMENT – City Hall; Government Office; Post Office
- RECREATION and CULTURE – Theatre; Music Facility; Monument/Marker
- AGRICULTURE – Storage
- LANDSCAPE – Plaza
- TRANSPORTATION – Road-Related

**Current Functions**

(Enter categories from instructions.)

- DOMESTIC – Multiple Dwelling
- COMMERCE/TRADE – Organizational; Specialty Store; Restaurant
- SOCIAL – Meeting Hall; Civic
- GOVERNMENT – City Hall; Government Office
- RECREATION and CULTURE – Monument/Marker
- AGRICULTURE – Storage
- LANDSCAPE – Plaza

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN – Italianate; Romanesque

LATE 19th and 20th CENTURY REVIVALS – Classical Revival

LATE 19th and EARLY 20th CENTURY AMERICAN MOVEMENTS – Commercial  
Style

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: Brick, Stone Corrugated Metal, Iron

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

The Caledonia Public Square and Water Street Historic District encompasses the core commercial and civic center of the Village of Caledonia, Ohio, the easternmost village in Marion County, along the Whetstone (Olentangy) River on the border with Morrow County. The district encompasses a concentration of nineteen historic resources dating predominately from the 1870s-1890s that represent Caledonia's agricultural, architectural, commercial, and transportation history. The district includes eleven contributing buildings, one site, and one structure; and two non-contributing buildings and two non-contributing objects. The district includes two previously listed resources: the Temple and Masonic Block Buildings, listed together in 2021 (NRHP #SG100006261). The district is cohesive in plan and design and has historic integrity through retention of historic materials, a unified stylistic vocabulary tied to vernacular commercial Italianate elements and related property types. Unified streetscape features retain traditional setbacks, planar relationships between historic façades and the streetscape, and preservation of the community's defining Public Square spatial plan. Alterations in the district include empty lots from demolition, updates to storefront façades following the evolution of retail technology; several alterations have since gained historic significance in their own right. Caledonia's original 1834 town plat is still clearly evident through the extant Public Square, and the community's long commercial reliance on the railway, and then US 30- South (SR 309), are preserved through the continued concentration of historic resources along the community's historic commercial districts.

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## Narrative Description

The following block-by-block description begins at the northeastern corner of the Public Square and continues counter-clockwise around the Square before continuing east along East Marion Street, jogging north up Water Street to Caledonia's railroad tracks, and then heading in a spiral back west to the Caledonia Grain Elevator on the triangle-shaped parcel of land between North and High and the railroad tracks.

## Setting

The Caledonia Public Square and North Water Street Historic District roughly spans the entire extant commercial core of downtown Caledonia along the Public Square, east down East Marion Street, and up North Water Street, which is immediately south of Caledonia's two (now only one active) railroad lines, plus two resources on adjacent parcels north of the tracks: the Caledonia Grain Elevator to the immediate northwest of the Public Square.

The Village of Caledonia's defining feature is its wide, 200-foot Public Square: a large paved plaza at the intersection of today's East Marion and Main Streets, marked by two swinging traffic lights with adjoined buildings along two of its four corners, with commercial buildings spreading east down East Marion Street. Platted in 1834, the Public Square was built up first with frame structures, and, starting around 1875, with masonry structures -- the majority of which are extant today. Caledonia's distinctive Public Square was laid out in what is now known as the Philadelphia Square style: with a comparatively wide, protected common square space, without an anchoring courthouse or municipal building in the center; and with flanking mixed-use buildings with adjoining party walls making up the corners of the square. While geographers have noted perhaps two dozen examples of Philadelphia Square in Ohio, the form is virtually unknown west of Indiana; and, within Ohio, only a handful of communities have maintained the full integrity of their Public Squares.

The Caledonia's Public Square contains 7 of the district's total 15 contributing resources: including all of the downtown's major commercial blocks. The Public Square's commercial blocks were built within 20 years of each other, and exhibit a remarkably cohesive style marking the transition from Italianate (1870s-1885) to more vernacular commercial Italianate, with elements combined from Classical Revival and Romanesque styles (1891-1897). Buildings on the Public Square, with the exception of a later 1930s canopy gas station, are all two stories in height, and are anchored by the Village of Caledonia's monumental Village Hall on the northeastern corner of the Public Square, which uniquely combines Italianate style with distinctive Romanesque and Classical Revival elements, crowned by a three-story bell tower.

Visually and functionally, Caledonia's Public Square extends east along East Marion Street to Plum Alley: the Temple Block (southern curb of E. Marion) and Union Block (northern curb of E. Marion) stretch from the Public Square up this street. Historically, frame commercial blocks extended further along E. Marion. Today, the stretch between Plum Alley and N. Water Street is

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occupied only by two structures, both contributing: one (#11), built towards the end of the period of significance, and the second (#12), historically significant for its longstanding use as a livery/automotive repair garage.

Another smaller commercial corridor stretches from the corner of East Marion and North Water Street north along the west side of North Water Street to the railroad tracks. This commercial district historically served railroad travelers and patrons with a hotel, restaurants, and saloons; and served as the path to the Public Square from the railway depot (demolished). North Water Street originally featured commercial blocks on both sides of the street; today, only three historic masonry structures remain, exclusively along the western side of the street.

### **Resource 1, Caledonia Village Hall, 1891, Contributing**

110 E. Marion Street Photo 1, 2, 3, 4, 7  
Figures 3, 4, 14, 16, 17, 33-35, 38-39

Caledonia's Village Hall was built in 1891 in a vernacular hybrid of commercial Italianate, Classical Revival, and Romanesque style, and occupies the Northeast corner of the Public Square. The brick building is two stories with a Dutch gable metal roof and projecting bell tower at the southwest corner. The tower is supported by an Ionic column and large sandstone lintel at the clipped corner entry, which features a replacement door and sidelight with boarded transoms. The tower roof is pointed. The top portion of the tower is the same on all four sides. A round window with hood is at each roof/wall junction, with inset square cornice detail, and louvered belfry with sandstone Doric columns and lintel. Painted sandstone projecting columns are at each corner. The south and west elevations of the tower feature one large fenestration that has been infilled with paired one over one windows, boarded transom and horizontal vinyl siding.

The south façade has three sections. The center section is Classical in design with three bays topped with a dentiled pediment wall dormer with cornice returns. An arched replacement window is flanked by horizontal limestone courses and stacked brick recesses. The second floor has three replacement one over one windows with boarded transoms. The first floor has three arched replacement window with boarded arches.

The west bay has one narrow second story niche. A large round arch fenestration is at the first floor with replacement mulled storefront glazing, divided transom, and boarded bulkhead. The east bay has two narrow second story niches. A large round arch fenestration is at the first floor with historic square divided lights in the transom and replacement entry door system filling the remainder of the space.

The west elevation has irregular fenestrations under the inset square and dentil brick cornice. The second story has three bays. The north bay has paired arched replacement one over one windows with limestone sills. The center bay has two similar windows and a replacement door with transom glazing and divided light arch. A mirrored metal fire escape leads to the ground level from the door. The south bay is a single arched replacement one over one window. The first floor north bay is a large round arch with a non-original garage door. A solid entry door is to the

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south. The center bay has two arched fenestrations. The north one has a window with boarded transom and one over one replacement window. The south one has a large modern AC unit infill. The south bay is a large arched fenestration with replacement mulled storefront glazing, boarded transom and boarded bulkhead.

The north (rear) elevation of the building reveals a lone chimney near the bottom center of the hipped rear roof, and a white painted pediment meets the hipped roof. The second story features four equally-spaced arch-top windows that have been partially covered with replacement mulled storefront glazing; a small square 1:1 vinyl window has been hung in the original transom. The first floor, like along the western elevation, features irregular fenestrations, arranged in two bays: small arched window and an arched doorway to the east and two fully-infilled arched fenestrations paired to the west.

Village Hall's eastern elevation is a shared party wall with the adjoining Union Block Building and its westernmost storeroom: the former Marion Public Library Caledonia Branch. The exposed part of the eastern elevation has comparatively few fenestrations: none on the second story and three irregularly shaped small, infilled arched windows at the first story.

The building's Italianate elements are its distinctive ionic column supporting an entryway to the building, decorative columns of limestone on the bell tower, three bays of square hooded windows along the front façade, distinctive dentiling at the roofline, and orange brick construction with limestone details. Classical Revival elements matching those across the street in the Temple Block include the building's gabled broken pediment (with small arched window) and roof, as well as the square dentiling pattern found along the roofline: a stylistic element unique to Village Hall & the Masonic Block. Romanesque elements are present in the building's tower (with oculus windows) and distinctive Syrian half-arches above doors and windows, including two arched doorways flanking the front façade, and two along the building's western elevation.

Alterations to Village Hall since its 1891 construction include the replacement of most arched windows and doors with smaller rectangular vinyl replacement windows, with white wood infill; infill of original stained glass portions of the distinctive bell tower; and a new green metal roof and asphalt tower roof dating from the 1980s. Despite these alterations, Village Hall retains sufficient integrity to convey its historic functions; and continues as Caledonia's hub for municipal government and monthly Village Hall meetings. Visually and functionally, Village Hall remains an anchor to the district: much as it has since its construction in the 1890s, and serves as a keystone for the integrity of the remaining Public Square & North Water Street Historic District.

**Resource 2, Caledonia Public Square, 1873-1974, Contributing**  
Intersection of E. Marion and Main Streets Photos 5, 7, 8, 9, 28  
Figures 3-4, 9-10, 12, 17, 23-27, 39

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Caledonia's 200-foot open Public Square — a remarkably intact example of the Philadelphia Square town planning style — is a defining feature of the Village and its commercial district. Part of the original 1834 plat for the Village, the Caledonia's Public Square, today, retains its distinctive wide Public Square commons space with the corners of the square featuring four corners, each flanked with large masonry block buildings in Italianate or Italianate-Classical Revival hybrid. Several of the buildings comprising corners of the Public Square share uniquely adjoining party walls. Unlike some neighboring square communities like Mt. Gilead (Morrow County), the corners of Caledonia's Public Square have not been infilled: instead, the municipal sidewalk curves around each building, defining the four corners of the Square. That corner space, today, is available for parking. The Public Square corners are landscaped along the southern side, with locust trees in lush landscaped tree lawns, with wide slab sidewalks. Two swinging traffic lights control traffic flow across the Public Square from Main and Marion Streets, which have their crossroads at the center of the Public Square.

The grand open space of the Public Square, and the sidewalks and landscaping around the Public Square's distinctive and historic commercial blocks, retain high integrity: the space and its use has changed little over the years beyond expected improvements of its streetscape technology. In its current spatial use and function, as the location, on Saturdays in the summer, of the Caledonia Farmers Market, Caledonia's Public Square bears high integrity, and easily evokes its historic associations. As the pivotal site around which Caledonia's historic district developed, it contributes significance and a coordinating setting function to the Caledonia Public Square and North Water Street Historic District.

### **Resource 3, Caledonia Centennial Time Capsule, 1974, Non-Contributing**

Outside of Village Hall: 110 E. Marion Street Photo 1, 2, 3, 7

Caledonia's Centennial Time Capsule dates from 1974, the Centennial of Caledonia's incorporation as a Village. This brick and granite object, standing about 4.5' high, sits between the sidewalk and the curb in front of Caledonia's Village Hall; and contains a time capsule prepared by the Caledonia Centennial Committee in 1974, with evidence of village life at the time.

### **Resource 4, Caledonia Veterans' War Memorial, 1977, Non-Contributing**

Northwest Corner of Public Square Photo 4, 10  
Figure 5 (Historic Location)

Organized and built by Caledonia's American Legion Post #401, Caledonia's Veterans' War Memorial occupies much of the Northwestern corner of the Public Square: on an otherwise open lot once occupied by a flour mill and meat-market. The monument consists of three large square brick monuments topped with granite slabs. Glass cases contain gold placards bearing the names of Caledonia veterans enrolled in various wars: from the American Revolution through the Gulf Wars. Three flagpoles stand above the memorial, with a U.S., Ohio, and POW-MIA flag.



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**Resource 5, The “Class of ’55” Building, 1890s, Contributing**  
112 E. Marion Street Photo 6, 11  
Figures 21, 29-30, 40

Originally known as the “Clark Building,” this two-story, vernacular commercial brick structure now known as the “Class of ’55” Building combines elements of vernacular Italianate commercial style — including distinctive dentiling, and pilasters of raised brickwork, and elaborately dented rounded hoods above large arched windows. It has a flat roof with parapet. Stepped bricks make up a bracketed cornice above a three brick entablature framed by one line of projecting brick. The building is the only Caledonia Public Square building with its central stairway located in the center of its façade — directly between the two storefronts: a design that is original to this era.<sup>1</sup>

The south façade first story is painted white and the second story is natural brick. There are three bays articulated by four brick pilasters. The pilasters are organized by stepped brick capitals under the cornice. The second story pilaster brick slightly projects and the first story, which is quoined. The second story has five equally spaced boarded rounded arch fenestrations and limestone sills. The original window frames and glazing remain underneath. The first story has a center entry framed by the center pilasters. A rounded hood mold with brackets tops the historic transom. The entry door has been replaced. The west bay storefront has been altered. The recessed entry, transom, storefront windows, and bulkhead have been covered by vinyl sheathing. Two small one over one vinyl windows are centered in the storefront windows. The east bay storefront has one large piece of vinyl sheathing covering the entire fenestration.

The building’s eastern elevation has four equally spaced boarded rectangular fenestrations with limestone lintels and sills at the second story. The original window frames and glazing remain underneath. One large square fenestration is oriented to the first story south bay. The opening has recessed infill sheathing with paired vinyl windows. The remaining first story east wall features a “Class of 55” mural in maroon lettering over the white paint.

The building’s northern (rear) elevation features the low end of a low-sloped roof; the two wings of the building’s western & eastern parapet walls rear up several feet from the roofline. The second story features four evenly-spaced square fenestrations, which have been boarded up with plywood painted white. The plywood has decayed considerably in several bays, revealing retained historic framing & glazing underneath. The first-story is divided into two bays, associated with each of the Class of ’55 Building’s historic storefronts; the easternmost bay features a single door. The westernmost bay has been infilled with concrete blocks, with a single centered doorway. This westernmost rear bay has been damaged: concrete blocks have fallen away, and the building is open to the elements beyond a plywood fastening. Some vandalism and graffiti are visible inside from the rear elevation’s openings.

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<sup>1</sup> See Figures 14 and 15.

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The Class of '55 building's western elevation is comparatively unadorned. Facing away from the Public Square, it has no dentiling and no defining roofline features other than a series of red metal brackets affixing the roof's metal cap. There is one small (boarded) window with a limestone sill towards the southern edge of the elevation; and a small shed-roofed structure at the first floor, painted white, leading to the basement.

In keeping with other district construction in this era, the building's less public elevations feature more utilitarian construction with evenly spaced windows with limestone hoods and sills. Alterations include protective boarding up of all second story windows (original glass windows remain beneath the boards) – which, in a few cases, has been worn away by storms and years -- and an almost- complete alteration of the building's original two storefronts, which now are covered in vinyl; as well as the removal of significant portions of rear brick and their replacement with cinderblock sometime in the 1920s, during the storefronts' tenures as automotive repair garages shop.

The Class of '55 Building is one of only a handful of district buildings — and the only on the Public Square — to retain almost all of its original windows. The building retains sufficient historic material and form to convey its historic use. It is the only remaining building on the northwest corner maintaining the spatial plan with the other historic brick buildings on Caledonia's Public Square.

### **Resource 6, the Underwood Block Building, 1875, Contributing**

107 W. Marion Street Photo 6, 12, 13

Figures 5-6, 13, 20-22

Constructed in 1875 as the offices and store of the Underwood family, Caledonia's Underwood Block Building – the earliest masonry structure on the Public Square – features a bracketed metal eave and wide wood fascia board (damaged in a June 2022 windstorm, & recently repaired), painted white. The front (northern) elevation's second story features a five-bay fenestration of one over one replacement windows with brick-colored cast iron lintels and sills. At its first story, the building's front façade features a distinctive five bay storefront aligned to the second story bays. The bays are divided by five ornate thin wrought iron Corinthian columns, with one bay wrapping around the eastern elevation of the building. The end columns are wide, square with Corinthian capitals. The original storefront bays have been infilled with white vinyl and small 1/1 vinyl windows, with a brick bulkhead. The building's entrance is at a clipped corner, a later modification. A single freestanding metal Corinthian column supports an overhanging ledge, under which is the main entrance door.

The Underwood Block building's distinctive bracketed cornice extends along its eastern elevation for seven bays before terminating at a one-bay stairwell block projection to the south. The seven fenestrations found on the second story, like those on the front elevation, feature replacement windows with brick-colored metal sills and lintels. A second storefront/façade — as is typical of buildings on the corners of the Public Square, spans the elevation's three southernmost bays, as well as the bay formed by the projecting stairwell block. The bays are

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infilled with vinyl sheathing; double replacement doors are in the southernmost bay. This four-bay corner storefront, like the front storefront, is of wrought iron design, with a prominent iron fascia, two thicker square Corinthian-style end columns, and two thin columns dividing the bays. The Eastern elevation of the projecting stairway bay has no fenestration, and the bracketed cornice does not extend to this elevation. There is ghost writing on this wall: the same as is visible in early 20th century historic photos (see Figure 13).

The rear elevation of the Underwood Block building features the lowest slant of the low pitch roof, with the western & eastern parapet walls' elevations projecting on either side. The second story is divided into three bays with evenly-spaced fenestration around the central bay. The western bay includes one arched window with an iron sill and arched brick lintel that has been infilled with vinyl and a small 1/1 vinyl replacement window to the eastern edge of opening. The central bay features a larger arched doorway – currently, without any first-story access – which has had its transom infilled with white vinyl, with a replacement door beneath. The eastern bay features an original-height arched window along its western edge. The rear elevation's first story features two arched windows or doorways in line with the second story's western and central fenestrations, extending to the ground. These have both been filled in with brick.

The Underwood Block's western elevation, away from the view of the Public Square, is more utilitarian in design: the building's distinctive bracketed cornice does not extend to this side. Instead, the western elevation features decorative dentiling. The second story features seven bays of evenly-spaced arched fenestrations, the northernmost four of which feature original-height glass. The southernmost three windows along this elevation have had their transoms infilled with white vinyl, with smaller 1/1 vinyl replacement windows below. There is no fenestration along the first story of the western elevation, save for two small square windows in the southernmost bay, one of which has been infilled with white vinyl, and the other of which has been infilled with brick.

The Underwood Building has seen moderate alterations over the years: most significantly, with vinyl infill of its original storefront glazing and reduction in size of front windows; overall, it has been maintained, with almost all the majority of its original decorative and façade elements remaining, and even some original hand-painted sign lettering from the early 1900s still visible along the building's eastern stairwell projection. The building was damaged in a June 2022 storm, and suffered damage to its cornice, as well as a lightning strike, which ripped a hole in the roof and knocked away some brick along the Western elevation's roofline. As of March 2023, the damaged has been repaired. Today, the building remains the southwest corner anchor and is in-use as a martial arts studio downstairs, and apartment units upstairs. The Underwood Building's Italianate style reflects the comparative wealth of its builders, and enhances the district as a well-preserved example of Public Square commercial building, with expert workmanship dating from the Village of Caledonia's boom period.

**Resource 7, Canopy Gas Station, 1920s-1930s, Contributing**  
117 S. Main Street Photo 8, 14

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Caledonia's historic Canopy Gas Station dates from Caledonia's days as a prominent village along the then-bustling U.S. 30-South: the regional extension of the Lincoln Highway known as the "Marion Way," and eventually, as the "Harding Highway."

The canopy gas station consists of a service station constructed in two-tone brick and canopied awning to the north, and an attached two-bay automotive repair garage, dating to the same era, to the south. The roof is asphalt shingle. The southern bay of the garage features a large garage door with wooden lintel. The northern bay, which is recessed slightly from the southern garage bay, features a large, ground-to-roofline garage door with no lintel immediately along the southern bay. A small door and conjoined window are to the northern edge of this bay. The window has been partially infilled with wood, with a very small space of window-glass retained near the top. The historic service station itself is three bays, featuring two large square windows flanking a central doorway with a sunrise-style moulded wood awning above the replacement door. The windows and door are outlined with a light beige brick in a distinctive pattern, at the north and south edges of both windows, and reinforces the semi-circular moulding shape above the door. Caledonia's canopy gas station is the only example of two-tone brick detailing within the proposed district.

The canopy gas station's northern elevation, which comprises an edge of the Southwestern corner of the Public Square, is similarly decorative. It features a single large plate-glass window matching the two along the front elevation. The window is similarly flanked in two-tone brick. The building's rear and southern elevation are largely utilitarian spaces far from the public eye: the service station's rear elevation features two infilled windows with decorative two-tone brick outlines at two slightly different elevations, with the southernmost bay projecting back about two feet from the northernmost one. Both windows have been infilled: one with painted plywood, and one with vinyl. The remainder of the building's rear (western) and southern elevation comprise the back of the automotive garage, and are cinderblock, with some gutter runs, and a few feet of horizontal vinyl siding along the roofline. The canopy is supported by two slender metal poles set in the original concrete service island. The gas tanks have been removed.

Caledonia's Canopy Gas Station has a high degree of integrity: the gas station appears largely mostly as it would have in the 1930s and 1940s, with historic canopy and concrete pump island still intact. The building adds considerable significance to the district by unmistakably evoking the long history of association of Caledonia's Public Square with the history of automobile travel and recreation in the North-Central Ohio region, including during the heyday of the Lincoln Highway's "Marion Way," U.S. 30-South.

### **Resource 8, Masonic Block Building, 1897, Previously Listed**

107, 109, and 111 E. Marion Street  
Photo 5, 15, 16  
Figures 12, 15, 26-28

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Listed to the National Register of Historic Places along with its conjoined Temple Block Building in 2021 for its significance to Caledonia's commercial, social, and civic history (NR#100006261), Caledonia's Masonic Block Building occupies the Southern flank of Caledonia's Southeastern corner of the Public Square.

### **Resource 9, Temple Block Building, 1897, Previously Listed**

127 E. Marion Street Photo 5, 17, 18, 19  
Figures 15, 27-28, 32

Attached to the Masonic Block building by a partially shared party wall & constructed at the same time by the same builders, Caledonia's Temple Block building —also a combined commercial/fraternal block - was likewise listed to the National Register of Historic Places (NR #100006261) in March 2021.

### **Resource 10, Union Block Building, 1884, Contributing**

112, 116, 124, 126, 130 E. Marion Street  
Photo 7, 20, 21, 22, 23, 24  
Figures 9-11, 23-25

The Union Block building, like the Underwood Block Building, is one of four of the district's oldest buildings. Constructed in 1884 following a devastating fire which destroyed a previous two-story frame structure on the same footprint, the Union Block is built in Italianate style. Compared to the more vernacular commercial Italianate or blended Italianate-Neo-Classical styles of the Temple and Masonic Block, Class of '55, and Village Hall buildings constructed during the mid-to-late 1890s, the Union Block's more elaborate Italianate style is defined by decorative wooden details above brick-and-limestone piers separating storefronts; arched windows with brick hoods and limestone sills, and an elaborate bracketed wood cornice that has remained painted and in good care for the duration of the building's history.

Along its front (southern) elevation, the Union Block features an elaborate bracketed wood cornice with carved floral inlays and decorative spires that curve onto the roof; these are aligned with the bay columns at the first story. Just beneath the cornice, along the top of the second story, the building also features several decorative wooden signs bearing the names of the original merchants and occupants: including one that reads "I.O.O.F." above the I.O.O.F. Lodge Hall in the two westernmost bays; one that reads "UNION BLOCK 1884" above the fourth bay from the left, with small wooden lettering reading "R.L. HIGHLY" embedded into the wooden cornice above today's #126 and #130 E. Marion, where R.L. Highly had a tin and stove shop; and a prominent granite keystone inlay above the easternmost storefront reading "T.J. Anderson," after the clothier who originally owned that section. All told, the building features five storefronts, which are owned in three parcels.

The Union Block features five bays, with two evenly-spaced second-story windows each (above today's #120 & #122) in the two westernmost units, and three fenestrations each in the eastern three bays. The two westernmost units also feature bracketing for a turn-of-the-century era sign

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at the second story, spaced between the two bays of windows. All upper-story windows have either been replaced with rectangular windows with infill in the arched portion (#120, #122, #124), or have been infilled with painted corrugated metal (#126, #130). The first story is defined by five storefronts, unified by a long cast iron fascia and simplified Eastlake-style pilasters. The two westernmost storefronts have recessed entries flanked by single glazed storefront windows between an infilled transom and bulkhead. The center bay has floor-to-ceiling plate-glass windows, recessed merchant entry and wooden bulkheads. The two easternmost storefront, owned and operated as the American Legion Post #401, have been modified with new storefront flush to the building plane mimicking the transom, window, bulkhead design. The easternmost storefront has had its entire façade infilled with beige vinyl, with small sections of glass block window.

The central storefront, #124 E. Marion — the historic home of the May Hardware store from the 1910's until the 1990s — is one of the district's most fully-intact original storefronts. It features full-height display windows, original carved wooden pilasters, wooden bulkheads, and a recessed doorway entry with original transom, and hitching-posts for horses. Despite alterations in the Union Block's other four storefronts, several distinctive original façade elements remain: including carved wooden, stone, and brick pilasters in Eastlake style, the original metal cornice above the storefronts, and other decorative elements. Alterations have included in-fill of transom windows with wooden fascia on some signboards, and a 1990s-era replacement of the original façade of two storefronts with a blue-tinted glass entryway at the American Legion's Post #401. Still, this replacement façade projects the rough distribution of the original façade and maintains the historic planar relationship between the historic façade and the streetscape. Upper-story windows above the American Legion Post #401 space have been in-filled with dark blue painted metal.

The Union Block's eastern roof line steps down considerably from front elevation to rear, as the wall becomes a parapet wall to conceal the slope. The building features dentil detail along its roofline, with eight more-or-less evenly spaced bays, almost all of which are occupied by large arched windows with a limestone still, except for the second from the south, which extends several feet lower than the others. The first story features a door and two windows along the northern edge of the elevation, spaced between bays five and six, six and seven, and beneath bay eight. Two very small square utility windows appear side-by-side to the north of the final first-story window. All windows and doors along this elevation have been infilled with corrugated metal sheeting, painted blue. This elevation is footed in about two feet of vinyl siding, covering the original foundation.

The rear (north) elevation differentiates the four different roofs, roof heights, and rear projections. The easternmost storefront, #126, half of today's American Legion Post #401, projects the furthest north, and features three bays, with three upstairs windows, and one downstairs: all of which have been infilled and covered with a brick-red flat stucco. A small shed sits adjacent to this part of the building. #124 is inset about ten feet, and features two infilled bays of fenestration with thick limestone lintels and thinner sills, and three downstairs bays, with a double-rear doorway to the east, and two infilled windows to the west. This rear elevation also

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features a single-story lean-to roof structure long its eastern edge. Notably, original painted advertising murals remain from the storefront's earliest merchant: tinware & stove merchant R.L. Highly. Visible murals and traces of paint adorn the western-facing wall exposed with #124's recession, as well as the rear (northern) elevation of #124 itself. #122's roofline drops several feet beneath #124's, and it is set even further back by about twenty feet, with a single-story garage structure flush with #124's rear wall. It features two bays with original 1890s 2/2 glass windows with heavy limestone lintels. The garage structure at the first story is covered in a beige corrugated metal, with a garage door and a small ground-level utility door to the west.

The Union Block's Western elevation is a party wall shared with the adjoining Village Hall. Together, the two structures make up the Northeastern corner of the Public Square. The Union Block's bracketed wooden cornice, painted cream and white, adorns the top of the exposed western elevation. The elevation features five bays at the second story, with five clusters of windows: four evenly spaced arched windows with limestone sills along the southern four bays, and two closely-spaced arched windows of the same size at the elevation's terminus with the front façade of Village Hall. On the first story, directly beneath the northernmost twinned windows, are two tall twinned doors with intact transoms. A sign for the International Order of Oddfellows Lodge #299 hangs above the left door. The first floor, to the south, features four additional irregularly-spaced fenestrations, and an external air conditioning unit.

The Union Block Building is a remarkably well-kempt example of downtown Caledonia's commercial/fraternal architectural history, and its integrity allows it to clearly communicate the history of the building's appearance and social/spatial use through continuing similar function today. The Union Block's rear bears evidence of the building's historic operation as a true "union" commercial block made up of five adjoining downstairs mercantile spaces, and four separate upstairs spaces. The building is in excellent condition and, through its clear retained integrity, contributes to the coherence and character of the district as an example of Caledonia's most ornate Italianate commercial block style.

### **Resource 11, Bank Building, 1963, Contributing**

140 E. Marion Street Photo 25, 28

Figure 10; 24

This single-story brick building was constructed in 1963 as the home of National City Bank. The side gabled building with medium slope roof is a utilitarian midcentury commercial structure constructed of brown brick. The front (southern) façade faces E. Marion Street. The front elevation is recessed under the roof line. It features three bays: a western bay with a large picture window broken into four sections with a narrow brick sill, flanked to the west by a metal after-hours deposit box with midcentury modern design. The central bay is the main entrance. It is offset by white vertical siding with lanterns in "rustic Americana" design. The half-light door has nine lights with an "X" bottom panel. The door is flanked by four light sidelights and is topped with a broken pediment. A four-part window occupies the easternmost bay.

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The building's western elevation, along its gable end, is dominated by a single bay with a teller window, and an attached awning for drive-through bank deposits. Historically, a large bank sign was located to the south of this window. The building's rear features four evenly-spaced bays, occupied by, from east to west, a window, a rear exit door, and two windows. All rear windows are small non-opening glass windows with a 3/3 construction, distinctive to this utilitarian midcentury style. The building's western elevation, along an alleyway facing the rear of the Camouflage Café building, is void of any fenestration.

One of only two structures in the district built after 1960, Caledonia's bank building replaced an earlier Italianate-style brick bank building on the same lot from earlier within the period of significance, which first appeared on Sanborn maps of Caledonia in 1912. Caledonia's Park National (formerly: National City, Union) Bank closed in 2020, and the building has since been purchased and is in use as a private CPA office. This building retains integrity to its era of significance in its virtually unchanged midcentury appearance – with surviving midcentury ornamental details like the overnight drop box -- & consistent social use as a regional hub of banking and finance on the Public Square.

**Resource 12, Stable, Livery and Garage, 139 E. Marion Street, 1880s, Contributing**

139 Marion Street

Photo 26, 27, 28

This two-story, two bay commercial stable and garage (now in use as a residential apartment) at the southeast corner of E. Marion and Plum Alley was constructed within the period of significance, and served as a stable and livery from the 1880s through the 1910s, and a ten-car automotive garage since 1924. The building, along with the Temple Block, is the sole remaining structure from what, through the 1920s, was an active commercial block on this side of the street, and is the Public Square's oldest extant frame structure.

The building, today, features three bays along its front (northern) elevation, in the gable end. Near the peak of the gable, a small circular vent is present. Just beneath, at the true second story, the building features two evenly-spaced 1/1 square windows. At the first floor, the building features a centered modern large garage door, with a smaller pedestrian door asymmetrically placed at the far western edge of the elevation. The building is covered in beige vinyl siding, with about three feet of brick veneer exposed along the foundation. The building's western elevation is windowless save for two small square windows at the center and to the southern edge of the elevation, just below the roofline. The building's rear (southern) elevation features a large, two-story garage door which has been sided over in vertical siding. This feature occupies most of the façade. A small deck and staircase have been added to the east of this doorway, where the elevation recesses several feet to accommodate a small upstairs patio area, with a small vinyl window. On the first floor, this structure creates a storage area beneath the overhang. The building's eastern elevation, like the western, features two small, rectangular windows just below the roofline: in this case, the windows are slightly larger, and are located at the center of the elevation, and towards the northern (front) elevation.



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The building has had its historic appearance and function as a longstanding livery, then automotive garage, obscured with vinyl siding. However, earlier SHPO surveys of the building from the early 1990s show an intact wood-framed building underneath the siding.<sup>2</sup> And, despite these alterations to suit its current use as a residential apartment, the building unmistakably bears the spatial use plan of an automotive repair shop through the garage doors.

The building, even with its present covering, remains important as an example of a historic livery, stable, and then automotive garage type. It is contributing to the district not only as one of the last extant commercial buildings along the southern edge of E. Marion Street, a holdout of a once-bustling, now demolished, commercial block, but as the district's oldest and only remaining frame structure: the only to survive two important late-19th century fires.

**Resource 13A and 13B, Camouflage Café, 103 N. Water Street, 1880s, Contributing (13A) & Non-Contributing (13B)**

103 N. Water Street Photo 29, 30, 31  
Figure 31

Caledonia's Camouflage Café — once a staple for local farmers' and their morning coffee chats for decades — sits in one-half of two larger connected buildings at the corner of East Marion and Water Street. Half of the building is its original brick and is a contributing building (13A), while the other half (presumed to be constructed later based on maps and photographs, and accessed through an opening on the first floor in the shared party wall) has been encased in vinyl lapped vertical siding with no visible façade remaining, and is non-contributing (13B). At some point before the 1970s, the buildings were joined into one legal parcel.

The Camouflage Café (Resource 13A) is built in a simpler, more streamlined and economical vernacular Italianate style. The four-bay front (eastern) elevation has a brick belt course forming a quasi-projecting cornice and extensive dentiling at the flat roof line that wraps the south elevation. The second story has four evenly spaced arched windows with masonry hoods and masonry corners and thin lintels. At its first story, the building features a storefront that has been largely almost entirely covered in vinyl, with a centered large mulled plate-glass windows, and a modified recessed doorway at the building's Southeastern corner supported by a square column. The adjoining structure to the North (13B) is fully covered in aluminum siding across both stories with no original façade visible, & features only a single fenestration: a pedestrian doorway at street level, close to the Camouflage Café storefront.

The Camouflage Café's southern elevation features projecting dentiling, and two bays with four covered windows on the second story, and a painted-over area which once housed an advertising mural. Due to its construction, the Camouflage Café has multiple northern elevations, none of which bear any fenestration. The restaurant portion's northern elevation is largely occupied by a

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<sup>2</sup> See Davis, Sandra. 29 November 1993. Ohio Historical Society – Ohio Historic Preservation Office. Ohio Historic Inventory Form #MAR-407-10: Livery/Garage Building — #139 Marion Street, Caledonia, Ohio.

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stairway. The small brick lean-to structure and aluminum-clad structure each also have bare western elevations.

The Camouflage Café's rear (Western) elevation features two bays, with evenly-spaced arched windows (plywood, covering original framing and glass) with limestone sills, above three bays on the first floor, all with heavy limestone lintels. The northernmost window has been filled with brick. The central window has been filled with plywood, and current hosts an exhaust for a fryer. The third bay is a doorway. The transom is infilled with plywood. To the north, the building's rear elevation is considerably recessed: comprising the entrance to the stairway structure, a back door and small boarded window to the one-story brick-structure, and a sliding metal doorway to the aluminum-clad portion of the building.

The Camouflage Café building has extensive architectural use of brick dentiling and corbeling at the roofline to mimic the effects of a projecting bracketed wooden or metal cornice, as is found on the Underwood Block, Union Block, and Weber buildings.

The building is experiencing erosion of masonry elements: including decay of its distinctive dentiling, and loss of jointing and, as of May 2023, masonry, in the rear. Despite alterations and some damage, the building conveys the dominant vernacular commercial Italianate style of the district, and its history of commercial use, and contributes to the significance of the district as an important liminal anchor building between the Public Square, East Marion Street, and the Water Street: linking the Village's bustling downtown to its railroad depot and the visitors the railroad once brought.

#### **Resource 14, Bowstring Bar and Grille, 2004, Non-Contributing**

109 N. Water Street Photo 30, 32

This simple cinderblock restaurant/bar structure was built long after the end of the period of significance, in 2004, following a devastating fire that razed a previous structure (also a longstanding saloon and motorcycle bar) constructed in 1910.<sup>3</sup>

#### **Resource 15, Hanley House Hotel, 1883, Contributing**

117 and 119 N. Water Street

Photo 30, 33, 34

Figure 7, 31

The Hanley House — a hotel built in 1883, along with the railroad boom, to accommodate travelers, visitors, and workers on the railway — is Caledonia's only three-story commercial brick structure. As such, it is an anchor building for the district, and a flagship structure along Water Street.

<sup>3</sup> Daley, Jillian. 11 August 2004. "Wet Spot Burns: Caledonia Fire," in the Marion Star. pp. 1.

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Built asymmetrically, with three bays over its southern storefront, and two over its right, the east façade features a false-front brick parapet cornice at its roofline with arched corbeling and several rows of dentiling at the roofline. The upper two floors of the southern three bays feature square windows with large rectangular limestone hoods and thin limestone sills. A carving in the top center hood on the southern storefront's upper story, reading "JOBH HANLEY": apparently a misspelling of the original proprietor's name, John (Johnny) Hanley. The northern side features two bays of arched windows with double header brick lintels and thin limestone sills.

The Hanley House's street-level southern three bays are fully intact, and feature multi-paned display windows with twelve panes (3/4), and molded Corinthian pilaster columns in cast iron with extensive botanical fluting, a recessed doorway, original double-doors, and transom all in mahogany wood. Uniquely among all buildings in the district, the wooden bulkheads and kick plates feature an angular geometric hourglass and banner design; and striking original stained dark wood. Above the storefront is a signboard/fascia. The Hanley House's northern storefront is smaller in fenestration and has been replaced at some point in the 1910s-1920s: most likely, during its 1919 conversion to an automotive garage. At present, it features a large stone lintel that does not line up with the planar scale of the southern storefront. The opening has been filled in with vinyl siding, one small 1/1 vinyl window, and a modern door. An original, 8 light arched window is located next to this vinyl-sided infill area.

Along its southern elevation, the Hanley House slopes dramatically downward, with a roofline narrowly clipping the top sills of at least one window. This southern elevation features a comparatively rare three stories of fenestration. The third story features three evenly-spaced one over one windows with limestone lintels and sills to the east, and a smaller arched window towards the center elevation. One lintel features a second historic carving directly in its limestone window that seems to have been modified to read "JOHANN HANLEY 1883." The date appears in a different font. The second story features eight evenly-spaced windows with thick lintels and thin sills of limestone. The ground floor shows the most variation in fenestration, with two square and two arched windows.

The Hanley House's rear (western) elevation, like many buildings in the district, is uneven: although the building presents a unified front, its storefronts are not of uniform depth. The southernmost storefront projects back (west) the farthest. It features three levels of fenestration: two bays of brick-infilled arched windows up top, a second story with two puzzling windows with thick limestones lintels. The entire first story is taken up by a massive garage door with wrought-iron fascia. The door has four rectangular windows.

The building's northern elevation features an elaborate covered wood fire escape, dating from the 1970s. The third story features two large arched windows and a smaller arched window towards the rear, where the roof slopes down. The second story features at least one window before the fire escape, and two arched windows to the rear of it; the fire escape stairway itself encloses a door. The elevation's first story features a doorway directly under the fire escape, plus three arched windows and a small door, all to the rear of the fire escape.

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Today, the Hanley House — including its storefronts — is used residentially, and may be partially vacant; but the building's striking presence, its long history as the Village's hotel and restaurant, and its largely remarkably intact, unaltered appearance help convey Water Street's significance as a passenger's first stop in Caledonia during the heyday of the railroad area. Despite window replacements and northern storefront alterations, the building retains integrity with its retained southern storefront façade, original fenestration pattern, and comparatively unaltered building plan, and unchanged planar relation to North Water Street. As Caledonia's only surviving three-story structure from the heyday of the railroad boom, it is a critical link to the historic district's original period of development.

### **Resource 16, Weber Building, 1883, Contributing**

125 N. Water Street Photo 35, 36

Figure 8, 31

The Weber Building — the final building at the terminus of the corridor, where it meets the railroads — is another excellent example of vernacular Italianate style along the North Water Street, with a unique signed wrought-iron façade.

Despite being a two-story, three-bay brick structure, the Weber Building is distinguished by its sharply- angled, projecting bracketed metal cornice, and by its unified storefront, which is one of Caledonia's few all- cast -iron storefronts. The façade (eastern) elevation features three second-story, equally spaced one over one wood-framed windows, with heavy limestone hoods and thinner sills. The windows' framing and glazing appear to be original. The iron storefront includes extant fluted pilasters, a metal entablature with bracketed corner elements, and an irregularly located smaller pilaster dividing the storefront under the single entablature. An extant maker's mark stamped into the base of an iron pilaster identifies the storefront as being made by McHose and Lyon — a prominent architectural works from Dayton, Ohio; this is Caledonia's only identified iron storefront. The storefront has been altered over the course of the 20th century to include vinyl siding infill in the larger southern portion and a replacement door, reflecting its later 20th-century use as an auto garage. Beyond the replacement of the display glass and original doorways with vinyl, the building's façade bears remarkable integrity to its original era of construction.

The Weber Building's southern elevation is dominated by a winding covered wooden fire escape with at least four windows; the fire escape appears to conceal at least two doors or windows converted into doors at the second story level. The building's rear elevation features two evenly-spaced bays of windows at the second story, with original framing and glazing retained, with heavy limestone hoods and thinner sills. A single window sits between the bays at the first-story level, and has been covered with a plywood board. Along its northern elevation, the Weber Building has three bays, with three windows with heavy limestone hoods and thinner sills along the second story, and three along the bottom. All but two of the windows have been boarded up with plywood. The second story window to the rear retains original framing and glazing. The center first-story window has been infilled with brick.

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With its unique design elements, and significant location right along the railroad — a location that played a considerable role in its history of use — the Weber Building is an important example of a cast iron Italianate storefront commercial building. With an intact spatial plan, surviving fenestration, and intact Dayton-built wrought iron façade and cornice, and gateway location next to the railroad, the Weber Building retains significant integrity: effectively telling the story of Caledonia’s railroad boom, and the economic prosperity that era and its travelers created for this small community.

**Resource 17, Caledonia Grain Elevator Grain Dump, 1894/1962, Contributing Structure**

179 W. North Street Photo 40, 41, 42, 43

Figure 2, 8, 14, 17-19, 40

The Caledonia Grain Elevator — owned, today, by Ireby Brothers, LLC. — consists of a still-operational grain dump with industrial agricultural elements to weigh and disburse grain powered by push button. Four conical corrugated metal grain storage silos with connecting structures, and a small office building, all date to a grand-reopening at the transition of the site from the Resler elevator to the Caledonia Grain & Supply in 1962. The grain elevator site occupies a triangular parcel of land bounded by High Street (to the west), North Street (to the north) along its long edge, and the Erie Railroad to its hypotenuse.<sup>4</sup> It contains two smaller corrugated metal grain silos with capacities of 25,000 bushels each, a larger 50,000 silo to the East, & an 85,000 bushel silo.

The elevator’s “front” façade, following the orientation of the office building, is to the north, along W. North Street. From east to west, the elevation features a vista of a large conical silo, the front elevation of the office, and a view of the sides of several other grain storage silos, the mechanical parts of the grain dump, and the drive-thru shed affixed to the dump. Beyond the office, three elevated aluminum fed storage structures are suspended in a metal grid above the long side of the grain dump drive-thru, in white-painted wood.

The elevator’s western elevation, viewed from High Street, comprises the side of the main office building, with three 6/6 first-story windows and a fourth bay with a utility door, as well as the main drive-thru entrance to the grain dump: a wood-framed building with a drive-thru door on the left, and a garage-door to the right, with a shed roof, painted white. Four grain silos and several feed additive barrels, made of aluminum and connected to towers with metal poles, are suspended above the grain dump. One of the elevator’s four large silos – a conical round aluminum structure about three stores high – rises to the southern edge of this elevation, closest to the railroad tracks.

To the south, the site’s elevation includes a view of two large three-story gain storage silos, and a stout rounder silo to the east. All are made or corrugated aluminum and steel, with round metal silo roofs typical of this type of industrial agricultural complex. Between the taller two silos and

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<sup>4</sup> Ibid.

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the squatter one is the “grain dump”: a large metal structure fueling the operation and sending grain between various storage, enriching, and processing areas in the facility.

To the east, the site includes a view of the silos, a peek through the grain dump drive-through, and the eastern elevation of the office building, which includes two 6/6 window flanked with green shutter very close to the ground. The rear of the office building has no fenestration.

The evolution of the Caledonia Grain Elevator — including the continual evolution of its equipment — conveys the gradual industrialization of North-Central Ohio agriculture since the 1940s; and tells the story of the continued dominance of corn and soybean farming in the region, despite the economic pressures that the 1980s “get big or get out” push in agriculture put on the region. The site and its structures effectively convey their historical function and appearance, and, with this significant retained integrity connecting them back to the longstanding evolution of the site and its midcentury modernization in 1962, contribute meaningfully to the visual legacy and historic function of the district.

#### **Resource 18 – Caledonia Grain Elevator Office Building, 1962, Contributing**

179 W. North Street Photo 40, 41, 42, 43

Figure 19

The Caledonia Grain Elevator’s office – built in 1962 as a part of a midcentury modernization of the longstanding village grain elevator site – is a simple utilitarian agricultural outbuilding style typical of the early 1960s, with two evenly-spaced bays along the second story with 6/6 windows with flanking green shutters, and an asymmetrical design on the first floor, which feature a recessed doorway with square 6/6 window, another doorway, and a picture window to the West.

Along with the rest of the Caledonia grain elevator site, this intact office building in functional vernacular style makes a clear contribution to the integrity of the district in both its retained and comparatively unchanged architectural features, and in its constant history of social use as a grain elevator office since the building’s construction in 1962.

Given the Caledonia elevator’s location as a working agricultural-industrial site, the flux & flow of agricultural-industrial building on the same parcel over the years, to match the evolution of grain storage and milling in a rapidly changing agricultural world, makes a strong case for the integrity of the site as a constantly operational industrial agricultural facility since at least 1894. Moreover, the site’s record of a small number of owner-operator entities across the 19th, 20th, & 21st century – just four – as well as the longevity of the office, dump, & silo structures unveiled by Donald Butz & the newly-formed Caledonia Grain & Supply as a part of their grand opening in 1963, all speak to the comparatively rare integrity of the site in a region where agricultural consolidation has decimated extant agriculture-associated historic structures. For Caledonia to retain a functioning, long-running mill site with a century-plus long continuity of use into 2023 is remarkable; & helps tell an important part of the proposed historic district’s history & significance.

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## Integrity

The Caledonia Public Square and North Water Street Historic District retains historic integrity in location, design, setting, materials, workmanship, feeling, and association. The district effectively conveys and retains its configuration as a late-19th and 20th century commercial corridor, with a direct commercial flow between the railway lines (Water Street) and from the Caledonia grain elevator to the Public Square. Indeed, all but one of the masonry buildings within the district boundaries listed on the 1924 Sanborn Map of Caledonia still endure to this day; and one frame building from that era – the Livery Building – still survives.<sup>5</sup> The survival of several structures attesting to the evolution of Caledonia’s agricultural (Caledonia Grain Elevator), industrial, and transportation history (canopy gas station) only further these strong associations. Moreover, the presence of a handful of new-built or modified structures dating from the Village’s later periods of significance – the Automotive Era, and Caledonia’s Mid-Century – help tell the ongoing story of Caledonia’s commercial, industrial, agricultural, and civic/social life through the midcentury period.

Caledonia’s Public Square and North Water Street Historic District retains remarkable **integrity of location**: all contributing buildings, structures, and sites remain located in their original place of construction, and cohere together to form the unique economic and cultural configuration that is the “Public Square.” The district’s location easily indexes its founding era of significance by tracing the walking route from the railway village’s depot to its downtown corridor, with extant structures like the Weber Building, Hanley House Hotel, Camouflage Café building, Union Block, Temple and Masonic Block, and Village Hall anchoring the Village’s longtime core commercial route along North Water Street and west up East Marion Street. Likewise, the Caledonia grain elevator and office building retain integrity of location at a site that has been in constant agricultural use as a grain elevator since the 1890s. The district’s core twelve surviving contributing buildings, one structure, and the site of the Public Square itself convey a striking and palpable integrity of location.

Caledonia’s Public Square and North Water Street Historic District likewise displays outstanding **integrity of design**. While a few contributing buildings have modified first-story storefronts – reflecting the district’s long period of commercial use and changing technologies and aesthetics in marketing & retail – all contributing buildings recognizably retain their mixed-use commercial/fraternal, commercial/residential or municipal characteristics. A few – the Hanley House Hotel, Weber Building, and Union Block Building – retain original storefront façades, or key elements. Across the district as a whole, the design idiom of late 1880s-1890s vernacular Italianate style – combined, in the case of Caledonia’s Village Hall and Temple Block, with Classical revival elements -- remains clear, distinctive, & coherent: conveying the distinct look and feel of an intact 1890s railroad commercial district.

The district likewise conveys striking **integrity of setting**. Anchored around the distinctive Public Square – itself a contributing site for the district – the district maintains distinctive

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<sup>5</sup> Ibid.

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streetscapes and vistas that, despite a few “missing teeth,” remains remarkably unchanged and immediately recognizable from turn-of-the-20th-century photographs. Six of seven original masonry structures comprising the corner “blocks” of the Public Square remain today; and Caledonia’s grain elevator – though the technology and structures have changed – carries on in the same location and with the same function that it has held since the 1890s: making for a rare retained integrity of setting in a region where many small village downtowns have been decimated. Even beyond the core integrity of setting on the Public Square, the district’s contributing buildings also tell the story of Caledonia’s significance as a rural hub city evenly-located between Marion, Mt. Gilead, and Bucyrus: a banking & financial lifeline for area families, farmers, and Public Square small businesses alike in a vast 30-mile rural hinterland that relied on Caledonia.

With its coherence of masonry construction, storefront façade elements, masonry, wood and metal cornices, and distinctive limestone details – all retained to the present – the district also displays incontrovertible **integrity of materials**. An economic downturn in Caledonia after the 1970s meant that many downtown building owners were not able to continue maintaining suddenly-vacant downtown commercial buildings: so, while several structures have seen erosion of mortar, loss of some brick, and replacement or boarding of windows, the core baseline materials of Caledonia’s distinctive orange-brick historic district have been retained.

As a small railroad boom commercial downtown constructed almost entirely within a 25-year period by many of the same local builders, roofers, masons, and craftspeople, the district also maintains a significant **integrity of workmanship**: indexing the talents and distinctive regional vernacular of local Eastern Marion County craftspeople. The district’s contributing features showcase the unique talents and vernacular design lexicon of late-19th century local builders, roofers, & craftsman like J.F. Apt, Leffler, & Bland, Saiter, & the Geyer Bros., through retained cornices, original masonry design, & even surviving 1890s hand-painted ghost-written advertisement murals on the rear of the Union Block, and along the Public Square elevation of the Underwood Block.

Given Caledonia’s longstanding significance in the regional brick industry, it is likely that much of the district’s iconic orange clay brick was dug and fired on-site. These masonry elements – combined with a catalogue storefront façades and cornices in wood and metal emblematic of the period – convey a clear sense of the changing cultures of workmanship in this distinctive time in North-Central Ohio commercial construction, and preserve the range of talents of local craftspeople and skilled tradesmen.

Together, the buildings and layout of Caledonia’s Public Square and North Water Street Historic District effortlessly convey a striking – and regionally rare – **integrity of feeling**: transporting visitors to a sense of the spatial plan and attendant social, cultural, and commercial life of a 1890s railroad community. Comparatively newer structures like the Canopy Gas Station (1920s/1930s), Bank Building (1963), and Grain Elevator silos & office buildings (1962) – all of which possess clear integrity of feeling to their own respective eras – likewise, convey the evolution of Caledonia’s downtown through its major eras: the railroad era, the automotive era,



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and midcentury. With only one instance of new construction in the district outside the period of significance, the Public Square district conveys much of the same impression as it would have given during the Public Square's first decade.

Taken individually and together, the buildings represent the period of significance: evoking the feeling of the railroad boom era, the era of automotive transit, and Caledonia's midcentury in an unusual and striking 20th-century North-Central Ohio rural village life. According to the National Park Service, when a district is found to possess all six major elements of integrity, it is said to have achieved **integrity of association**: the coherent and ineffable characteristic of an unmistakable district, uniquely indexing the eras across which it accrued historical significance. Through integrity of location, design, setting, materials, workmanship, and feeling, Caledonia's Public Square and North Water Street Historic District – taken together – holds a powerful integrity of association: it is a clear, coherent, and surviving district in design, aesthetics, and continuity of spatial and social use.

The Caledonia Public Square and North Water Street Historic District demonstrates integrity across all criteria through intact commercial streetscapes, preserved planar relationships between building façades and the street, and the maintenance of Caledonia's intact Public Square with its flagship Village Hall municipal building. Contributing buildings evince character-defining architectural features, local materials, and vernacular building flourishes that reflect Caledonia's agricultural, commercial, industrial, social, and transportation history across its period of significance. Caledonia's Public Square and North Water Street Historic District displays a remarkably intact streetscape and preserved spatial plan that remains functional to this day, yet easily and powerfully conveys the feelings and associations of a rural Village's railroad-heyday ambitions and 20th-century evolution in agricultural North-Central Ohio.

Already a rare "grand scale" downtown for the size of its rural community; rarer yet is the Caledonia Public Square and North Water Street Historic District's coherence, intact survival with few "missing teeth" & palpable integrity almost a quarter of the way into the 21st century: integrity which warrants the district's listing to the National Register of Historic Places.

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## 8. Statement of Significance

### 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 grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

SOCIAL HISTORY

TRANSPORTATION

**Period of Significance**

1873-1963

**Significant Dates**

1875

1891

1963

**Significant Person**

(Complete only if Criterion B is marked above.)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

J.F. Apt // Apt, Leffler and Bland  
Geyer Bros. – Brick and Stonework  
Saiter, Frank– Roofing

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Caledonia Public Square and North Water Street Historic District is locally significant under Criterion A for its commerce, social, and transportation history and under Criterion C for its distinctive and cohesive architecture. Caledonia was a major agricultural, shopping, entertainment, & fraternal hub for the region. A grain elevator just north of the railroad tracks has served the community since at least the 1890s. Downtown Caledonia & the Public Square was a booming destination for local farmers & rural residents in a fifteen-mile stretch of the northeast region of Marion County between the larger cities of Marion, Bucyrus, Galion, & Mt. Gilead. Caledonia stands out in Marion County as a historic regional village trade and market center, physically defined by its historically intact Public Square and predominately nineteenth century masonry commercial, fraternal, and civic buildings.

Platted in 1834, the district represents an intact collection of historic resources representing the period of significance, 1874-1963, which spans the most robust period of Caledonia's downtown growth and development, which tracks three major eras in the evolution of the community: Caledonia's railway boom era (1873-1910), the rise of automobiles and Caledonia's significance along the early Lincoln Highway's route (1910-1954), and Caledonia's midcentury (1954- 1963); including its resurgence in commerce, population, and industry during the 1960s oil-boom in neighboring Morrow County. Together, these resources display Caledonia's development from a commercial hub for its agricultural hinterland to a railroad boosterist town to a stop along the early Lincoln Highway's "Marion Way," later known as "Harding Highway," U.S. 30-South (SR 309). The District represents both the evolution and the continuation of major forces in Caledonia's social life: including the endurance of fraternalism in an "organization town." Caledonia's extant historic district retains both the plan and spatial use of the district that allows it to tell the story of Caledonia's late-19th-thru-late-20th century development across these major periods.

The beginning of the period of significance, 1873, marks the formal incorporation of the Village of Caledonia and the beginning of the first period of its character-defining masonry construction on the Public Square, dominated by the commercial Italianate and, later, Italianate-Classical Revival hybrid styles that still define the district today. The end date of the period of significance, 1963, is the date of construction of the last contributing building on the Public Square (the Caledonia Bank Building), and marks the last significant commercial and social heyday for the Village of Caledonia during the Morrow County oil boom.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

The resources within the Caledonia Public Square and North Water Street Historic District represent significant patterns in both the Village of Caledonia and the wider tri-county region's commercial (agricultural and retail), social history (civic and fraternal life), and transportation history under Criterion A; and also characterize significant patterns of architectural development under Criterion C.

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The Village of Caledonia’s downtown history can be divided into three eras representing major themes in its development and evolution in the stated areas of significance. These three eras are chronicled below, along with a list of physical resources dating to each era (grouped by architectural style), representing associations with the areas of significance. These eras include the North-Central Ohio Railroad Boom Era (1873-1910), the Golden Age of Automobile Travel and Wartime/Postwar Era (1910-1954), and the Mid-Twentieth Century (1954-1963).

The area of land now known as Caledonia was historically used, for centuries, by indigenous peoples who, increasingly by the 1700s, came to North-Central Ohio to live in multi-ethnic refugee settlements made up of displaced tribes from both the Eastern United States and the Upper Midwest. The Whetstone (Olentangy) River became an important part of the early Owl Creek (Kokosing) Trail, which terminated at contemporary Mt. Vernon in Knox County.<sup>6</sup> This region of what became Eastern Marion County, at the time, was defined by a unique prairie formation known as the Sandusky Plains — a vast, tended, and ecologically-unusual prairie that spread across southern Wyandot and Crawford, northern Marion, and western Morrow County. The Sandusky Plains region was an important seasonal hunting grounds and refugee grounds to many indigenous groups, including the Shawnee and the Wyandot, the latter of whom settled in villages along the nearby Tymochtee Creek in contemporary Wyandot County to the northeast while fleeing encroaching settler-colonialism and violence along the Great Lakes. Through the time of white encroachment into the region, many Wyandot people still lived along the Whetstone, including noted Wyandot members Tom Lyons, Standing Stone, and Between the Logs, who are recorded as local residents in early Caledonia histories.<sup>7</sup>

Early white settlement to Caledonia began in the 1810s with settlement concentrated around the Whetstone River in an earlier settlement known as Claridon, presently an unincorporated community located just five miles south of Caledonia also along the Whetstone River.<sup>8</sup> The plat that became Claridon Township held a strategic ecological position between the Sandusky Plains open prairies to the northwest and swampier lands and forests to the east. The Village of Claridon was first surveyed and planned by Colonel James Kilbourne on August 25, 1821. The land that became Caledonia was purchased from Daniel Wyatt by John Parcel shortly thereafter, who established a country store northwards along the Whetstone. Other local merchants, including William Farrington, Charles Weed, Richard Wilson, and Greenville Cherry laid out what became the town of Caledonia in the early 1830s.<sup>9</sup> The community that evolved there was originally known as “Van Buskirk,” after the local postmaster, but changed its name to Caledonia once it had grown enough to

<sup>6</sup> Clutter, Kensel. 2014. *The Owl Creek Indian Trail: Wyandot to Mt. Vernon, Ohio*. Marion City, Ohio: the Marion County Historical Society.

<sup>7</sup> [No Author] 1883. *Marion County, Ohio, Containing: A History of the County; Its Townships, Towns, Churches, Schools, Etc.; General and Local Statistics; Military Records; Portraits of Early Settlers and Prominent Men; History of the Northwest Territory; History of Ohio; Miscellaneous Matters, Etc., Etc., Illustrated*. Chicago: Leggett, Conaway, & Co.: pp. 694.

<sup>8</sup> Reece Holler, Jess Lamar. 2021. National Register of Historic Places Nomination for the Temple and Masonic Block Buildings — Caledonia, Ohio (Marion County).

<sup>9</sup> About Caledonia: Men Who Do Business in the Whetstone Town — An Index to the Village,” in the *Marion Daily Star*. 25 December 1897. pp. 5.

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be formally platted by Samuel Holmes in 1834.<sup>10</sup> The nascent community presented a town plan that already included a unique two hundred-foot Public Square at the intersections of Marion and Main Streets. Caledonia's settlement was defined by its unusually wide streets of sixty-six feet, focalized around this broad public gathering-place. Caledonia's Public Square, across the ensuing decades, grew to be a center for trade for the region.

Caledonia's Public Square, however, did not gain its character-defining downtown commercial and architectural presence until it was announced, in the early 1850s, that the small Village would be right along the projected lines of two major national railways as they made their way between the regional railroad hubs of Marion (Marion County) and Galion (Crawford County).<sup>11</sup> When the Bellefontaine and Indiana Railway (a subsidiary of the Indianapolis and Bellefontaine Railroad) first reached the regional railway hub of Galion, Ohio, in nearby Crawford County, Marion County commissioners worked hard to attract a line stretching from Galion to Marion. As luck or financial persuasion would have it, that line cut directly through Caledonia. The first thru-train rolled through Caledonia in 1855 and Caledonia built its first railway depot (Figure 1; now demolished) to welcome the railway in 1857.<sup>12</sup>

Caledonia's settlement reflected that of other eventual railroad communities in Marion County: almost all of which were on the northern side of the Greenville Treaty line.<sup>13</sup> However, unlike many of the communities that attracted settlement only after the declaration of the train lines, only Caledonia and LaRue were settled prior to the railroads' incursions into Marion County. LaRue, a longtime settlement for Wyandot peoples in Western Marion County along the banks of the Scioto River in today's Montgomery Township, was seized by white settlers in 1825 and was laid out by Major LaRue in 1851 as part of a railroad speculation bid, with the first hotel opening in 1853, a post office joining in 1853, and the CCC Railway reaching LaRue in 1854.<sup>14</sup> Caledonia's unique town plan, however, would become its destiny.

### **NORTH-CENTRAL OHIO RAILROAD BOOM ERA: 1873-1910**

For most of its history as a regional transportation hub, Caledonia hosted two railway lines (Figure 2), which remained constant throughout the volatile first thirty years of the railway despite mergers and changes in ownership. The southern track started out as the Bellefontaine and Indiana Railway, then merged with the Columbus, Cincinnati, and Cleveland Railway in 1868 to become the Columbus, Cincinnati, Cleveland and Indiana (CCC&I) Railway — known locally as the “Beeline.” The Beeline then again merged with the Indianapolis & St. Louis Railway in the 1880s to become, by 1889, the Cleveland, Cincinnati, Chicago, & St. Louis Railway, known everywhere as the “Big

<sup>10</sup> "Caledonia Doesn't Fear Bypass: Village Discovered Work on Route 30 Actually Stimulating Factor," in the *Marion Star*. 27 July 1954.

<sup>11</sup> Reece Holler, Jess Lamar. 2020. National Register of Historic Places Nomination for the Temple and Masonic Block Buildings — Caledonia, Ohio (Marion County).

<sup>12</sup> Ibid.

<sup>13</sup> See Greenville Treaty Line Map, in Peters, William E. 1918. *Ohio Lands & Their Subdivisions*, accessed via Wikimedia: <[https://en.wikipedia.org/wiki/Treaty\\_of\\_Greenville#/media/File:Greenville\\_Treaty\\_Line\\_Map.png](https://en.wikipedia.org/wiki/Treaty_of_Greenville#/media/File:Greenville_Treaty_Line_Map.png)>

<sup>14</sup> Cooper, Ivan & the Committee of the LaRue Community Centennial. 1951. "1952 Centennial History of LaRue." Accessed via: <<https://www.heritagepursuit.com/Marion/larue.htm>>; also see Leggett, Conaway, & Co. History of Marion County (1883): pp. 805.

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Four.” Along Caledonia’s northern track, what started as the Franklin & Warren Railroad became, through a merger with two other railways, the Atlantic & Great Western Railway in 1865; this name remained fairly common throughout the railroad boom era despite almost-constant mergers and receiverships on part of the owners, which saw the railway diverting to other names, then back to A&GW. The A&GW went bankrupt in 1880; its rail lines in Ohio were subleased to the New York, Lake Erie & Western Railroad in 1883 before the entire line was purchased by the Erie Railroad in 1896. For much of this early boom era for the railways, Caledonia’s lines were referred to as the “Beeline” and the “A & GW,” and featured both local and express trains, passenger and freight.<sup>15</sup> In addition to regular local travel, the rail lines stopping in Caledonia regularly advertised excursions to other areas on the rail line, including special package sleeper car rates to the 1893 Chicago World’s Fair.<sup>16</sup> These two major rail lines ran separate across most of Ohio with the eventual Big Four running from Mt. Victory in Hardin County through LaRue, Agosta (today’s New Bloomington), Gurley, and Longville before hitting Marion, and with the Erie entering from Union County in the south up through Green Camp into Marion. The lines then merged at Marion, and ran twinned together, uniquely, from Marion through the powerhouse regional rail hub of Galion, with the route’s only two major dual depots in Eastern Marion County, at Caledonia and Martel.

The railroad era was a time of great prominence across Marion County and the incursion of the railways spurred a frenzy of speculation and town development as new and established communities along the path of the rail line scrambled to incorporate and grow businesses to capitalize on the needs of the rail lines. Besides Marion, along the paths of the Big Four and Erie railways, LaRue and Caledonia were the most bustling stops. Other railway communities saw an economic boon from the railway, but failed to develop the substantial downtowns that LaRue or Caledonia developed in this era, and faded considerably once automobile travel challenged the prominence of the railroads.

LaRue – the first Western depot for the eventual Big Four in Marion County, and, for a time, the railway’s only watering hole between Bellefontaine and Galion – developed its downtown comparatively quicker, but on a less grand scale. Platted in 1851 just before the railway arrived to LaRue, a substantial downtown of wood frame buildings was built by the 1870s, and was rebuilt in brick, following a fire, in the early 1870s. By the early 1880s, LaRue featured a playhouse, pharmacy, grocery, several restaurants, a market, a bank, three hotels, a lodge hall, and a bustling grain elevator. The bulk of LaRue’s masonry downtown business district development happened 1870-1881 reflecting the comparatively early impact of railroad money. However, LaRue had no village hall; and its large brick fraternal-commercial block buildings were laid out along South High Street between Market and Vine Street, rather than at a Public Square.<sup>17</sup> Like Caledonia, LaRue was also a major organization town featuring LaRue Lodge #435 of the Free & Accepted Masons,

<sup>15</sup> “Railroad Time Tables,” in the *Marion Star*. 09 August 1878. pp. 4.

<sup>16</sup> “The World’s Fair,” in the *Marion Star*. 17 July 1893. pp. 3.

<sup>17</sup> Cooper, Ivan & the Committee of the LaRue Community Centennial. 1951. “1952 Centennial History of LaRue.”

Accessed via: <<https://www.heritagepursuit.com/Marion/larue.htm>>

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Washington Camp No. 46 of the Patriotic Order of the Sons of America (P.O.S. of A.), Day Lodge No. 328 of the Independent Order of Oddfellows (I.O.O.F.), & a G.A.R Post.<sup>18</sup>

Today's New Bloomington (Montgomery Township), some five miles East of LaRue, and the next major stop along what became the Big Four, was laid out as Carey Station (alternately called "Agosta" and "Belfast") in 1854 immediately following the extension of the then-CCC rail line from LaRue, with downtown business district development from the early 1870s through the early 1880s, and with the construction of what became the Agosta Station depot in 1879.<sup>19</sup> Two other communities east along the CCC railway, in Big Island Township – Gurley, and Longville – held respective stations for the railway (Gurley Station and Bryan's Station) and hosted post-offices by 1883, but remained small depot settlements originated by sole proprietors, without substantial business cores. Neither community developed into a village; both have mostly vanished today.

Along the eventual Erie Railroad, Green Camp (originally Berwick) – about ten miles southeast of LaRue, along the Scioto, was laid out in 1838 by David Beach. At the time, the Scioto marked the boundary-line between the Virginia Military Tract lands (to the south) and what became known as Marion County's Congress Lands to the North.<sup>20</sup> A cluster of small grocery and dry good stores operated at Berwick beginning in the 1850s, but the community was defined by its substantial steam flouring mills and sawmills along the Scioto until its incorporation in 1875. Shortly after incorporation, the name Berwick was changed to Green Camp to avoid postal route confusion with another Berwick, in Seneca County.<sup>21</sup> Green Camp's development as a community, however, never matched the scale of LaRue, Caledonia, or other more sizeable hubs along the railway. By 1883, the community boasted only one dry goods store, one grocery and provision store, two churches, and a handful of fraternal organizations.<sup>22</sup>

East of Caledonia, Martel (originally Three Locusts) also developed later, likewise following the prosperity of the coming of the Big Four Railway past Caledonia into Tully Township. The community – mostly, at the time, the depot, a post office, and a smattering of houses – was formally surveyed and platted in 1881, only after the railroads had arrived. By 1883, it contained three stores, a hotel, a dress-shop, a sawmill, a blacksmiths, and a drug store.<sup>23</sup>

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<sup>18</sup> [No Author] 1883. *Marion County, Ohio, Containing: A History of the County; Its Townships, Towns, Churches, Schools, Etc.; General and Local Statistics; Military Records; Portraits of Early Settlers and Prominent Men; History of the Northwest Territory; History of Ohio; Miscellaneous Matters, Etc., Etc., Illustrated*. Chicago: Leggett, Conaway, and Co. pp. 818.

<sup>19</sup> Ibid 820.

<sup>20</sup> See Greenville Treaty Line Map, in Peters, William E. 1918. *Ohio Lands & Their Subdivisions*, accessed via Wikimedia: <[https://en.wikipedia.org/wiki/Treaty\\_of\\_Greenville#/media/File:Greenville\\_Treaty\\_Line\\_Map.png](https://en.wikipedia.org/wiki/Treaty_of_Greenville#/media/File:Greenville_Treaty_Line_Map.png)>

<sup>21</sup> No Author] 1883. *Marion County, Ohio, Containing: A History of the County; Its Townships, Towns, Churches, Schools, Etc.; General and Local Statistics; Military Records; Portraits of Early Settlers and Prominent Men; History of the Northwest Territory; History of Ohio; Miscellaneous Matters, Etc., Etc., Illustrated*. Chicago: Leggett, Conaway, and Co. pp. 783.

<sup>22</sup> Ibid.

<sup>23</sup> No Author] 1883. *Marion County, Ohio, Containing: A History of the County; Its Townships, Towns, Churches, Schools, Etc.; General and Local Statistics; Military Records; Portraits of Early Settlers and Prominent Men; History of the Northwest Territory; History of Ohio; Miscellaneous Matters, Etc., Etc., Illustrated*. Chicago: Leggett, Conaway, and Co. pp. 993.



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The regional rail lines also transformed the way Marion County interacted with its rivers: the Scioto, in the Western part of the County, and the Whetstone (known elsewhere as the Olentangy) in the East. Caledonia's twinned rail lines brought with them unique infrastructure, in the form of two railway bridges spanning the Whetstone River over a small gulch just northeast of North Water Street boundary of the Historic District. The southernmost extant bridge – the historic bridge for the “Beeline” railway, which eventually became the New York Central Railway in the early 20th century – is a metal six-panel, rivet-connected Warren through-truss, commonly built by major railway lines in the region from the 1880s to the 1910s. Caledonia's bridge was built sometime after 1887; and repaired in 1899. The Northernmost bridge -- on the historic Erie-Lackawanna (earlier: Erie; Atlantic & Great Western) line, now defunct -- saw comparatively rarer metal rivet-connected Quadruple Warren lattice thru-truss, delivered by rail and installed on-site over the Whetstone in 1901, to replace an earlier bridge. Only a few examples of lattice-truss bridges survive in each state; Caledonia's is one of only a handful known in Ohio, and is perhaps the only in North-Central Ohio.<sup>24</sup>

Following the boom in population to 500 that the railroad slowly brought, Caledonia incorporated as a Village in 1873, and boosterist real estate developer-turned-mayor J. Blanchard rallied local businessmen and their affiliated fraternal organizations to build an ambitious and monumental Public Square befitting of the village's newfound prominence on the regional railroad lines (Figure #3).

Caledonia's Public Square is an excellent example of a Philadelphia Square: a style of village planning and settlement most heavily associated with Southwestern Pennsylvania, featuring carve-outs of the corners of a large public square (often used as a market or commons) with mixed commercial, fraternal, religious, and municipal spatial uses.<sup>25</sup> This style is distinguished from the more common “block” or “Lancaster” square often found in county seats, with community spatial use centered around a courthouse or municipal building, and with roads tracing the square's corners; and is thought to be part of a Scotch-Irish cultural hearth in town planning.<sup>26</sup> The Philadelphia Square, by contrast, features the open space of a wide commons or crossroads itself in the center of the Square; and flanking building structures that, instead of roads, shape the four corners of the square.<sup>27</sup> While perhaps two dozen extant examples of Philadelphia-style square exist in Ohio, with Somerset in southeast Ohio being another significant example (Somerset Historic District, NR75001516), the Philadelphia Square style is comparatively rare west of Ohio; and many in Ohio have had their Public Squares partially in-filled. Neighboring Mt. Gilead (Morrow County), for example, retains a partial Philadelphia Square plan; but roads have been reduced to regular width, and the corners of the square infilled to provide protective parking. For

<sup>24</sup> See Continuation Sheet, “Caledonia's Historic Railway Bridges.”

<sup>25</sup> Zelinsky, Wilbur. 1977. “The Pennsylvania Town: An Overdue Geographic Account,” in *Geographical Review* 67.2: 127-147.

<sup>26</sup> For a useful comparative typology of courthouse square styles, see Edward T. Price's 1968 classic of village spatial use, “The Central Courthouse in the American County Seat,” in *Geographical Review*, 58.1: 29-60. Thank you to Tim Anderson for this useful article.

<sup>27</sup> See Milroy, Elizabeth. 2011. “Repairing the Myth and the Reality of Philadelphia's Public Squares, 1800-1850,” in *Change Over Time* 1.1: 52-78.

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this reason, Caledonia's Public Square is comparatively rare in the region as an intact mid-19th century Philadelphia Square.

Caledonia's Public Square was developed under two phases of construction. An earlier phase of Public Square construction followed the Village of Caledonia's incorporation, and resulted in two- and three-story frame structures located at roughly the same locations as today's Union Block and Temple and Masonic Block buildings (all of which burned in the 1880 and 1890s), as well as some of Caledonia's earliest extant masonry buildings: the Underwood Block Building (1875, Resource 6; see Figures 5 & 6), the Hanley House (1883, Resource 15; see Figure 7), and the Weber House (1884, Resource 16; see Figure 8). These original commercial blocks were financed, in part, by pioneering downtown merchants who anchored the commercial district, including R.L. Highly, a Civil War veteran who ran a long-time stove and tin shop in the Union Block Building (1883, Resource 10; see Figures 9 & 10). By 1883, Caledonia's Public Square boasted four general stores, a bank, three hardware stores (Figure 11), two drug stores (Figure 12), three grocery stores, a furniture shop, two cobbler shops, a local newspaper (the Caledonia Argus), a community band (Figure 13), and a local planning mill run by J.F. Apt that became responsible for much of the architecture, design, and build of Caledonia's eventual Public Square.

Two devastating fires shaped downtown Caledonia. The first, in 1883, as chronicled in Sherwood Anderson's 1926 memoir, *Tar: A Midwest Boyhood*, destroyed the original Union Block Building alongside seventeen other downtown structures.<sup>28</sup> The second, in 1896, took the three-story wood-framed Temple Block (distinct from today's extant masonry structure with the same name) and Opera Block, which led to a new bout of fireproof rebuilding in monumental brick masonry.<sup>29</sup> This second generation of brick Public Square buildings came later in the Victorian era and combined distinctive vernacular Italianate, Classical Revival, and Romanesque architecture and brick-and-limestone styles, as evidenced by Caledonia's Village Hall (see Figure 14), and Temple and Masonic Block Buildings (see Figure 15). More than 70% of the contributing structures in the Caledonia Public Square and Water Street Historic District were built following Caledonia's first fire, between 1883-1900, including all three of four extant commercial block buildings on the Public Square, the three Italianate-style commercial buildings along Water Street, and Caledonia's defining architectural feature, the soaring 1891 Italianate-Classical Revival-Romanesque Village Hall (Figure 16).

While Caledonia's population continued to expand into the 20th century, Caledonia's downtown building boom, with the exception of a few scattered buildings, waned by 1900, when all major commercial block buildings had been rebuilt in masonry (Figure 17). Sanborn maps show little new construction on the Square or Water Street between 1901 and 1910 — although several additional commercial blocks were extant then (including along the eastern side of Water Street, and at the southern corner of East Marion and Water Street) that have since been wholly demolished.

<sup>28</sup> "1883 Fire Left Caledonia Business Area in Ruins," in the *Marion Star*. 13 June 1982. pp. 4. Sherwood Anderson spent several years of his childhood in Caledonia.

<sup>29</sup> "Damaging Blaze Lays Waste Much Property At Caledonia Today — Temple and Opera Blocks Burn," in the *Marion Daily Star*. 29 January 1897. pp. 5

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At the time — in an era of slower and more difficult overland travel — the Village of Caledonia was already a commerce and social center for a 15-mile region: located conveniently between the county seats of Marion (Marion County), Mt. Gilead (Morrow County), and Bucyrus (Crawford County), and Galion. Caledonia became the commercial, civic, and fraternal hub for a range of small communities in eastern Marion, western Morrow, and southern Crawford counties. Most of these small rural and agricultural communities, including Claridon, Martel, Kirkpatrick, Monnett, Iberia, New Winchester, Edison, Denmark, and Canaan, had small or no significant commercial districts of their own; thus, regional farmers would come into Caledonia to shop, trade, offload agricultural goods, bank, drink, worship, and participate in the bustling fraternal organizational life of the village.

The prominence of the railroad, and the terminus of one of Caledonia's two railways in New York City, also brought an influx of newly-arrived immigrants to the rural community. At least one wave of Greek immigrants were brought directly from Ellis Island at the turn of the 20th century to help build the multi-track switch-car lines to accommodate a new Pillsbury Baking factory at the small village of Martel just east of Caledonia along the railroad lines. Many of those immigrants eventually became entrepreneurs and business-people in downtown Caledonia: like the Kasotis family, who operated the Pleasant Inn: a restaurant, coffee shop, and bar catering to farmers in a small-frame structure (now demolished) that once sat next to the Temple Block building.<sup>30</sup> While best known for their limburger cheese sandwiches, the restaurant would also serve dolmathes, or stuffed grape leaves which the Kasotis family would forage from the banks of the nearby Whetstone River, along with la'hana greens, to be served with lemon and olive oil.<sup>31</sup> Many German families, likewise, immigrated to eastern Marion and western Morrow counties during this time to take up agricultural trades. German was frequently heard on the streets and in the shops of downtown Caledonia on weekends, as German-speaking families would come in to shop for wares. Many faced discrimination in the years during and after World War One and World War Two: especially as a German P.O.W. camp was set-up at the nearby Scioto Ordnance just beyond the Village.<sup>32</sup>

Due to its downtown rise during the heyday of American fraternalism, Caledonia's downtown history has always been synonymous with its large number of fraternal organizations and their sponsorship of and location in the upper stories of the Public Square's monumental buildings. Fraternal organizations associated with Caledonia during the period of significance, and the buildings they were historically associated with, include: the Oliver Lodge #447 of Free and Accepted Masons (Masonic Block), Calanthe Lodge #116 of the Knights of Pythias (Temple Block), a local branch of the G.A.R. (Grant Army of the Republic), and International Order of Oddfellows Lodge #299 (Union Block), in addition to their respective women's auxiliaries. Additional fraternal organizations that contributed to Caledonia's downtown development and social history were chartered later in the 20th century, including Caledonia's American Legion Post #401 (1919), and the River Valley Lions Club (1954). Caledonia's preponderance of fraternal

<sup>30</sup> Kasotis, George. 21st April 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

<sup>31</sup> Ibid.

<sup>32</sup> Kightlinger, John. 3rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

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organizations led the Marion Star frequently to remark that Caledonia was an “organization town.” Fraternal organizations hosted rituals, weekly social events and lectures for members, and dinners, and importantly, hosted fundraisers, paid for funerals, coordinated disaster relief, and offered other mutual aid services for widows and other members in need at a time when few other social safety nets existed.

As the Public Square rose to commercial prominence, it also became a regional destination for entertainment. The upstairs of Caledonia’s Village Hall served as a multi-purpose theatre, music hall, and opera house. Traveling shows of all manner, including theatrical performances, magic shows, minstrel shows, musical revenues, medicine shows, and comedy shows, would perform at “Opera House” on the second floor.<sup>33</sup> One resident recalls that the playhouse frequently hosted one such traveling “medicine show” by the Bartone Family, who peddled a patent medicine, in the first decade of the 20th century.<sup>34</sup> During this prime of the Public Square, Caledonia also supported its own community band, the Caledonia Aeolian Band, which would perform regularly at upstairs locations in the Public Square’s main block buildings; the family of future president Warren G. Harding were members. The Public Square and Water Street also attracted additional businesses towards the end of the 19th and into the early-20th century through the opening of “Lake Henry”: a homegrown amusement park and picnic grounds along the eastern banks of the Whetstone River, which opened in 1898, and featured boats, a bicycle track, a merry-go-round, and other “amusements.”<sup>35</sup> Such lakeside and riverfront parks were prominent across North-Central Ohio at the time, an era that saw the development of Marion’s larger Crystal Lake facility and several interurban parks along the Columbus, Delaware, and Marion line.<sup>36</sup>

While rural, Caledonia, during the railroad era, also served as a hub for small-scale manufacturing, processing, and industry, for its agricultural and forested hinterlands. Lumbering, sawmills, and grain elevators/flour mills (see Figure 14) unsurprisingly, rose as the major industries in the late 19th century; and continued to define industry in the village through the 1960s (Figures 18 & 19).<sup>37</sup>

### Significant Resources Associated with the North-Central Ohio Railroad Boom Era

The Caledonia Public Square and North Water Street Historic District provides a powerful association with the commercial development and social history of Caledonia during this era of economic prosperity from the railroad boom. This remarkably intact grouping of buildings, and the relationship they maintain with the historic Public Square plan and streetscape, clearly evokes the history of Caledonia not only as a commercial and civic lodestone for farmers from small rural hamlets across the region, but Caledonia’s rise to prominence thanks to its location across the railway.

<sup>33</sup> “Caledonia Doings,” in the *Marion Star*. 24 February 1899. pp. 5.

<sup>34</sup> Whiteamire, Jack. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

<sup>35</sup> “Lake Henry — The New Resort Near Caledonia — Caledonians Will Decorate,” in the *Marion Daily Star*. 27 May 1898. pp. 7.

<sup>36</sup> Winland, Randy. 2019. *Crystal Lake Park*. Prospect, Ohio: Self-Published.

<sup>37</sup> “Personals,” in the *Marion Star* 25 August 1883. pp. 4.

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Unlike larger cities, most of the district's buildings were the product of local design-build collaborations: many helmed by the local firm of Apt & Bland. Architect and carpenter J.F. Apt and Mr. Bland ran a planing mill and lumber yard in Caledonia, and also built a reputation as economic, reliable builders. They often partnered with the Geyer Brothers masons who ran a stone yard in Marion County, and Frank Saiter, a roofer. The uniquely coherent and intact collection of historic resources in the Caledonia Public Square and Water Street Historic District reflect a distinct local vernacular architectural style as it evolved over the roughly twenty-year period of the Public Square's masonry development, and reflect a hyper-local collaboration of trades and skilled workmanship. Apt and Bland's work was praised across the region and in the pages of the Marion Star; and their work on the Public Square was noted with interest.

Commercial storefronts must evolve to meet changing technology, merchant need, and public demand. Caledonia's downtown commercial/fraternal buildings are no exception: many building façades evolved with the times. That said, the district retains several intact or mostly-intact Italianate façades dating to the original era of construction, including on one storefront in the Union Block building (Resource #10) and in the southern storefront on the Hanley House Hotel (Resource #15). While most of Caledonia's storefronts featured carved wood pilasters with pressed metal fascia or entablatures, the Underwood Block Building (Resource #6) and the Weber Building (Resource #16) also featured newer technology at the time: mail order pressed metal or cast iron façades, which were pre-fabricated and transported by rail. McHose & Lyon of Dayton were one such regional manufacturer of cast iron storefronts and supplied the storefront for the Railway Building.

Contributing resources from this period are predominantly within the larger idiom of Italianate style, with 1880s construction reflecting Italianate sensibility and 1890s construction reflecting a transitional period in which Italianate core planar design was combined with Classical Revival elements (hipped roofs, broken pediments) and even, in Caledonia's distinctive 1891 Village Hall, with Romanesque towers and Syrian arches. Approximately half of the district's contributing resources from this period are vernacular commercial Italianate with simplified exteriors and plainer façades, but with clear nods to the predominance of Italianate norms applied in dentiling along flat rooflines, and heavy window hoods and lintels. Some vernacular Italianate buildings, like the Camouflage Café building and Hanley House Hotel, even approximate Italianate style's distinctive bracketed wood or metal cornice with projecting brick dentiling and false-front parapet walls.

The following historic resource anchors the district, and provides coherence and longstanding integrity of location, setting, and association for the remaining contributing resources during Caledonia's Railroad Boom Era:

**The Caledonia Public Square (Resource #2)** – c. 1873-1963 Laid out when the community was originally platted in 1834 as a part of a prescient master plan in the style of a classic Philadelphia Square, it took Caledonia decades to incorporate as a Village and several years after that to finally erect monumental masonry structures around the open Public Square. (See Figure 16; Figure 3,

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Figure 4) Caledonia's intact Public Square is one of only two dozen in the state; and is one of only a handful of surviving Courthouse-less Public Squares in the North-Central Ohio region.

Previously, Caledonia's Public Square had housed two- and three-story frame structures on similar footprints: many of which burned down in a series of catastrophic fires spanning the 1880s and 1890s. Masonry construction began in on the Public Square in 1875, with the construction of the Underwood Block Building on the Southwestern corner; it is the Public Square's oldest surviving structure. Unique "block" buildings sharing party walls span the Square's southeastern and northeastern corners. The majority of two-story buildings surviving on the Public Square are hybrid commercial/fraternal buildings – a common building type for the region in this era, with building construction costs financed by downstairs merchants, and second stories dedicated in long-term leases to fraternal organizations. Caledonia's Union Block Building housed the International Order of Oddfellows (I.O.O.F.) Lodge #299, while the neighboring Temple Block Building (1897) & Masonic Block Building (1897) housed the Knights of Pythias Order of Calanthe #116 and Oliver Lodge of Free & Accepted Masons #447, respectively.

The Public Square itself, during the railroad boom era, was traditionally home to Caledonia's well and public cistern; and to parking for buggies and, later, cars. In the early 20<sup>th</sup> century, local newspaper debates raged over muddy road conditions on the Public Square, as community calls for the "macadamizing" of the roads increased. Photographs attest that the Square was full of hitching posts for horse-drawn transportation: evidence of its role, in this era, as an anchor commercial and entertainment destination for farmers from a 15-mile radius of Eastern Marion County, Western Morrow County, and Southern Crawford County.

The following are historic resources within the district that represent dominant architectural styles from the North-Central Ohio Railroad Boom era:

**Italianate:** These examples illustrate the range of Italianate style in the district, beginning with the construction of the Camouflage Café building - the oldest extant structure in the district — in the 1870s. Buildings range from two- to three-story commercial/residential, hotel, and commercial/fraternal blocks with multiple storefronts — including with corner entrances or "second" corner façades— and are characterized by ornate carved wood or metal bracketed cornices, elaborate carved or metal pilasters and piers (often featuring Greek column design), dentiling and corbeling along flat rooflines, and hooded windows.

**The Camouflage Café Building (Resource #13a) — ca. 1870s.** Caledonia's Camouflage Café building is an anchor for the district. Its vernacular adaptation of Italianate style — including projecting brick corbeling and dentiling made to look like a wooden cornice — reflects its status as the earliest recorded masonry building still extant in the historic district, and adds a critical early architectural vocabulary to the Italianate idiom found in the district, reflecting Caledonia's earliest era of downtown construction (Figure 31).

The Camouflage Café building held a general store and print shop, dry goods shop, and eventually, diner and saloon, throughout the 20th century. It was connected to neighboring Resource 13B (non-

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contributing) sometime before 1912; that second space often served as an additional dining room. Since the 1990s the building operated as “Dick’s Diner,” the “Caledonia Café,” and most recently, as the “Camouflage Café,” which shuttered in 2021.

The exact date of construction is not known; by style, the building likely dates from 1875-1883. Plat maps from historic county atlases show that the building was the likely location of the Hipsher and Hunt General Store, remarked in 1896, to be the oldest standing building in Caledonia’s downtown, and the only along E. Marion and Water Street to survive the 1883 blaze that destroyed 17 buildings.<sup>38</sup> The building is noted, on Caledonia 1901 Sanborn map, as a general store in its southern storefront, with a warehouse room in its northern storeroom, with a hand printing shop on the second floor.<sup>39</sup> By 1912, the building had become host to a dry goods store to the south, with a grocery to the north connected by an opening between the firewalls.<sup>40</sup> By 1924, the northern space – then used as warehousing for the southern storefront – was vacant.<sup>41</sup> Later, in the 1930s-1940s, the northernmost storefront housed Harold Timson’s barbershop, before the space was used as a residential space by the diner owners, and then eventually claimed by the diner operation as a private dining hall in the 1970s-1980s.<sup>42</sup>

**The Underwood Block Building (Resource #6) — ca. 1875.** One of the most unique examples of commercial Italianate construction on the Public Square, the Underwood Block building’s distinctive metal façade columns, bracketed wood cornice, and double façade, characterize commercial building styles on the core corners of Caledonia’s Public Square.

The Underwood Building’s wrap-around façade features seven painted iron Corinthian columns: the most elaborate example of iron Italianate façade design found in the Village (Figure 21). A second storefront/façade — as is typical of buildings on corner of the Public Square — appears at the culmination of the building’s eastern elevation (Figure 20, Figure 13). The Underwood Block is one of only three extant Caledonia commercial buildings with iron storefronts: the others being the Hanley House Hotel and the Weber Building, both on North Water Street. These three buildings date from an earlier era of construction than much of the rest of the Public Square. Indeed, the Underwood Block — as one of downtown Caledonia’s structures to survive the disastrous 1883 fire that claimed seventeen downtown structures — predates the other masonry Public Square core commercial blocks by ten (Union Block) to twenty (Temple and Masonic Blocks) years.

The Underwood Block Building’s first print mention is a piece of local color reportage about a girl caught in a windstorm published in the then-Marion Daily Star in 1878.<sup>43</sup> The building’s distinctive

<sup>38</sup> “1883 Fire Left Caledonia Business Area in Ruins,” in the *Marion Star*. 13 June 1982. pp. 4.

<sup>39</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1901. Library of Congress Geography and Map Division. Washington, DC. 204540-4650 USA. Accessed 01 October 2023. <[http://hdl.loc.gov/loc/gmd/g4084cm.g4084cm\\_g066241901](http://hdl.loc.gov/loc/gmd/g4084cm.g4084cm_g066241901)>

<sup>40</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1912. Library of Congress Geography and Map Division. Washington, DC. 204540-4650 USA. Accessed 01 October 2023.

<[http://hdl.loc.gov/loc/gmd/g4084cm.g4084cm\\_g066241912](http://hdl.loc.gov/loc/gmd/g4084cm.g4084cm_g066241912)>

<sup>41</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1924. Kent State University Library — University Libraries Map Collection. <https://oaks.kent.edu/sanborn/caledonia-marion-county-ohio-1924>

<sup>42</sup> Whiteamire, Jack. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

<sup>43</sup> “Communicated,” in the *Marion Daily Star*. 9 January 1878. pp. 1.

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layout, included a smaller storefront with a corner façade opening directly onto the Public Square and a second “side” façade for a second storefront that opened to the sidewalk along the western edge of the northwest corner of the square, leading to a much larger storefront that wrapped around behind the smaller one. The building was originally home to the Underwood and Dilts dry good store and general store. This operation was extant in Caledonia’s 1910 Sanborn map, which also shows a China shop occupying the smaller storefront.<sup>44</sup> By 1912, records show the Underwood Block also housed a local bank: originally, the First Savings Bank, and eventually, the Farmers’ Bank.<sup>45</sup> C.G. Underwood and Co. continued their dry goods business in the Underwood Block through the 1930s; by the 1940s, Pastor Earl H. Sturtevant had relocated his Christian Workers’ Studio plaster-of-Paris religious plaque factory to the Underwood Block from the Weber Block on North Water Street, with a new “Christian Tabernacle” Church opened in the building in 1946.<sup>46</sup> The building was then reported to be vacant for some time in the mid-20th century, before once again becoming home to one of Caledonia’s three long-running grocery stores, the Sickels’ IGA, from the 1950s-1990s (Figure 5; 21; 22). Today, the Underwood Block is fully occupied, with a martial arts studio in the ground-floor storefronts and residential apartments upstairs. It was one of the Public Square’s first downtown block buildings to undergo adaptive reuse in the early 2000s.

**The Union Block Building (Resource #10) — ca. 1884.** Built in 1884 following the fire of an earlier structure, Caledonia’s Union Block building — with five distinctive storefronts of varying sizes — is the Public Square’s major commercial block (Figure 9). Its distinctive carved wood pilasters, bracketed cornice, and wooden signage (Figure 10) reflect the histories of some of Caledonia’s most prominent downtown merchants during the railway boom era, and the enduring presence of the I.O.O.F #299 Lodge in its upper story conveys the intertwined histories of commerce and fraternal organization life in downtown Caledonia’s rise.

Caledonia’s Union Block building is perhaps its most important commercial block, given the sheer number of storefronts. It consists of five total, spanning much of East Marion Street from the northeast corner of the Public Square adjacent to Village Hall to the bank building. Historically the home of some of Caledonia’s earliest merchants — including clothier T.J. Anderson and stove-maker R.L. Highly — as well as the home of Caledonia’s International Order of Oddfellows (I.O.O.F.) Lodge #299, the Union Block is also one of Caledonia’s oldest remaining downtown commercial buildings dating from 1884. It was rebuilt on the footprint of an earlier two-story, wood framed Union Block at the same location that housed most of the same original merchants, which was lost in the catastrophic 1883 fire.

The new Union Block was originally home to Rinker and Bust’s furniture and casket shop (eastern storefront), R.L. Highly’s stove shop (second from east), Harrison and Ireys’ hardware store — which was combined with the former Highly stove shop to become Caledonia’s long-running May Hardware from 1913 to 1991 (Figure 11); and a historic restaurant and bank (westernmost storefronts). The lodge of the I.O.O.F. historically occupied the second story and became the joint

<sup>44</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1901. Library of Congress Geography and Map Division. Washington, DC. 204540-4650 USA. <<http://hdl.loc.gov/loc.gmd/g4084cm.g4084cm.g066241901>>

<sup>45</sup> Reynolds, Janet. “Combined Styles Unique,” in the *Marion Star*. 06 June 1982. pp. 5.

<sup>46</sup> See advertisement by C.G. Underwood and Co. in the *Marion Star*. 11 April 1931.



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lodge of Caledonia's Oliver Lodge #447 of Masons in the late 1990s; the space remains Caledonia's sole surviving fraternal organizational hall today, making it an important surviving relic of a critical era in Caledonia's development.

By mid-century, this building was home, from west to east, to the Garber Sister's Grocery Store (eventually, by 1958: the Caledonia Branch of the Marion Public Library), a bowling alley (then Armbruster's restaurant), the May Hardware store (two storefronts), and the Caledonia Bar.<sup>47</sup> Today, the building is occupied by the Oddfellows (two units upstairs; with rentals to the former location of the Caledonia Branch of the Marion Public Library (now shuttered) and Dugout Pizza downstairs); by a private owner with an undisclosed future storefront project; and by Caledonia's American Legion Post #401, who use the remaining two storefronts as their canteen and meeting locations, with upstairs storage (Figures 23-25). The building features several extant hand-painted sign murals along its back wall dating from the period of its construction, and connected to the original tenants.

**The Hanley House Hotel Building (Resource #15) — ca. 1883.** With its striking three-story construction, parapet, and extant 1890s storefront, the Hanley House Hotel is a remarkable intact example of Italianate architecture along North Water Street and reflects the way construction followed anticipated railway traffic and tourism (Figure 7). It was built and originally run by Irish-born Caledonia businessman John "Johnny" Hanley, with plans designed and drawn by I.B. Etherton, and with brickwork by a crew of fifteen local bricklayers led by Jimmy Culbertson.<sup>48</sup> At its peak, the Hanley House featured both a hotel and a popular restaurant/saloon known locally for its barrels of whisky.<sup>49</sup> The Hanley House served as a railroad hotel and restaurant from 1883 until 1919, at which point the northernmost of its two storefronts was converted into a motor garage.<sup>50</sup> Its downstairs storefronts variously hosted restaurants, and then, by 1910, a grocery store (to the south) and saloon (to the north).<sup>51</sup> The Hanley House is reported to have housed a speakeasy underground during Prohibition.<sup>52</sup> The Marion Star reports the hotel, in 1887, as having once had twenty-three rooms.<sup>53</sup> The building sat vacant for much of the 1950s, before being purchased and renovated into residential units.<sup>54</sup>

**The Weber Building (Resource #16) — ca. 1884.** With its intact cast iron façade manufactured by McHose and Lyon of Dayton, and a matching intact exaggerated bracketed cornice, the Railway

<sup>47</sup> Whiteamire, Jack. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

<sup>48</sup> "Personals," in the *Marion Star*. 17 April 1883: pp. 4; "Local Items," in the *Marion Star* 21 August 1883: pp. 4.

<sup>49</sup> "1883 Fire Left Caledonia Business Area in Ruins," in the *Marion Star*. 13 June 1882. pp. 4.

<sup>50</sup> "Hanley House Will Be Converted Into Garage — New Notes from Caledonia During the Past Week," in the *Marion Star*. 31 October 1919. pp. 5.

<sup>51</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1912. Library of Congress Geography and Map Division. Washington, DC. 204540-4650 USA. Accessed 25 September 2022.

<[http://hdl.loc.gov/loc/gmd/g4084cm.g4084cm\\_g066241912](http://hdl.loc.gov/loc/gmd/g4084cm.g4084cm_g066241912)>

<sup>52</sup> Whiteamire, Jack. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

<sup>53</sup> "Special Notices," in the *Marion Star*. 30 May 1887. pp. 4.

<sup>54</sup> Whiteamire, Jack. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

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Building — the “gateway” building to Water Street from the railway (Figure 8) — is an important surviving example of commercial architecture in the district, and illustrates the district’s abiding connections to transportation. The building was built by Swiss-born butcher Jacob Weber between the late 1870s and early 1880s to house his butcher shop and poultry processing and shipping business, and was strategically located directly next-door to Caledonia’s railway. The building later became the Village’s pool hall, then an automotive repair shop and garage, then a candy shop, then a small manufacturer for poured plaster-of-Paris religious plaques run by a Pastor Sturtevant (1940s), then briefly a farm implement store (late 1950s), before once again becoming an automotive garage through its last use in the 2010s.<sup>55</sup>

**Vernacular Italianate:** These examples convey Caledonia local builders’ later adaptations of Italianate style to a more subdued, economic idiom by the later 1880s and 1890s. These historic resources — all two-story brick masonry commercial or commercial/fraternal buildings — eschew elaborate wood cornices, but nod to Italianate style with simplified dentiling in place of cornices, window hoods, and more utilitarian façade design with brick piers.

**The Masonic Block Building (Resource #8) — ca. 1897, individually listed.** Built in a simpler, more economic vernacular idiom, Caledonia’s Masonic Block building — with three historic storefronts, and an historic Masonic Lodge hall upstairs — is the Public Square’s second major commercial block. Its understated architecture and distinctive brick piers with limestone quoins evoke the material vocabulary of builders during the railway boom era (Figures 12, 26).

The building was the historic home of Caledonia’s Oliver Lodge #447 of Free and Accepted Masons, who occupied the upstairs lodge hall in a 99-year lease from the buildings’ construction in 1897 to 1996; and housed a variety of commercial businesses in its three downstairs storefronts: including the long-running Reece’s Cash Grocery, and a drug store (Figure 27). The building shares an Eastern party wall, as well as similar facing brick, distinctive brick piers with limestone details separating the storefronts, and other decorative elements, with the adjacent Temple Block building. Along its rear (Southern) elevation, the building features a single-story lean-to back storeroom area.

The Masonic Block building has been vacant in parts since the 1970s (Figure 28), and as a whole since the early 2000s. Despite these alterations and changes in its function during an economically difficult time for commerce in downtown Caledonia, the building’s spatial use and layout continue to reflect its historic use, and convey the significance of the building to over a hundred years of commercial, civic, and fraternal life in Caledonia.

**The “Class of ’55” Building (Resource #5) — ca. 1897.** While more utilitarian in design, the “Class of ’55” Building’s dentiling, arched windows, and double-storefront design evoke a transitional period at the tail end of commercial block construction on the Public Square (Figure 29). Originally known as the “Clark Building,” this building has, over its late-19th century and 20th century lifetime, hosted agricultural implement shops, an automotive repair garage (Figure 30), the insurance offices of Douce Insurance Agency, a television and appliance store downstairs (Clark’s,

<sup>55</sup> Ibid.

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at midcentury), and a ceramics studio, with apartments upstairs, throughout the 1970s. Built sometime in the 1890s as the only masonry building on the Northwest corner of the Public Square, Caledonia's 1901 Sanborn maps record the Class of '55 Building as an agricultural implements shop.<sup>56</sup> Most recently, from 1981 to 2017, the building housed Caledonia's Carol Ault's Dance Factory dance studio (Figure 21).<sup>57</sup> Known locally as the "Class of '55" Building due to a distinctive mural on its Public Square-facing eastern elevation, which it acquired during that era, in homage to Caledonia High School's graduating class of 1955. The building has been vacant since 2017, and the owner is interested in preserving and rehabilitating the structure.

**Italianate/Classical Revival and Italianate/Classical Revival/Romanesque Transitional:** These historic resources illustrate downtown Caledonia's collection of unique hybrid/transitional late vernacular Italianate commercial and municipal buildings, which combine Italianate plans with decorative elements and flourishes from the Classical Revival and Romanesque building traditions – including broken pediments, hipped roofs, oculus windows, turret towers, and distinctive limestone details – more typical of the post-Chicago Columbian Exhibition of 1893 Classical Revival & Richardsonian Romanesque fervor that had risen to prominence by the mid-1890s.

**The Temple Block Building (Resource #9) — ca. 1897, individually listed.** Built together with the adjacent and adjoining Masonic Block Building, Caledonia's Temple Block Building — home of the Ancient Greece-derived Knights of Pythias Order of Calanthe #116 — blends Italianate storefront design with Classical Revival elements, like a double-hipped roof and broken pediment, resulting in a distinct "temple" shape with Italianate elements (Figure 32).

Caledonia's Temple Block was the historic home to the Knights of Pythias Order of Calanthe #116's temple hall upstairs, and a grocery, restaurant, and general stores downstairs. It extends along the southern edge of the Public Square's southeastern corner, and combines vernacular commercial Italianate stylistic elements found on the more utilitarian Masonic Block building with Neo-Classical elements reflecting Caledonia's Village Hall, with which the Temple Block shares a builder (J.F.Apt.) Most recently home to the Reece's Market grocery store from 1955- 2010, the Temple Block bears a streamlined vernacular façade in keeping with its last era of occupation.

The Temple Block, today, retains a combination of its original 1897 façade, with Reece's Market's mid-century alterations, which themselves have gained significance over time (Figure 13). The building likewise received a new metal roof and had its upper-story windows replaced with vinyl replacement windows c. 2008. Despite these alterations, and because of the long duration of Reece's Market in its storefront space, the Temple Block still readily conveys the historic of commerce, architecture, and social life on the Public Square.

<sup>56</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1901. Library of Congress Geography and Map Division. Washington, DC. 204540-4650 USA. Accessed 15 October 2023.  
<[http://hdl.loc.gov/loc/gmd/g4084cm.g4084cm\\_g066241901](http://hdl.loc.gov/loc/gmd/g4084cm.g4084cm_g066241901)>

<sup>57</sup> Reynolds, Janet. 27 September 1981. "In Caledonia: 'Dance Factory' Opening," in the *Marion Star*. pp. 4.

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**Caledonia Village Hall (Resource #1) — ca. 1891.** One of the most iconic and certainly the most monumental buildings of Caledonia’s railroad boom era, the Village Hall anchors the Public Square with an unusual combination of Italianate, Classical Revival, and Romanesque elements; and marks an important late transitional style signaling the completion of the Public Square building project in the heyday of Caledonia’s railroad boom era (Figure 14; Figure 16). Village Hall is characterized by its hybrid Italianate and Classical Revival façade with Syrian arches and a broken pediment, combined with a distinctive asymmetrical Romanesque tower with oculus windows.

### **GOLDEN AGE OF AUTOMOBILE TRAVEL & WARTIME/POST-WAR ERA (1910-1954)**

Caledonia’s railroad boom lasted well into the 20<sup>th</sup> century. While railway routes were already determined in this part of the country by 1910, automobile travel had not yet begun to more seriously compete with rail travel as a means of transportation across this agricultural region of North-Central Ohio. The original rail lines serving Caledonia — the Atlantic & Great Western (A&GW) and Cleveland, Columbus, Cincinnati, & Indianapolis (CCC&I, known regionally as the “Beeline”) — had, by 1910, consolidated into the “Big Four” and the Erie lines, but the railway remained a core economic driver in the community. A timetable from 1878 posted in the Marion Star, lists local passenger trains as stopping in Caledonia four times a day, with an express train also coming through without a stop, and this service pattern continued through at least the 1920s.<sup>58</sup>

While automobiles had certainly come on the scene at this point, Caledonians, at the beginning of this era, clearly still saw the Village’s economic futures as bound up with the railway. A May 22, 1915, Marion Star article notes, for example, that a committee of eight residents had recently taken up petitioning the officers of the Big Four (in Bellefontaine), and the Erie, to demand a new railway depot, something the committee saw was essential for the continued beautification of Caledonia’s downtown, and the vibrancy of the commercial district.<sup>59</sup> A new depot was duly constructed in 1927 (Figure 1).<sup>60</sup> Passenger rail continued service to Caledonia until the 1930s, when the numerous “local stops” along the Big Four and Erie’s lines became contentious for operators. Caledonia’s railroad depot was finally demolished in 1954.

By the 1910s, though automobile travel had not yet begun to rival the convenience and cost of railway travel for everyday transportation across North-Central Ohio, road improvement was a major issue for both nascent automobiles and for the more standard horse-and-buggy transport. Caledonians had rallied for improved roads since at least 1887, when local architect J.F. Apt and others petitioned the Marion County Commissioners to construct a gravel pike from Marion to Caledonia to serve residents in Eastern Marion County.<sup>61</sup> As automobile transportation grew more common, the condition of the Village of Caledonia’s downtown commercial district roads, in

<sup>58</sup> “Railroad Time Tables,” in the *Marion Star*. 09 August 1878. pp. 4.

<sup>59</sup> In Interest of a Caledonia Depot,” in the *Marion Star*. 22 May 1913. pp. 4.

<sup>60</sup> The Caledonia Centennial Committee. June 1974. “Caledonia: It’s History, Old Settlers, Business Enterprises, and Other Interesting Facts, Illustrated with Photographs,” also titled “A History of Caledonia, Ohio.” Caledonia, Ohio: The Caledonia Centennial Committee. *From the Collection of Randy Winland [Print Ephemera — Local History of Caledonia.]*

<sup>61</sup> “Pike Business: The County Commissioners Take the Necessary Steps to Build Two New Pikes and Appoint Appraisers With a View of Freeing Another,” in *The Marion Star*. 07 June 1887. pp. 4.

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particular, became a heated conversation (Figure 12). While several 1910's photographic postcards of the Village show mud piled up on the Public Square and North Water Street (Figure 7; Figure 9; Figure 11, Figure 31, Figure 33), and parked horse carriages standing near mud piles (Figure 32), by 1917, the *Marion Star* carried news of efforts by the Village of Caledonia and Claridon Township trustees to "macadamize" the streets.<sup>62</sup> Gradually, these local calls for road improvement coalesced into coordinated regional, state, and national highway committees, which sought to strategically connect hyper-local improvement efforts to provide improved through-roads across communities. These efforts became all the more acute when oil was discovered on the Frank Ulsh farm just two miles east of Caledonia, sparking a micro-boom that lasted from 1917-1919.<sup>63</sup> By the 1930s, the Public Square's surface was improved (Figure 34).

As stirrings for road improvements coalesced across the country, this era saw a boom in transcontinental highway construction. Such early "national roads" were made of existing roads, with advocacy and marketing campaigns to draw improvement to particular routes. The Lincoln Highway was one of the earliest cross-country highways to serve the United States. Cobbled together from local market routes, the Lincoln Highway was an effort to consolidate road improvements along cohesive routes that would eventually provide a reliable cross-country means of travel on improved roads. In North-Central Ohio between Galion and Lima, the Lincoln Highway had two contending spokes that both eventually developed as dual "Lincoln Highways." One important spoke — known locally first as the "Marion Way," and eventually as the "Harding Highway" — ran from Galion directly thru the heart of Caledonia's Public Square, bringing automobile travel, visitors, and shoppers from across the region and connected to Kenton.<sup>64</sup> While this route was not the "official" route of the Lincoln Highway (U.S. Highway 30), which ran farther north in Hardin County, from Bucyrus through Nevada to Upper Sandusky, to Van Wert to Ft. Wayne, Ind., the "Marion Way" followed Market Route #3, and was more familiar to locals in the region; and, local newspapers attest, it was the route that was easiest to fund, since much of the Lincoln Highway's macadamizing and improvement was left up to local counties, who chose to improve and designate routes that would also serve local travel needs.<sup>65</sup>

By 1926, following President Warren G. Harding's death, the "Marion Way" was renamed the "Harding Highway" becoming U. S. Highway 30-South. North-Central Ohio counties like Marion, Hardin, Wyandot, and Allen expended considerable resources to develop the Harding Highway into a tourist experience in its own right. As a result, new buildings associated with motor transportation, including canopied gas stations, roadside eateries, motor courts, and automotive repair facilities, developed along the route.

Caledonia's 1924 Sanborn map, for example, shows that at least two storefronts in the district that had earlier housed dry goods or general stores — including storefronts in the "Class of '55"

<sup>62</sup> "Caledonia Will Improve Streets," in the *Marion Star*. 11 June 1910. pp. 18.

<sup>63</sup> Donegan, Brenda J. 02 September 1997. "Caledonia Once Had Different Name," in the *Marion Star*. pp. 1.

<sup>64</sup> "Immediate Action for Bettering Marion Way — That's Said to Be Necessary to Get State Aid — Story of Marion Men's Trip to Capitol City — Marion Way is the Shorter Route and Is Preferred by Many to Lincoln Highway," in the *Marion Star*. 17 November 1917. pp. 9.

<sup>65</sup> "Marking Route of Marion-Kenton Way: Painters are Now Ten Miles East of Kenton," in the *Marion Star*. 03 June 1916. pp. 4.

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Building — had converted, by that point, to be automotive repair garages (see Figures 29 & 30).<sup>66</sup> Even Caledonia’s iconic Hanley House hotel, by 1919, had converted one of its two storefronts into a commercial automotive repair garage: as clear a sign of any that the heyday of passenger railway travel and its role in Caledonia’s downtown economy was being surely eclipsed by the rise of automobile travel.<sup>67</sup> Caledonia’s extant canopy gas station dates from this era. The station does not appear on the 1924 Sanborn map of Caledonia so was likely constructed between 1925-1935, given its distinctive two-toned brick construction and canopy style.

The “Marion Way,” made two sharp turns in Caledonia — the first, right at East Marion Street from Water Street, and the second, left onto Main Street that took automobile travelers directly through the heart of Caledonia’s Public Square (Figure 35). While these turns were the site of numerous fatal collisions over the thirty-odd years of the route’s run, the route also proved to be a boon for the district, because it brought travelers directly downtown, to Caledonia’s business core. Unsurprisingly, Caledonia’s downtown commerce boomed during this era: by 1933, Caledonia boasted six grocery stores, three bars/saloons, a pool hall, a hardware store, several clothing and general stores, and at least three restaurants.

With the rise of the automobile and the declaration and improvement of transcontinental highways like the Lincoln, industry in railway-connected Caledonia began to boom more than ever. Caledonia’s 1912 Sanborn map shows a community in the middle of this massive transition. Several liveries and harness shops still dot the district, including one along the southern side of East Marion Street and one on the eastern edge of North Water Street. Feed stores — reminders not only of Caledonia’s economy, but also of the twilight of the era of horse-drawn transportation — still exist along East Marion Street, and a wagon shop sits along High Street.<sup>68</sup> By the 1920s-1930s, Caledonia’s earlier concentrated agricultural economy had begun to diversify somewhat, even though agriculture-related industries remained the core economy. By 1924, Sanborn maps attest that downtown Caledonia hosted two grain-elevators: the original Caledonia Milling Co. had split up into the Resler elevator (Resources #17 & #18) – included in this district – and the now-demolished McKinstry elevator, located further west along the tracks. Caledonia’s downtown also boasted the new A. Williams and Co. Flour Mill (now demolished), which had replaced an earlier salt and cement warehouse, alongside an operating lumber and woodworking yard, a defunct sawmill, an egg crating and storage facility, several automotive garages — two of them with ten-car capacities — and several warehouses for hay and flour.<sup>69</sup>

Social and civic life saw a similar boom in this era: as Caledonia continued to grow its economic power in commerce and agricultural processing, buoyed by its prominent location along not one,

<sup>66</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1924. Ken State University Library — University Libraries Map Collection. <https://oaks.kent.edu/sanborn/caledonia-marion-county-ohio-1924>

<sup>67</sup> “Hanley House Will Be Converted Into Garage — New Notes from Caledonia During the Past Week,” in the *Marion Star*. 31 October 1919. pp. 5.

<sup>68</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1912. Library of Congress Geography and Map Division. Washington, DC. 204540-4650 USA. Accessed 02 October 2022.

<[http://hdl.loc.gov/loc/gmd/g4084cm.g4084cm\\_q066241912](http://hdl.loc.gov/loc/gmd/g4084cm.g4084cm_q066241912)>

<sup>69</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1924. Ken State University Library — University Libraries Map Collection. Accessed 1 October 2022. <https://oaks.kent.edu/sanborn/caledonia-marion-county-ohio-1924>

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but two modes of overland transport, the bustling village also became a regional hub for social activities. Saturday nights in the 1910s and 1920s, Pearl May Coldwell of Caledonia's long-running May Hardware recalled in 1978, were "a big night of the week, especially in the summer."<sup>70</sup> Coldwell notes that "stores were open every night and until eleven or later on Sunday" — a necessity to accommodate the busy daytime schedules of the farm families who still, in the 1920s, made up Caledonia's major commercial base.<sup>71</sup>

While simply strolling the Square seemed to be a common entertainment, the buildings of Caledonia's Public Square also served as entertainment venues.<sup>72</sup> The second floor of Caledonia's Village Hall continued to be used as an Opera House for traveling revenue performers, even in the early age of automobiles. The Opera House featured a stage and backdrop curtain with an image of a big city. A traveling revue called the Bartones — peddling an herbal liniment as a part of their performance — would visit Caledonia every year for a "medicine show," featuring a series of plays, musical performance, a clown named Paducah, throughout the 1940s and early 1950s.<sup>73</sup> From 1946 thru 1953, a traveling movie projectionist (a schoolteacher with the summer off) would visit Caledonia each week in the summertime on Wednesdays, in a circuit with LaRue and Prospect, projecting films on the buildings on the Public Square.<sup>74</sup> Residents note that the "Movies on the Square" filled an important interim period between World War II and the popularization of household televisions as entertainment in the Post-War period.<sup>75</sup> The tradition activated the Public Square, even more, as an anchor of community cultural life in this era.

Caledonia's pull as a center of social and community life for the region, and its economic success in this era, also centered around its status, for years, as the sole community in rural Marion County that allowed drinking. This designation gave Caledonia some infamy in an era where drinking was far from uncontroversial, but also further helped its commercial fortunes. One resident, Jack Whiteamire, notes in an oral history interview that his father always said townspeople referred to Caledonia as the "little green oasis in the vast big dry desert": Claridon Township was a dry township and Marion County, at the time, was also dry.<sup>76</sup> Historically, in this time, Caledonia had four bars — a number the community was careful to keep in balance with its churches. From the 1910s to 1950s, the easternmost storefront of the Union Block was the Caledonia Bar: the only bar in Caledonia that sold whisky. The Camouflage Café building, in this era, was alternatively Dick's Place, Dick's Diner, and Dick's Bar — nominally a diner, but with a beer and wine license. Another bar stood at the southeastern corner of East Marion and North Water Street, called the Corner Inn; it has since been demolished. Today's Bowstring Bar and Café (then operating under other names, such as the Olentangy Tavern) hosted a long-time beer bar as well, originally converted from its

<sup>70</sup> Coldwell, Pearl May. 1977. "Memories of a Caledonia Senior Citizen," in *A Collection of Memories*, ed. Janet Reynolds, Historical Chair. Caledonia, Ohio: Self-Published.

<sup>71</sup> Ibid.

<sup>72</sup> Ibid.

<sup>73</sup> Whiteamire, Jack. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

<sup>74</sup> Ibid.

<sup>75</sup> Ibid.

<sup>76</sup> Ibid.

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earlier bakery use by Wes Sickel immediately after World War II.<sup>77</sup> Because Caledonia was one of the only villages in the region to have allowed bars, bar-goers would flock to town in evenings and the weekend from “all around”, earning Caledonia its nickname — featured as the name of another bar in the 1990s — as “the Wet Spot.”<sup>78</sup> Caledonia, in this era, also became a haven for traveling motorcyclists, a relationship it has maintained to this day.<sup>79</sup>

Involvement in Caledonia’s fraternal organizations continued strong in the automobile era. “Caledonia was a lodge town,” Jack Whiteamire recalls.<sup>80</sup> Bonita Goings Whiteamire also recalls that, in her parents’ generation, women commonly belonged to all three local women’s auxiliaries: the Order of the Eastern Star, the Pythians’ Women’s Auxiliary, and the Sisters of Rebekah.<sup>81</sup> All of Caledonia’s core fraternal organizations — the Pythians, the Masons, and the Oddfellows — continued during this era and were joined by several new community fraternal organizations that responded to shifting societal needs, including the needs of veterans newly returned from increasing U.S. foreign wars. The 1890s had seen the formation of a Spanish American War Veterans’ association for Caledonia, alongside its older G.A.R. organization devoted to Civil War veterans. Also, following a nationwide movement after the end of World War I, a new veterans’ social and advocacy organization: the American Legion.

The year 1919 – an impactful year that included women gaining the vote, the end of the 1918 flu pandemic, prohibition, as well as “Red Summer,” marked by violence against Black veterans mostly over job competition with Whites, along with anti-immigrant and anti-labor violence across the country. Locally Caledonia added another local fraternal organization, American Legion Post #401, initially only open to veterans of World War I, later expanded to include 20th century veterans more broadly. Post #401 began hosting annual Memorial Day exercises and observations as early as 1920.<sup>82</sup> The Legion Post #401 would go on to become a major player in both the economy and social life of Caledonia’s downtown, operating a meeting post and saloon that has abided, to this day, as one of Caledonia’s longest-running extant businesses, and sponsoring, first an annual Decoration Day tradition, and eventually, a War Memorial on the Public Square.<sup>83</sup> Post #401’s Legion Hall was at one time located in 107 E. Marion Street in the Masonic Block building before locating to the Union Block building. In an era of the decline in fraternalism, the American Legion Post #401 and its annual Public Square Memorial Day service (Figure 37) remains a major player in social life, culture, community, and economy through the activities of its post the Easternmost two storefronts of the historic Union Block building.

<sup>77</sup> Ibid.

<sup>78</sup> Ibid.

<sup>79</sup> Sterling, Nicole. 30 September 1999. “Motorcyclists Gear Up for Christmas Clearinghouse,” in the *Marion Star*. pp. 7.

<sup>80</sup> Whiteamire, Jack. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

<sup>81</sup> Whiteamire, Jack, with Bonita Goings Whitemire. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

<sup>82</sup> “Former Residents of Caledonia Go Back: They Attend Memorial Exercises in Village — Notes,” in the *Marion Star*. 03 June 1920. pp. 11.

<sup>83</sup> Broadwater, Don. 1st June 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.



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The automobile was not the only driver of change in Caledonia's economic base in the Post-WWI era. On the heels of the U.S.'s preparations for entry into World War II, the regional agricultural community on which Caledonia's downtown commercial life depended was impacted by the development of the Scioto Ordnance some 5 miles outside of town: a vast 12,500 acre tract of farmland seized from local farmers by the Federal Government in 1942, and developed into a munitions depot (producing "goop bombs") and, in 1944, the "Camp Marion" Prisoner of War Camp.<sup>84</sup> The federal government's seizure of the land displaced 120 farm families-- many of whom, the Marion Star reported, struggled for years to find equivalent farmland in the vicinity. The opening of the depot also brought an influx of new jobs and residents to the region, including to W.O.W. women munitions workers.<sup>85</sup> The upheaval was a major early contributor to the consolidation of agriculture in the region surrounding Caledonia: a phenomenon which kicked off in earnest in other communities only after the end of WWII. Caledonia's "Depot" — as the munitions manufacturing facility on the Scioto Ordnance was called during and after the wartime — was not only a major employer in the region, but the handling of the site, after the dismantling of its factories following the end of the war, became a major catalyst for environmental justice in the region after portions of the land that had been used for dumping of industrial wartime chemical solvents were sold to build the new River Valley Local Schools — a new consolidated school for Eastern Marion County's Caledonia, Claridon, Martel, and Waldo communities which opened in 1964.<sup>86</sup> These patterns of removal of farmers, consolidation of land ownership, and relocation of the local schools outside of downtown Caledonia had ripple effects on Caledonia's midcentury economy.

In 1954, it was announced that U.S. Highway 30-South would be re-routed to bypass downtown Caledonia (Figure 38).<sup>87</sup> The news followed multiple years of fatal collisions in downtown Caledonia and a nationwide movement — as automobiles became capable of traveling at major speeds — to reduce a coast-to-coast "traffic crisis" by routing old highways outside of busy downtowns, where impatient travelers would be more likely to get into accidents.<sup>88</sup> The new proposed route for U.S 30-S (which eventually became today's Highway 309) would bypass downtown Caledonia and the Public Square entirely — jutting some five-miles south of Caledonia, and over a new motor bridge over the Whetstone River, before reconnecting with the old route east of Caledonia.<sup>89</sup> The bypass route, at the time, met little opposition in public hearings and was praised for not only eliminating the two 90-degree turns going through the heart of Caledonia's commercial district, but also a dangerous stretch of road paralleling the railway to the east of

<sup>84</sup> Sterling, Nicole. 12 October 1999. "Scioto Plant and Depot Changed Marion — Forever: U.S. Government Moved In and Farm Families Were Moved Out," in the *Marion Star*. pp. 20-21.

<sup>85</sup> "Farm Families Prepare for Moving Day as a Part of U.S. Victory Plan," in the *Marion Star*. 27 March 1942. pp. 1; "Rent Control Plans Set Up as Ordnance Plant Rush Begins," in the *Marion Star*. 28 May 1942. pp. 1.

<sup>86</sup> Moore, Kurt. 22 May 2002. "Soil Tests Resume Near River Valley Schools," in the *Marion Star*. pp. 1.

<sup>87</sup> "Caledonia Doesn't Fear Bypass: Village Discovered Work on Route 30 Actually Stimulating Factor," in the *Marion Star*. 27 July 1954.

<sup>88</sup> "Safety Appeal to Mom: Urged to Keep Pop Off Road July 4," in the *Marion Star*. 03 July 1953. pp. 3.

<sup>89</sup> "Changes of Route 30-S Nearer Reality: No Objections Are Voiced at Public Hearing on Project," in the *Marion Star*. 09 January 1953. pp. 1.

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town.<sup>90</sup> The new bypass, instead, routed motorists east along a new stretch of road to be constructed just south of the Village of Caledonia.<sup>91</sup>

A survey of downtown business owners at the time reported a remarkable optimism, on the part of Public Square merchants, about the impacts of the bypass. On the whole, Caledonia's commercial sector felt that business would stay booming, in spite of the loss of traffic or even that the new, more efficient highway and the construction it required might bring even more business downtown.<sup>92</sup> The prediction maintained accurate for some time. Caledonia continued to grow until the 1970s. However, the loss of the U.S. 30-S automobile traffic also eventually rendered obsolete forms like the downtown canopy gas station, car repair and service facilities, and other automotive-related commerce, which eventually all relocated to a second, 1970s-era dispersed commercial district along the new bypass.

The 1910s thru 1950s marked the twilight of passenger rail travel in the region. While Caledonia remained a "railroad town," the massive, consolidated rail lines of the 1910's-1954's eventually lost patience with local routes and local stops, debates that the Marion Star reports had been simmering tensions since at least the 1880s, and pushed for the elimination of depots in communities like Caledonia. Ironically, the communities impacted were the same communities that had made their fortune betting on the potential of their depots and railway travelers. The Marion Star reports that, although the exact date of the demolition of Caledonia's railway depot (Figure 1) is unknown, it was listed for sale in 1953, with a condition that the new owner must demolish the facility. A 1954 Marion Star article eulogizes the bygone era well:

The story of what happened to the Caledonia train depot and the activity which used to center about it is the typical tale of a small town. With the modern machine age and Diesel engines to replace the old-time models, refueling stations along the way were forgotten. The railroad complained about the frequent stops at small towns. Finally, the depots were passed by and abandoned. While the railroad once played an important part in the lives of the villagers, it is now almost overlooked.<sup>93</sup>

While freight trains would continue through Caledonia, as they do to this day on the southern line, the elimination of rail stops to Caledonia, at midcentury, and the almost simultaneous bypass of U.S. 30- South around the Public Square, signaled the beginning of the end of a momentous era in Caledonia's downtown growth and commercial development.

### **Significant Resources Associated with the Golden Age of Automobile Travel and Wartime/Postwar Era**

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<sup>90</sup> Ibid.

<sup>91</sup> Lincoln Highway Association: Official Map of the Historic Lincoln Highway. Accessed 03 October 2022.

<sup>92</sup> "Caledonia Doesn't Fear Bypass: Village Discovered Work on Route 30 Actually Stimulating Factor," in the *Marion Star*. 27 July 1954.

<sup>93</sup> Ibid.

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New building types emerged in this era that are associated with the rise of automobile travel across the region. Of these, Caledonia's Canopy Gas Station (Resource #7) next to the Underwood Block Building, on the southwestern corner of the Public Square, is the best-preserved example. The canopy gas station would have served both local Caledonians and travelers along the Lincoln Highway, with a convenient covered canopy under which they could fill up or grab a snack. Caledonia's Canopy Gas Station echoes architectural styles of several other extant Highway Era gas stations in the region — including a rural farm filling station on U.S. 98; and the Cozy Inn, in Big Island (west of Marion City), along the Harding Highway — but is a rare example of an almost totally-intact in-town filling station from this early era.

In addition to new construction, several of Caledonia's extant 1880s and 1890s commercial block buildings saw conversions of their storefronts into functioning automobile garages — moves which often preserved the entablatures and piers of original façades, but removed all-or-most plate-glass and original recessed doorways. Several downtown Caledonia buildings in the district show evidence of their conversion into auto garages in this era, including the "Class of '55" building, which was noted on the 1924 Sanborn map as hosting a garage in its westernmost storefront, and the Hanley House hotel, which saw its northwest storefront and façade turned into a garage, as attested by the *Marion Star*, in 1919.<sup>94</sup> The Weber Building, closest to Caledonia's railroad tracks, had been converted into a pool hall by 1920 and likewise followed suit in becoming a functioning garage for much of the 20th century.<sup>95</sup>

As automobile traffic increased, parking lots and parking space also became important commodities in Caledonia's commercial district. Real estate advertisements from the period would often feature access to or availability of parking lots or parking as a part of their sales pitch. Historic photographs of the Public Square show that cars piled up in the middle of the Public Square to find parking for Caledonia's busy commercial district (Figures 35 & 38).<sup>96</sup> In this period, several of Caledonia's historic blocks were razed to make room for new parking lots and updated business practices. Several small frame buildings originally located next to the Temple Block building (visible in Figure 3, 32), for example, were demolished; eventually, the space created was paved as a parking lot for the Reece's Market supermarket. While Caledonia's last Sanborn map dates from 1924 — a time when another commercial block along the eastern side of North Water Street was still extant — the historic Henry Block, which visually resembled the original front façade of the Temple Block, and featured several storefronts — the building was likewise demolished in the 1940s or early 1950s to make way for an apartment building.<sup>97</sup>

<sup>94</sup> "Hanley House Will Be Converted Into Garage — New Notes from Caledonia During the Past Week," in the *Marion Star*. 31 October 1919. pp. 5.

<sup>95</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1924. Ken State University Library — University Libraries Map Collection. Accessed 15 October 2022. <https://oaks.kent.edu/sanborn/caledonia-marion-county-ohio-1924>

<sup>96</sup> "Caledonia Doesn't Fear Bypass: Village Discovered Work on Route 30 Actually Stimulating Factor," in the *Marion Star*. 27 July 1954.

<sup>97</sup> Whiteamire, Jack. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

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**Transportation:**

**The Caledonia Public Square (Resource #2) – c. 1873-1963.** The Automotive Era saw a significant evolution of the Public Square’s role as the anchor site for Caledonia’s commercial and cultural district: a hub of civic as well as economic life. Long a destination for social life, worship, fraternal organizing, and shopping for farmers from Caledonia’s vast agricultural countryside, changing transportation technologies and needs shaped the landscape of the Public Square from the 1910s thru 1950s: including through movements to pave roadways, the routing of the “Marion Way” of the Lincoln Highway through downtown Caledonia from the 1920s to 1940s, and the bypass of the new US 30-South around Caledonia’s Public Square in 1955. While downtown residents initially reported that downtown business was not impacted by the bypass, by the 1960s, a new commercial strip developed along US 30-S: today’s Highway 309. The demolition of Caledonia’s railroad depot in 1953 marked a fitting end to Caledonia’s transportation significance, which spanned two distinct eras of American travel.

**Vernacular Commercial — Automotive:**

**The Caledonia Canopy Gas Station (Resource #7) — ca. 1930s.** As the Public Square’s only extant building constructed during the automotive era, and as a building type explicitly associated with the rise of automobile transportation and transcontinental highways, Caledonia’s Canopy Gas Station strongly evokes association with its period of original use. With few exterior changes, the gas station has high integrity and its presence, materials, workmanship, feeling, and associations help tell the longer arc of 20th century life on the Public Square, beyond the original railway era.

Caledonia’s canopy gas station is a well-preserved example of this heyday of Lincoln Highway automobile travel, with a large cantilevered canopy with hipped roof construction, metal support poles, and a service station made of red and yellow brick in vernacular 1920s-1930s style, with a large display window. The building does not appear on a 1920 Sanborn map of Caledonia, so was likely built after 1920, but before 1940: the height of canopy gas station construction along newly formed improved roads and highways.<sup>98</sup>

Historically, the canopy gas station was Caledonia’s local Shell station: run by a local named Les Kazee, who later opened a Sohio (Standard Oil) Station on the new U.S. 30-South, at the location of today’s Muffler Stop.<sup>99</sup> It continued operation as a filling station long after the U.S. 30-South bypass. The building became a barbershop between the 1960s and 1980s. It has been well maintained since as a local private auto shop for a builder of hot-rod and antique vehicles.

**Stable, Livery and Garage, 139 E. Marion Street (Resource #12)— 1880s**

<sup>98</sup> Randi, Chad. “The Preservation and Reuse of Historic Gas Stations,” National Parks Service Technical Preservation Services Preservation Brief #46. Accessed 20 October 2023. < <https://www.nps.gov/tps/how-to-preserve/briefs/46-gas-stations.htm#types> >

<sup>99</sup> Whiteamire, Jack. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

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This two-story, two bay stable and garage (now in use as a residential apartment) along Caledonia's Plum Alley on the southern side of East Marion Street was constructed in the 1880s and was converted into a ten-car commercial automotive repair garage since 1924. The building, along with the Temple Block, is the sole remaining structure from what, through the 1920s, was an active commercial block, and it is the sole remaining original frame structure in the district.

The building, with its present covering, remains important as an example of a historic livery, stable, and then commercial automotive garage type. It is significant and contributing to the district not only as one of the last extant commercial buildings along the southern edge of E. Marion Street, a holdout of a once-bustling, now demolished, commercial block, but as the district's oldest and only remaining frame structure. It is a surviving example of the conversion of older commercial facilities to automotive repair garages during the heyday of the early automotive era. The building's defining feature is a larger central garage door, which evokes the building's long history of use during both the horse-drawn carriage and early automotive eras. The building served as a stable and livery through the 1910s; and then was operated by Bob Wine as one of Caledonia's earliest automotive garages: showing up on Caledonia's Sanborn maps by 1924.<sup>100</sup> The building later became a pool hall in the 1950s, owned by the operator of the Caledonia Bar in the Union Block across the street.<sup>101</sup> While the structure played a role in the commercial life of downtown Caledonia through the first part of the 20th century, the structure has been in residential use as a home and garage since that point.

### **MID-TWENTIETH CENTURY (1954-1963)**

Despite the highway bypass, Caledonia's Public Square continued to be a vibrant commercial district at mid-century, and through its Centennial of incorporation, in 1974. A July 1954 survey of Public Square business owners' reactions to the proposed U.S. 30-S bypass notes that, at the time, Caledonia featured "a bank, two grain elevators, two hardware stores, a drug store, four restaurants and taverns, several grocery stores, and a television store," and had a new modern supermarket preparing to open "in the near future."<sup>102</sup> Reece's Market — founded by greengrocer Warren Reece in the Masonic Block building in 1933 — opened as Caledonia's first supermarket with a move to the neighboring Temple Block in 1955, and brought with it a streamlined vernacular modern façade, and a new experience for residents: the ability to shop for their own groceries, using the newly-invented shopping-cart.<sup>103</sup> Reece's Market would go on to be Caledonia's last remaining grocery store, serving the Public Square until 2010. The Masonic and Temple Block buildings were listed in the National Register of Historic Places in 2021 (NR # 10000626).

Caledonia's downtown saw unexpected mid-century commercial and population growth in the early 1960s due to the sudden discovery of oil in nearby Morrow County (Mt. Gilead) beginning in 1961. Canaan Township — directly over the Morrow County border from Caledonia — was the site of

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<sup>100</sup> Ibid.

<sup>101</sup> Ibid.

<sup>102</sup> "Caledonia Doesn't Fear Bypass: Village Discovered Work on Route 30 Actually Stimulating Factor," in the *Marion Star*. 27 July 1954.

<sup>103</sup> Reece Holler, Jess Lamar. 2020. National Register of Historic Places Nomination for the Temple and Masonic Block Buildings — Caledonia, Ohio (Marion County).

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Morrow County's first productive oil well, on the farm of Orie Myers, and the boom spread from there. The nature of the igneous Trempealeau formation underlying Morrow County and parts of eastern Marion County, however, made the location of oil very difficult to predict – productive wells could be located right next to dry ones.<sup>104</sup> While very few oil-producing wells ever turned up in Marion County, the discovery spurred a boom in well-digging and speculation across the North-Central Ohio region.<sup>105</sup> Due to its shared geology with Morrow County and its bi-county spread, Caledonia was the site of Marion County's only productive wells dug during the boom.

Oil boom-related housing shortages in Morrow County turned nearby Marion — some 30 miles distant — into an overnight overflow boomtown, with restaurants staying open 24/7 to meet demand, and an influx of families from 12 states and multiple countries.<sup>106</sup> Approaches to the oil boom varied across the region. While Mt. Gilead and other Morrow County communities celebrated the sudden influx of wealth, other nearby cities, like Bucyrus, debated banning oil-well drilling altogether, for fear that a “mess” would be made of their downtowns.<sup>107</sup> Given its location squarely between Mt. Gilead and Marion, Caledonia reaped the benefits of the oil boom. In the early 1960s, Caledonia's downtown boasted six grocery stores, several restaurants, three bars, and three churches and the influx of population and cash that came with the Morrow County oil rush caused significant expansion, most notably, the construction and grand opening of a new National City Bank on E. Marion Street in 1963.<sup>108</sup> Similarly, a March 1964 Marion Star advertisement placed by Douce and Co. advertises the sale of “the Caledonia Variety and Dry Good Store” alongside a promise that “oil boom in area has been influencing increased volume.”<sup>109</sup>

By November 1964, some 400 productive wells had been dug in Morrow County, and Marion County saw its first productive well just outside of Caledonia.<sup>110</sup> The boom did not begin to slow until 1966, when the Marion Star reported that — for the first time since 1964 — a week had passed without the filing of a new permit for new Morrow County drilling.<sup>111</sup>

Another theme across this era was the Caledonia community's rallying for additional municipal services to be made available in Caledonia, reducing the Village and its rural hinterland's reliance on Marion, ironically, at a time when patterns in increased mobility made the county seat more accessible than ever. Such lobbying led to the establishment of a freestanding Caledonia Branch of the Marion Public Library (initially sponsored by the American Legion Post #401 and established in Caledonia's Village Hall in 1938) in the westernmost storefront of the Union Block Building on the

<sup>104</sup> “Oil ‘Trempealeau’ Named for River: Mineral-Bearing Formation Explained,” in the *Marion Star*. 06 February 1964. pp. 17.

<sup>105</sup> “Oil Fields,” in the *Marion Star*. 16 March 1980. pp. 3.

<sup>106</sup> George Kasotis Oral History Interview with Jess Lamar Reece Holler. 21st April 2022. *Caledonia Public Square Memories and Futures Project*.

<sup>107</sup> “Oil Well Ban Under Study for Bucyrus,” in the *Marion Star*. 06 February 1964. pp. 17.

<sup>108</sup> “Grand Opening! National City Bank's NEW Caledonia Branch Office: July 24<sup>th</sup>, 1963,” in the *Marion Star*. 23 July 1963. pp. 11.

<sup>109</sup> Advertisement in the *Marion Star*. 19 March 1964. pp. 34

<sup>110</sup> “County's First Oil Well Seen Likely,” in the *Marion Star* 10 Nov. 1964. pp. 1.

<sup>111</sup> “Morrow County Fails to Get One Oil Permit: First Time Since '64,” in *The Marion Star*. 08 Jan. 1966. pp. 10.

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Public Square in 1958, and likely also influenced National City Bank's 1963 branch construction just down the block.<sup>112</sup>

Highway transit, by mid-century, had increasingly displaced the railroads as the major transportation mode for processed grains. Caledonia's many long-standing grain elevators and mills – including the 1884-era Resler Mill just to the Northwest of the Public Square, across the tracks – faced new upgrades to keep abreast of changing systems. In 1962, longstanding Resler Elevator owner-operator and Resler family member Solon P. Roberston sold the Resler Mill site to a collective of local Caledonia men, helmed by a Donald Butz, who wished to keep a locally-operated elevator in Caledonia. Reopening in 1962 under the name “Caledonia Grain & Supply,” the new owners invested a reported \$100,000 in construction of an all-new office building (Resource #18) and state-of-the-art grain dump: complete with scales, augurs, and a push-button operation system (see Figure 16 for a late-1970s view of the facility).<sup>113</sup> A Marion Star article covering Caledonia Grain & Supply's August 1963 grand (re)opening noted that the new construction brought “facilities that make it one of the most modern elevators in the area.”<sup>114</sup> The era also saw a million-dollar investment in the Marion Brick Corporation (later, Glen-Gery Brick)'s brick firing plants just west of the Public Square beyond the Historic District boundary, bringing an additional 35 jobs to the village.<sup>115</sup>

By the mid-1960s, along with the oil boom, the automotive age had squarely arrived. The North-Central Ohio region, and especially railroad communities like Caledonia, Martel, and Crestline, were worrying over their futures as a decline in railroading became evident. This panic was especially acute in Marion County, as Ohio's I-71, had bypassed Marion County with a route through neighboring Morrow County, just to the east. An August 1963 Marion Star article called “Sprouting Wells Help Alter District's Industrial Setup: 7 Counties Grow Together” traced the state of manufacturing in each of three counties in the 7-county North-Central Ohio region now that passenger rail was on the wane. Caledonia's new Marion Brick Corp. factories, alongside its thriving elevators and gas stations, made the list as a part of a larger diversified strategy of rural manufacturing at mid-century. Somewhat bafflingly, the article notes, despite railroad communities' fear of decline thanks to the rise of the automobile, Crawford and Marion Counties saw “the[ir] greatest increase in population in the last decade,” with Marion County's population “increasing 20.4 per cent to 60,221.”<sup>116</sup> The Village of Caledonia's population followed suit with a rise in population to 673 in 1960 and to an all-time high of 792 in 1970, per the U.S. Census.<sup>117</sup>

<sup>112</sup> “Caledonia Library Plans Announced,” in the *Marion Star*. 28 March 1938. pp. 1.

<sup>113</sup> Special thanks to Caledonia Northern Folk Studio's Research Associate, Jeff Nagle, for uncovering a critical set of Marion Star articles fleshing out a missing chapter in the Caledonia Grain Elevator's story.

<sup>114</sup> “Caledonia Elevator Planning Open House Saturday to Show Facilities: \$100,000 Investment is Represented,” in the *Marion Star*. 13 August 1963. pp. 16.

<sup>115</sup> “Caledonia Brick Plant to Start Full Operation — Will Step Up Activities,” in the *Marion Star*. 21 July 1957. pp. 14; “Marion Brick to Construct New Factory — Firm Plans \$1 Million Plant Near Caledonia, Seeks Indiana Facility,” in the *Marion Star*. 03 December 1959; “Brick Merger Final,” in the *Marion Star*. 15 July 1979. pp. 25.

<sup>116</sup> “Sprouting Wells Help Alter District's Industrial Setup: 7 Counties Grow Together,” in the *Marion Star*. 03 August 1963.

<sup>117</sup> Caledonia Decennial Census. Accessed 15 October 2022. <[www.census.gov](http://www.census.gov)>

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At mid-century, Caledonia's Weber Building by the railroad tracks, and eventually, the Underwood Block Building on the Public Square, also became home to a unique industry: the manufacture of small poured and painted plaster-of-Paris religious plaques, by the Christian Workers' Studio Company, founded in 1947.<sup>118</sup> Pastor Earl H. Sturtevant had been a local pastor at Caledonia's Church of Christ, and, by 1946, founder of Caledonia's now-defunct Christian Tabernacle.<sup>119</sup> Sturtevant started the industry in the building along the railroad tracks to meet a market for religious items for the home in the region. Painted plaster-of-Paris household religious artifacts were popular items of home devotion for various Protestant and Catholic denominations from the 1890s through the 1950s.<sup>120</sup> Locals recall the Sturtevant operation as employing several women from the community as painters of the poured plaster-of-Paris plaques.

Common products included plaster-of-Paris reliefs of praying hands and religious sayings but the Christian Workers' Studio signature piece was a large painted relief of the Last Supper.<sup>121</sup> The Marion Star shows that the company presented such massive pieces as gifts to other churches operating in the region.<sup>122</sup> The religious plaque industry occupied the Weber Building for several years and then moved to the Underwood Block Building on the Public Square in the 1950s, where expanded space allowed the development of Sturtevant's Christian Tabernacle church, as well. After the company saturated the local market, sales slowed, but Christian Workers' Studio pieces can still be found in homes and congregations throughout the region today.

Caledonia's longstanding fraternal organizations continued to grow in this era, although some would begin to see a decline by the 1970s. Oliver Lodge #447 of the Free and Accepted Masons, Calanthe Lodge #116 of the Knights of Pythias, the I.O.O.F. #299, and Caledonia's American Legion Post #401 were all active throughout the 1950s-1970s, continuing their rituals, hosting dinners, lectures, and events, and launching benefit fundraisers as mutual aid for local community members, alongside a new Christian women's service organization, the King's Daughters (part of the International order of the King's Daughters and Sons) dedicated to service to the elderly, which formed sometime in the 1920s.<sup>123</sup>

The 1950s-1960s, especially, saw an increase in new fraternal and community organizations. The Lion's Club, an international service organization, which, locally, became devoted to fundraising for local schools, was chartered in 1954. The organization changed its name to the "River Valley Lion's Club" in the 1960s, following the consolidation of local schools and became active in a wide range of Caledonia projects: including, in the early 1970s, organizing for better telephone service to Caledonia.<sup>124</sup> Likewise, the "Alpha-Chi Mother's Club," an organization for mothers of Caledonia

<sup>118</sup> "Religious Plaque Studio Incorporated in County," in the *Marion Star*. 17 October 1947. pp. 1.

<sup>119</sup> "Caledonia Minister Takes New Pastorate," in the *Marion Star*. 07 September 1946. pp. 5.

<sup>120</sup> Promey, Sally M. "Chalkware, Plaster, Plaster of Paris." *MAVCOR Center for the Study of Material and Visual Cultures of Religion*. Accessed 29 September 2022. <<https://mavcor.yale.edu/conversations/reflections-on-medium/chalkware-plaster-plaster-paris>>

<sup>121</sup> Whiteamire, Jack. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

<sup>122</sup> "News of Our Neighbors: Green Camp," in the *Marion Star*. 23 July 1948. pp. 2.

<sup>123</sup> Caledonia King's Daughters' Picnic — News from Caledonia and Country Round About," in the *Marion Star*. 21 July 1921. pp. 14.

<sup>124</sup> "Caledonia Gets Toll-Free Phone Calls," in the *Marion Star*. 29 January 1974. pp. 1.



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children, originally affiliated with the Child Conservation League of Ohio, began weekly meetings and programming in 1955, ultimately culminating in a decades-long fundraising drive to build a pool for Caledonia; the pool never materialized.<sup>125</sup> Tim Mooney, a long-time leader in Caledonia's Masons and Oddfellows, observes that the passage of increasingly robust welfare provisions by the U.S. federal government during the Lyndon B. Johnson administration's "War on Poverty" began to gradually make the mutual aid services that fraternal organizations in communities like Caledonia had provided obsolete, as direct aid in the form of food stamps, affordable housing assistance, and aid for mothers and families began to be formally available by the mid-1960s.<sup>126</sup>

The early 1960s also saw the consolidation of Caledonia's local schools, and the establishment of the new River Valley Local Schools district at the former Scioto Ordnance plant site just outside of Caledonia. The new consolidated district pulled students from the Villages of Caledonia and Waldo, and nearby unincorporated communities like Martel and Claridon, which had historically had their own schools. While the Villages each maintained their own elementary schools through the 1990s-2000s, River Valley Jr. and Senior High School opened to their first classes in 1964, and served students graded 5-12 in the region.<sup>127</sup> While the loss of Caledonia's upper schools did not have an immediate impact on the Village, because the Caledonia elementary school remained, downtown shopkeepers recall the palpable loss of foot traffic to their stores, now that young people with pocket change weren't flooded onto the Public Square every school-year weekday around 3PM. Other residents bemoaned a loss of the distinct sense of local pride, identity, and relationship with other villages that would come from sports and academic competitions between nearby schools like Caledonia, Martel, Claridon, and Waldo. The community assuaged this somewhat through the development of local adult softball leagues, with rival teams sponsored by and named after mid-century vendors in the district.<sup>128</sup>

Despite these changes, Caledonia reached its peak population of 792 — more than a 17% increase from 1960 — in 1970, following the Morrow County oil boom.<sup>129</sup> Social and commercial life downtown continued to flourish and spirits remained high in the following decades. The community banded together for a range of Centennial Celebration projects to mark Caledonia's 100th year anniversary of incorporation, and the fervor for local history, preservation, and community revival continued through Marion County's Sesquicentennial (1974), and the country's 1976 Bicentennial. Caledonians passionate about the Public Square and community history formed committees, wrote books, and listed Caledonia's first structures — the Memorial Methodist Episcopal Church, and the Bowstring Bridge, which had been moved to Caledonia from Western Marion County's Espyville in 1976— to the National Register of Historic Places. (The latter was moved as a part of a larger Village plan to develop an otherwise-inaccessible 35-acre "Community Park" on the Eastern banks

<sup>125</sup> See "Caledonia," in the *Marion Star*. 09 April 1956. pp. 4. Also see Whiteamire, Bonita Goings. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*; "The Social Notebook," in the *Marion Star*. 07 April 1955.

<sup>126</sup> Mooney, Tim. 26th May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

<sup>127</sup> "River Valley Voted As School's Name — New Board Meets," in the *Marion Star*. 12 January 1960. pp. 1.

<sup>128</sup> "Eagles Notch Win In Eight-Inning Struggle," in the *Marion Star*. 17 May 1988. pp. 9.

<sup>129</sup> <sup>117</sup> U.S. Decennial Census of Population and Housing. Accessed 01 October 2022.

<<https://www.census.gov/programs-surveys/decennial-census/data.html>>

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of the Whetstone River — stretching from Caledonia Northern Road to beyond downtown Caledonia’s twinned railroad crossings — for pedestrian, biking, hiking, camping, fishing, and boating use, which, after two decades of effort, ultimately never materialized. The restored Bowstring Bridge was to be the park’s pedestrian entryway.)<sup>130</sup> These later years also saw the rise of Caledonia’s Farmers’ Festival: a flagship community festival, which celebrated Caledonia’s agricultural economy and cultural heritage, and other Public Square displays of Caledonia’s rural and agricultural heritage (Figures 39 & 40).<sup>131</sup>

This fervor would be a “last hurrah” for the Village of Caledonia, at least for a while: deindustrialization, agricultural consolidation, and the rise of big box stores in new strip mall developments on the outskirts of Marion — just twelve minutes away — hit Caledonia hard in the 1980s and 1990s. Above all else, it was a new culture of mobility, combined with the continued march in affordability and performance of cars, that residents ultimately attest “killed Caledonia.”<sup>132</sup> The downtown saw little new construction during this time and, by 2010, the majority of district’s storefronts were vacant. (Figure 23-25) Luckily, thanks to the Caledonia Farmer” Market, downtown place keeping efforts, and historic preservation, Caledonia's Public Square is seeing a revival.

### **Significant Resources Associated with the Mid-Twentieth Century Era**

The Caledonia Public Square and North Water Street Historic District features three new-built buildings or significantly remodeled buildings from after 1954: the Caledonia Grain Elevator’s remodeled grain dump/silos and office building, built in 1962 & opening in 1963; Caledonia’s National City Bank building, constructed in 1963; Temple Block Building remodel in 1955.

**The Caledonia Public Square (Resource #2) – c. 1873-1963.** By 1963, through-traffic on U.S.-30 South had already been bypassed around downtown Caledonia for almost a decade. However, business owners did not yet feel the impact: commercial and cultural life remained strong on the Public Square until the 1970s. At the height of the Morrow County oil boom era, Caledonia’s commercial storefronts were at full-capacity: the community boasted several grocery stores, restaurants, and bars, and Caledonia’s longstanding fraternal organizations had expansive membership.

### **Midcentury Modern:**

**The Temple Block Building Façade (Resource #9) — ca. 1897;** façade remodeled 1950-1955. Reconstructed by greengrocer and carpenter Warren Reece as one large supermarket storefront from the buildings’ original two storefronts in 1955, the Temple Block still-extant façade’s redesign reflects an economic, vernacular approach to the moderne and international styles that were popular

<sup>130</sup> Green, Ruth. 23 July 1978. “Caledonia Bridge National Landmark,” in the *Marion Star*. pp. 8.

<sup>131</sup> Reynolds, Janet. 18 June 190. “Festival Profits Go to Bridge-Saving Effort,” in the *Marion Star*. pp. 1.

<sup>132</sup> Whiteamire, Jack. 23rd May 2022. Oral History Interview with Jess Lamar Reece Holler, for the *Caledonia Public Square Memories and Futures Project*.

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at midcentury. The façade features concrete bulkheads, square display glass with thin aluminum panes, and a streamlined, expanded wooden signboard/fascia in place of the façade's original transom windows, with distinctive mid-century lettering spelling out "REECE'S MARKET." Reece's Market was the first major supermarket in the region – designed around the shopping cart, which allowed customers to shop for themselves – and brought modern design sensibilities to an otherwise unmistakably North-Central Ohio commercial building. The building's façade retains striking integrity to the midcentury period, indexing Caledonia's growth & economic optimism on the Public Square.

### **Midcentury Vernacular:**

**The Bank Building (Resource #11) — ca. 1963.** Constructed at the end of the period of significance with a dissimilar architectural style from the prevailing during the period of significance, i.e., the Italianate commercial block buildings which dominate most of the Public Square and Water Street, Caledonia's Bank Building, built in a vernacular midcentury style, with surviving fenestrations and modern exterior banking amenities, effectively evokes the hopes of continued growth, prosperity, and regional "pull" status the Village of Caledonia was experiencing at the height of the Morrow County oil boom. Thus, it helps tell the story of ongoing business prosperity in downtown Caledonia beyond the village's railroad boom heyday from 1875-1897. The close temporal proximity of the Bank Building's construction and the Morrow County oil boom of the 1960s, moreover, speaks to Caledonia's continuing role as a bridge community between outlying rural hinterlands in southern Crawford, western Morrow, and Eastern Marion County: the bank would have been the only major bank between Galion, Mt. Gilead, and Marion, and would have been a convenience to local farmers & businesses.

### **Agricultural Commercial:**

**The Caledonia Grain Elevator (Resource #17) — 1894/1962.** Given its prominent location along the railway lines just north of the Public Square, the Caledonia Grain Elevator's longstanding tenure between North, High, and Main streets signifies the important role downtown Caledonia played in helping to process and convey agricultural grain staples from its hinterland to parts east via the railways; & continued investment in its commercial role at midcentury. The structures' evolving industrial agricultural uses reflect the evolution and history of commercial grain processing and transportation across the period of significance, and starting in the North-Central Ohio railroad boom era, when convenient grain transportation along railway lines first became possible. While the site's extant structures date from a final building period in 1962, under the ownership of Caledonia Grain & Supply, the site began its longstanding period of operation as a grain elevator in 1894, under the ownership of the Resler Brothers. The site continued family operation as the Resler Elevator until 1962.

This parcel has been in constant agricultural-industrial use from the 1890s until the present day. The original grain mill and elevator was constructed by brothers J.A. and C.D. Resler in 1894 to fill a "long-felt" want in the railroad community; a grain mill, Daisy Roller Mills, was added at the tip of

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the triangle in 1897.<sup>133</sup> By 1904, a second elevator had been constructed with a capacity of 25,000 B.U. at a location that had, in 1901, been a lumberyard and planning mill.<sup>134</sup>

By 1912, as evidenced by Caledonia's 1912 Sanborn map, the Resler grain elevator and mill had been combined with a second elevator also founded in 1894 by E.H. Day, located outside the bounds of the district, on the southern side of the railroad tracks, just south of High Street. In this era, the combined Day and Resler Caledonia Milling Co. operated both elevators as one operation, enabling easy access to both Caledonia's northern (Erie RR) and southern (Big Four) railroad lines.<sup>135</sup> Along the North Street-High Street parcel, the grain elevator and mill operation took up the bottom third of the triangle of land formed between North, High, and the railroad tracks. The original grain mill along the eastern point of the triangle was, by then, occupied by another C.D. Resler venture: a warehouse for cement and salt. By 1924, that facility had once again been reprised as the A. Williams and Co. flour mill, with the remaining portions of the triangle of land continuing as a grain elevator and related storage.<sup>136</sup>

The Resler Mill operated until 1962 under the management of Solon P. Robertson, at which point it was sold to a collective of local Caledonia farmers and grain men, who sought to keep a working elevator in the Village center.<sup>137</sup> Under the management of Donald Butz, the facility had a grand reopening under the name "Caledonia Grain & Supply" – with a new office building, grain dump, and silos totaling over \$100,000 in investment – in 1963.<sup>138</sup> Caledonia Grain & Supply contracted with Ralston-Purina to operate as a kind of franchise: with Purina owning the land and providing feed, equipment, and marketing; unfortunately, the deal soured in 1970, when Ralston-Purina filed a lawsuit against Caledonia Grain & Supply for nonpayment. Combined with delinquent property taxes, the site went into foreclosure and up for Sheriff's sale in 1971, and was eventually purchased by Mr. Kenneth Comstock in 1973.<sup>139</sup> It operated as a part of Mr. Comstock's three-site regional streamlined elevator and milling system as "Caledonia Farm Supply" until it was purchased by the Ireby Brothers – today's operators – in 2015.<sup>140</sup>

<sup>133</sup> "About Caledonia: Men Who Do Business in the Whetstone Town – An Index to the Village," in the *Marion Daily Star*. 25 December 1897. pp. 5.

<sup>134</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1924. Ken State University Library University Libraries Map Collection, *digitized with the support of an Ohio History Fund Grant*.  
<https://oaks.kent.edu/sanborn/caledonia-marion-county-ohio-1924>

<sup>135</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1912. Library of Congress Geography and Map Division. Washington, DC. 204540-4650 USA.  
<[http://hdl.loc.gov/loc.gmd/g4084cm.g4084cm\\_g066241912](http://hdl.loc.gov/loc.gmd/g4084cm.g4084cm_g066241912)>

<sup>136</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1924. Ken State University Library University Libraries Map Collection, *digitized with the support of an Ohio History Fund Grant*.  
<https://oaks.kent.edu/sanborn/caledonia-marion-county-ohio-1924>

<sup>137</sup> "Caledonia Grain and Supply Posts Plans for \$90,000 Milling Facility: Purina Expected to be Underwriter," in the *Marion Star*. 13 March 1962: pp. 10. Credit to Jeff Nagle for location of this article.

<sup>138</sup> "Caledonia Elevator Planning Open House Saturday to Show Facilities: \$100,000 Investment Is Represented," in the *Marion Star*. Credit to Jeff Nagle for location of this article.

<sup>139</sup> "Sheriff's Sale of Real Estate," in the *Marion Star*. 05 October 1970: pp. 3; "Caledonia Elevator Has Doubled in Size," in the *Marion Star*. 30 January 1979: pp. 18.

<sup>140</sup> Jarvis, John. 01 October 2014. "Caledonia Farm Supply Closing," in the *Marion Star*: pp. A1; Morrow County Chamber Honors Caledonia Farm Supply," in the *Marion Star*. 23 December 1984.

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The Caledonia Grain Elevator's use has been constant on this site, but building structures have changed in accordance with shifting agricultural and grain storage, processing, and transportation technology. While the site's proximity to rail travel was critical to its first decades of use, by the 1950s, overland semi-truck hauling became the region's primary mode of grain shipping and transport. Caledonia's 1924 Sanborn map, for example, attests to three masonry and one small stone building on the parcel, with several other frame structures: all huddled close to the railway. Today's 1962-era grain dump and silos – built by Caledonia Grain & Supply after their purchase of the former Resler Elevator in 1962 – are instead clustered to the western end of the parcel: farther from the rail lines, with a prominent parking lot for semi parking & loading.

Occupying an entire block immediately opposite the railroad tracks from the Public Square, the Caledonia Grain Elevator is a testament to Caledonia's longstanding role as a train hub and aggregator for grain harvests for farmers from the surrounding 15-mile countryside including small rural communities like Martel, Monnett, Claridon, Kirkpatrick (LeTimbreville), Iberia, New Winchester, Denmark, Edison, and Canaan.

### **The Caledonia Grain Elevator Office Building (Resource #18) – 1962**

Constructed by a cooperative of local Caledonia farmers and grain elevator operators led by Donald Butz, who organized to keep the former Resler Mill operational in Caledonia, the newly-incorporated Caledonia Grain & Supply added this utilitarian modern midcentury office building to Caledonia's longstanding grain elevator in 1962, as a part of a wholesale modernization of the site. Retained today with the same spatial use and function, the Caledonia Grain Elevator Office building bears significant integrity to its era of construction, and tells the story of downtown Caledonia's still-flourishing economic activity through the 1960s Morrow County oil boom era.

### **Conclusion**

The Caledonia Public Square and North Water Street Historic District is significant at the local level, representing a concentration of historic resources that meets Criterion A for its association with commerce, social history, and transportation. Caledonia's downtown corridor grew in conjunction with the regional and national railway lines that stopped in Caledonia between Marion and Galion, and the Public Square and North Water Street's intact collection of 1880s and 1890s brick vernacular Italianate and transitional Italianate buildings evoke the spirit of that era, and the bet that the town's municipal, business, and fraternal organizations made that the new railway lines would change Caledonia's destiny. This heyday of downtown commercial development continued into the 1910s-1950s with the rise of the automobile era, and Caledonia's prominent location along a local spur of the Lincoln Highway, and through the Mid-Century period, when Caledonia's downtown commerce, social and fraternal life, and population boomed. The historic district also meets Criterion C for architecture, as a concentration of historically intact examples of Italianate commercial building style: including its vernacular and transitional adaptations, incorporating elements of vernacular Italianate, Classical Revival and Romanesque detailing. Together, the concentration and retention of late-19th century styles, centered around the distinctive Public Square, make for a uniquely cohesive and intact district: rare for the rural North-Central Ohio region, and worthy of preservation.

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**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register (NPS Resource #SG100006261)
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- \_\_\_\_\_ Name of repository: \_\_\_\_\_

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**Historic Resources Survey Number (if assigned):**

**MAR-411-10:** Hanley House Hotel — #117-119 N. Water (Nov. 1993)

**MAR-254-10:** Caledonia Town Hall — #110 E. Marion (1982); E.O. 11593 Determination of Eligibility from SHPO // NPS

**MAR-379-19:** Canopy Gas Station (as “Ralph’s Barber Shop”) — #117 S. Main (June 1993)

**MAR-380-10:** Union Block Building — #112-130 E. Marion (June 1993)

**MAR-385-10:** Underwood Block Building (as “Caledonia Convenient Mart”) — #107 W. Marion (May 1993)

**MAR-406-19:** “Class of ’55” Building (as “Carol Ault’s Dance Factory) — #109 E. Marion (Nov. 1993)

**MAR-407-10:** Livery/Garage Building — #139 Marion (Nov. 1993)

**MAR-408-10:** (Part of) Camouflage Café Building — #103 N. Water (Nov. 1993)

**MAR-410-10:** Weber Building (as “Caledonia Auto Repair”) — #125 N. Water (Nov. 1993)

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**10. Geographical Data**

**Acreeage of Property** 4.7 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: WGS84, 40.637359, -82.970128
2. Latitude: WGS84, 40.637404, -82.967528
3. Latitude: WGS84, 40.636052, -82.967523
4. Latitude: WGS84, 40.636053, -82.970148

**Verbal Boundary Description (Describe the boundaries of the property.)**

The boundary is defined by the current parcel boundaries of the contributing and non-contributing parcels south of the railroad tracks, a portion of the railroad track parcel, and parcels associated with the grain elevator north of the tracks. It includes all parcels directly adjacent to Caledonia’s Public Square along the intersection of East Marion and Main Street; along both sides of E. Marion Street past Plum Alley to the eastern edge of parcel 15 middle line; continues east along the north side of Marion Street to North Water Street; along the eastern parcel line of the west parcels from the corner of E. Marion Street and North Water Street to the railroad tracks. The district also extends north from parcels 38 and 37, across the railroad tracks to include the parcels bound by North Street (to the North) and High Street (to the West).

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**Boundary Justification** (Explain why the boundaries were selected.)

The boundaries include downtown Caledonia's primary commercial corridors with the highest concentration of downtown commercial, fraternal, agricultural, and transportation-related structures to convey the history of Caledonia's growth and development. Boundaries adhere to Caledonia's extant historic Public Square and street layout, the North Water Street commercial corridor that historically included hotels and establishments tied to the railway, and the stretch of E. Marion Street that connects Water Street to the Public Square. Parcels north of the railway convey how Caledonia's agricultural history (grain elevator) directly contributed to the district's significance. The historic district excludes structures and blocks like W. Marion Street beyond the Public Square, where Main Street changes to residential use, as those do not contribute to the historic or contemporary commercial function and significance of the downtown corridor.

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**11. Form Prepared By**

name/title: Jess Lamar Reece Holler  
organization: Caledonia Northern Folk Studios & Public Square Heritage Futures, *on behalf of the Village of Caledonia*  
street & number: P.O. Box #489  
city or town: Caledonia state: Ohio zip code: 43314  
e-mail oldelectricity@gmail.com  
telephone: 614-273-5907  
date: May 15, 2023; August 2023

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**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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## Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

## Photo Log

Name of Property: **Caledonia Public Square and North Water Street Historic District**

City or Vicinity: Caledonia

County: Marion

State: Ohio

Photographer: Jess Lamar Reece Holler

Date Photographed: October 8th, 2022 (#1-#36; #41-#43); October 17th, 2022 (#37-#40)

Description of Photograph(s) and number, include description of view indicating direction of camera:

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0001.**  
**Resource #1: Caledonia Village Hall** (110 E. Marion) from intersection with **Resource #10 — Union Block Building** (#112, 116, 124, 126, 130 E. Marion), standing at E. Marion Street and Public Square. *Facing North.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0002.** **Resource #1:** Detail of **Caledonia Village Hall** (110 E. Marion) from intersection with **Resource #10 — Union Block Building** (#112, 116, 124, 126, 130 E. Marion), standing at E. Marion Street and Public Square. **Resource #3 — Caledonia Centennial Time Capsule**, is visible to left of phone pole. *Facing North.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0003.** Western elevation of **Resource #1 — Caledonia Village Hall** (110 E. Marion; *left*) and **Resource #10 — Union Block Building** (112-130 E. Marion) from Northwestern corner of the Public Square. *Facing East.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0004.** Western



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elevation of **Resource #1 — Caledonia Village Hall** (110 E. Marion; *left*) and **Resource #10 — Union Block Building** (112-130 E. Marion) from Northwestern corner of the Public Square, showing **Resource #4** (Caledonia Veterans' War Memorial). *Facing East*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0005.** View of **Resource #2 — Caledonia Public Square**, from Northwest corner of the Public Square. **Resource #10 — Union Block Building** (#112-130 E. Marion; *left*) and **Resource #9- 8 — Temple and Masonic Block Buildings** (127 E. Marion; #107-111 E. Marion; *right, left to right*) are visible along Northeastern and Southeastern corners of the Public Square, respectively. *Facing Southeast*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0006.** View of **Resource #5 — “Class of ’55” Building** (#112 E. Marion; *right*) and **Resource #6 — Underwood Block Building** (#107 W. Marion; *left*) from Northwest corner of **Resource #2 — Caledonia Public Square**. *Facing Southwest*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0007.** View of **Resource #1 — Caledonia Village Hall** (110 E. Marion; *left*) and **Resource #10 — Union Block Building** (#112-130 E. Marion; *right*) from the center of the Public Square, also showing **Resource #2 — Caledonia Public Square**. *Facing Northeast*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0008.** View of **Resource #2 — Caledonia Public Square**, also featuring **Resource #7 - Canopy Gas Station** (#117 S. Marin; *left*); **Resource # 6 — Underwood Block Building** (#10; *second from left*); and **Resource # 5 — “Class of ’55” Building** (#112 E. Marion; *left*). A portion of **Resource #1 - Caledonia Village Hall** (#110 E. Marion) is also visible on far right. *Facing Northwest*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0009.** View of **Resource #9 — Temple Block Building** (#127 E. Marion; *left*); **Resource #6 — Union Block Building** (#112-130; *right*); with of **Resource #2 — Caledonia Public Square**; with **Resource #5 — “Class of ’55” Building** (#112 E. Marion) and **Resource #17 — Caledonia Grain Elevator** (179 W. North) in background. *Facing Northwest*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0010.** View of **Resource #4 — Caledonia Veterans' War Memorial**; on Northwestern corner of the Public Square. *Facing North*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0011.** View of **Resource #5 — “Class of ’55” Building** (#112 E. Marion). *Facing Northwest*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0012.** View of **Resource #6 — Underwood Block Building** (#107 W. Marion). *Facing Southwest*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0013.** Detail view of Eastern elevation side façade on Caledonia's **Resource #6 — Underwood Block Building** (#107 W. Main). *Facing West*.

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**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0014. Resource #7 — Canopy Gas Station (#117 S. Main; *left and central*), with partial view of Resource #6 — Underwood Block Building (#107 W. Marion; *right*) in background. *Facing West*.**

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0015. Resource #8 — Masonic Block Building (#107-111 E. Marion), with partial view of Resource #9 — Temple Block Building's Western elevation Public Square side façade to far left (#127 E. Marion; *left*) in background. *Facing Southeast*.**

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0016.** View of adjoined wall of Resource #9 — Temple Block Building (#127 E. Marion; *left*) as it terminates in Resource #8 — Masonic Block Building (#107-111 E. Marion) along the Southeastern corner of Caledonia's Public Square. *Facing South*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0017.** View of Caledonia's Resource #9 — Temple Block Building (#127 E. Marion; *left*) and Resource #8 — Masonic Block Building (#107-111 E. Marion), which, together, form the southeastern corner of Caledonia's Public Square, from the Union Block on the far side of E. Marion Street. *Facing South*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0018.** Front façade view of Caledonia's Resource #9 — Temple Block Building (#127 E. Marion) from E. Marion Street. *Facing Southwest*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0019.** Looking due East along E. Marion Street, with views of Resource #10 — Union Block Building (#112-130 E. Marion; *left*) and Resource #11 — Bank Building (#140 E. Marion) and Resource #13 — Camouflage Café (#103 N. Water) in background along northern curb of street; and with view of Resource #9 — Temple Block Building (#127 E. Marion) and Resource #12 — Livery/Garage along southern curb. *Facing East*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0020. Resource #10 — Union Block Building (#112-130 E. Marion), with views of Resource #10 — Union Block Building (#112-130 E. Marion; *left*) and Resource #11 — Bank Building (#140 E. Marion) and Resource #13 — Camouflage Café (#103 N. Water) in background along northern curb of street, from Public Square at center of E. Marion Street. *Facing Northeast*.**

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0021.** Detail view of Resource #10 — Union Block Building (#112-130 E. Marion), showing the two storefronts comprising #112 and 116 E. Marion (*left; center*) — the former Caledonia Branch of the Marion Public Library, and Dugout Pizza; and #124 E. Marion (*right*). *Facing North*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0022.** Detail view of Resource #10 — Union Block Building (#112-130 E. Marion), showing part of #124 E.

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Marion (*left*) and #126-130 E. Marion, today's American Legion Post #401. *Facing North*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0023.** Full view of Caledonia's **Resource #10 — Union Block Building** (#112-130 E. Marion), across E. Marion Street, from the parking lot of **Resource #9 — Temple Block Building** (#127 E. Marion) on the southern curb of E. Marion Street, adjacent to Plum Alley. *Facing North*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0024.** Full view and Eastern elevation of Caledonia's **Resource #10 — Union Block Building** (#112-130 E. Marion) from E. Marion Street, past Plum Alley. *Facing Northwest*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0025.** Caledonia's **Resource #11 — Bank Building** (#140 E. Marion) from E. Marion Street, *Facing North*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0026.** Caledonia's **Resource #12 — Livery/Garage** (#139 Marion) from E. Marion Street, *Facing Southwest*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0027.** Streetscape view of Caledonia's E. Marion Street from **Resource #12 — Livery/Garage**, facing **Resource #2 — Caledonia Public Square**. Includes views of **Resource #12 — Livery/Garage** (#139 Marion) and **Resource #9 — Temple Block Building** (#127 E. Marion) along the southern curb; and **Resource #10 — Union Block Building** (#112-130 E. Marion) along Northern curb. In the background, across the Public Square, **Resource #5 — "Class of '55" Building** (#112 E. Marion) and **Resource #17 — Caledonia Grain Elevator** (#179 W. North) are visible. *Facing West-Northwest*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0028.** Streetscape view of Caledonia's E. Marion Street from further East along E. Marion Street, alongside **Resource #13 — Camouflage Café** (#103 N. Water), facing **Resource #2 — Caledonia Public Square**. Includes views of **Resource #12 — Livery/Garage** (#139 Marion) and **Resource #9 — Temple Block Building** (#127 E. Marion) along the southern curb; and **Resource #10 - Union Block Building** (#112-130 E. Marion) along Northern curb. In the background, across the Public Square, **Resource #5 — "Class of '55" Building** (#112 E. Marion) and **Resource #17 — Caledonia Grain Elevator** (#179 W. North) are visible. *Facing West*.

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0029.** Streetscape view of Caledonia's E. Marion Street from intersection of E. Marion and N. Water Streets, alongside **Resource #13 — Camouflage Café** (#103 N. Water), facing **Resource #2 — Caledonia Public Square**. Includes views of **Resource #12 — Livery/Garage** (#139. Marion) and **Resource #9 — Temple Block Building** (#127 E. Marion) along the southern curb; and **Resource #10 - Union Block Building** (#112-130 E. Marion) along Northern curb. In the background, across the Public Square, **Resource #5 — "Class of '55" Building** (#112 E. Marion) and **Resource #17 — Caledonia Grain Elevator** (#179 W. North) are visible. *Facing West*.

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**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0030.** Streetscape view of Caledonia's N. Water Streets, from intersection with E. Marion Street. Visible resources, from L to R, are: **Resource #13 — Camouflage Café** (#103 N. Water); **Resource #14 — Bowstring Bar and Grille** (#109 N. Water); **Resource #15 — Hanley House Hotel** (#117-119 N. Water); and **Resource #16 — Weber Building** (#125 N. Water). *Facing Northwest.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0031.** **Resource #13 — Camouflage Café Building** (#103 N. Water). *Facing West.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0032.** **Resource #14 — Bowstring Bar and Grille** (#109 W. Water). *Facing West.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0033.** Streetscape view of **Resource #15 — Hanley House Hotel** (#117-119 N. Water), alongside **Resource #14 — Bowstring Bar and Grille's** patio (#109 N. Water; *left*); and southern elevation of **Resource #16 — Weber Building** (#125 N. Water; *right*). *Facing Northwest.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0034.** **Resource #15 — Hanley House Hotel** (#117-119 N. Water). *Facing West.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0035.** **Resource #16 — Weber Building** (#125 N. Water). *Facing West-Southwest.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0036.** Partial streetscape view of northern edge of Caledonia's N. Water Street at railroad tracks, with view of **Resource #16 — Weber Building** (#125 N. Water; *right*); and **Resource #15 — Hanley House Hotel** (#117-119 N. Water; *left*). *Facing Southwest.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0037.** Railway scape view of Caledonia behind the Public Square from N. Water Street and the railroad tracks, looking West. **Resource #17 — the Caledonia Grain Elevator** (#179 W. North) is visible. *Facing Southwest.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0038.** **Resource #17 — the Caledonia Grain Elevator** (#179 W. North), from North Street: including **Resource #18, the Caledonia Grain Elevator Office Building**, and several grain silos and industrial agricultural equipment for grain milling, transport, and storage. *Facing Southwest.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0039.** View of **Resource #2 — Caledonia Public Square**, including Western elevation of **Resource #1 — Caledonia Village Hall** (#110 E. Marion), and rear of **Resource #4 — Caledonia Veterans' War Memorial** and **Resource #5 — "Class of '55" Building** (#112 E. Marion) along Northwest corner of the Public Square — from across the railroad tracks, at concrete base of an abandoned former

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grain elevator site at Eastern corner of triangular portion of land in **Resource #17** — the **Caledonia Grain Elevator** (#179 W. North). *Facing Southeast.*

**OH\_MarionCounty\_Caledonia Public Square & Water Street Historic District\_0040.** Rear view of **Resource #17 & 18** — the **Caledonia Grain Elevator & Caledonia Grain Elevator Office** (#179 W. North), from strip of land behind rear of **Resource #5** — “**Class of '55**” **Building** (#112 E. Marion) and Caledonia railroad tracks, behind the Northwest corner of Caledonia’s Public Square. *Facing Northwest.*

**Paperwork Reduction Act Statement:** This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

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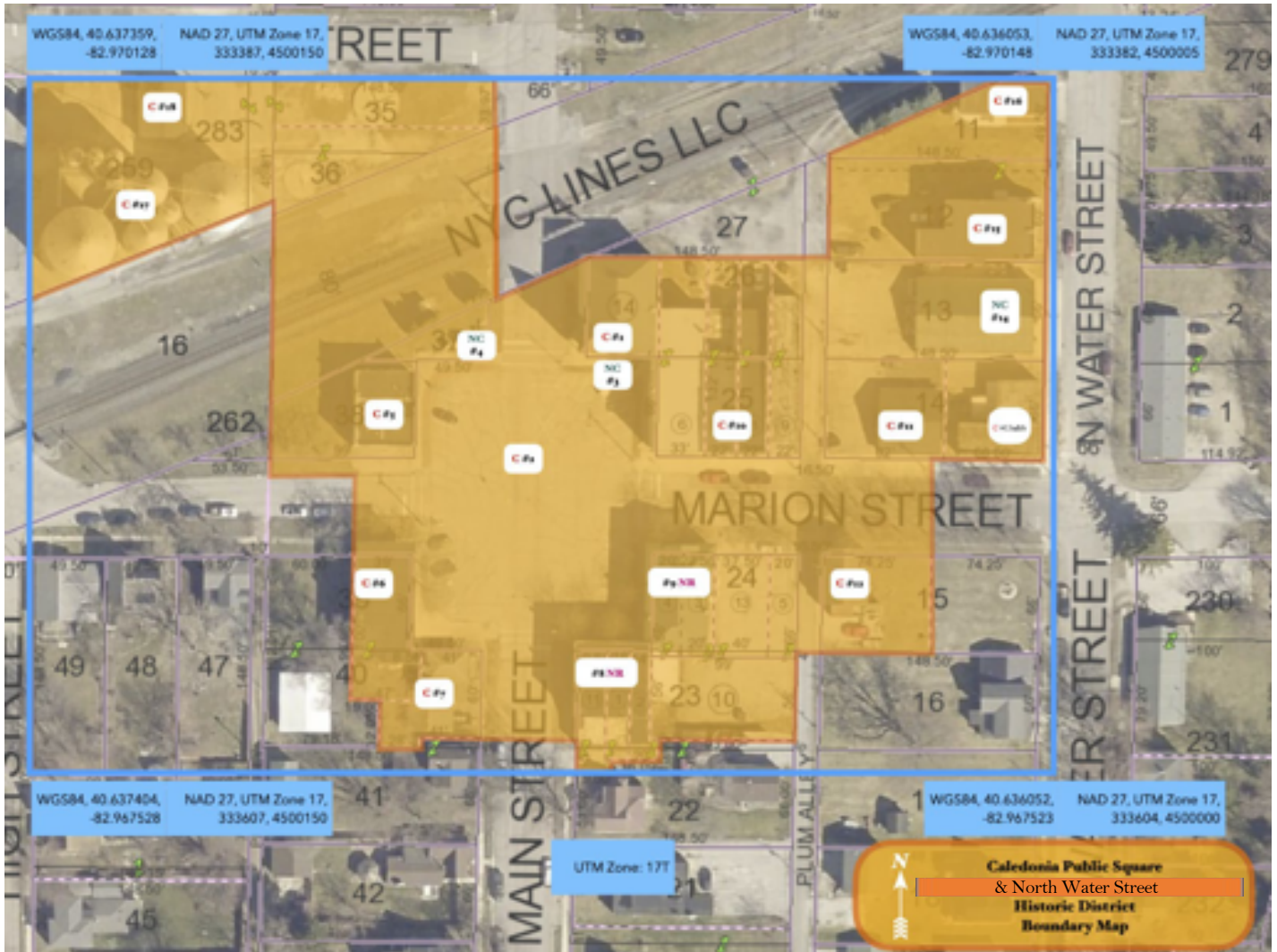
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Map #1. District Boundary Map: Modern Aerial Imagery Map, Annotated to Show District Boundaries and Latitude/Longitude Boundary Marks (4)

Source: SHPO GIS System

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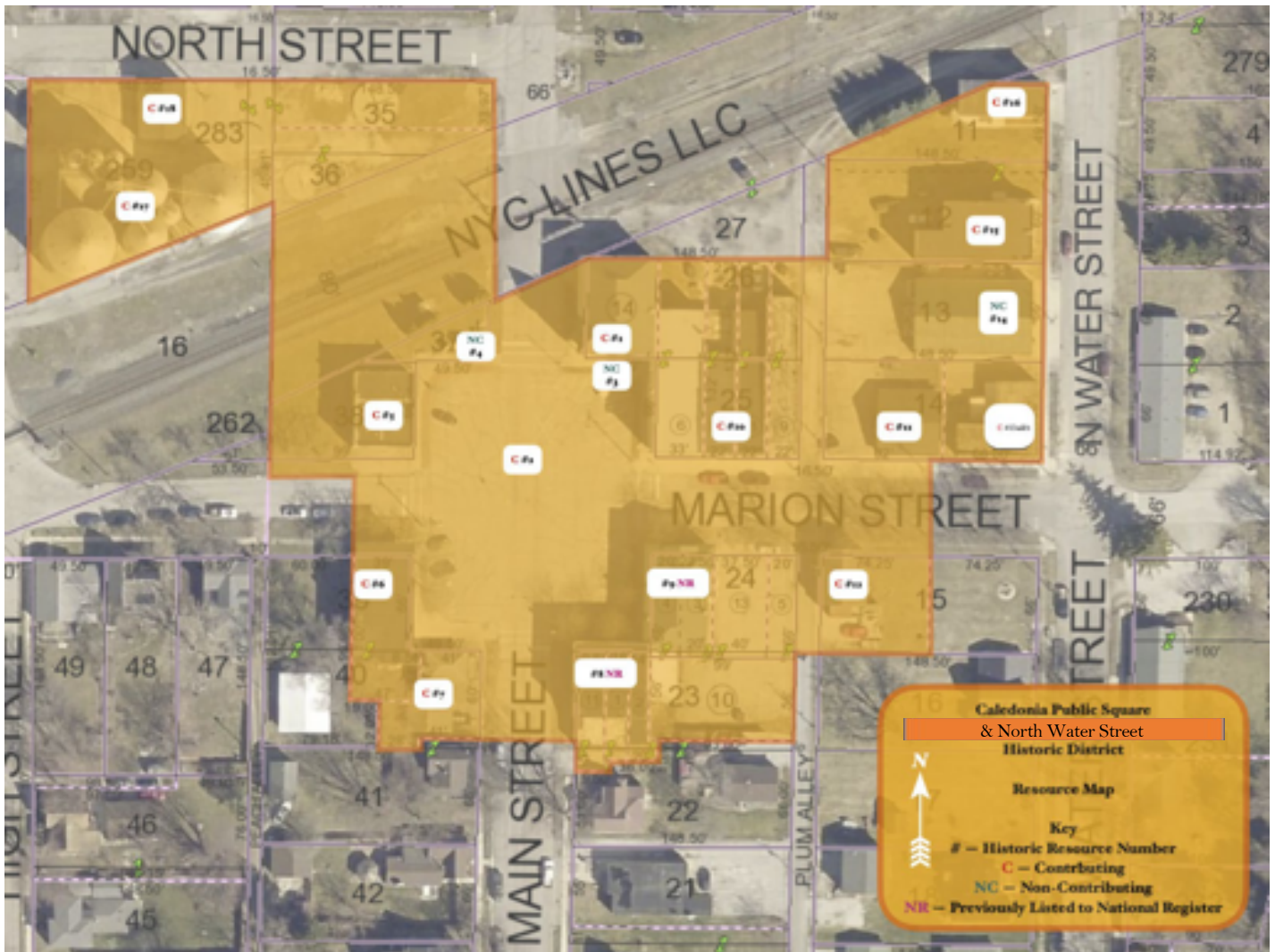
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Map #2. Resources Map: Modern Aerial Imagery Map, Annotated to Show District Boundaries and Historic Resources

Source: Marion County Auditor's Office

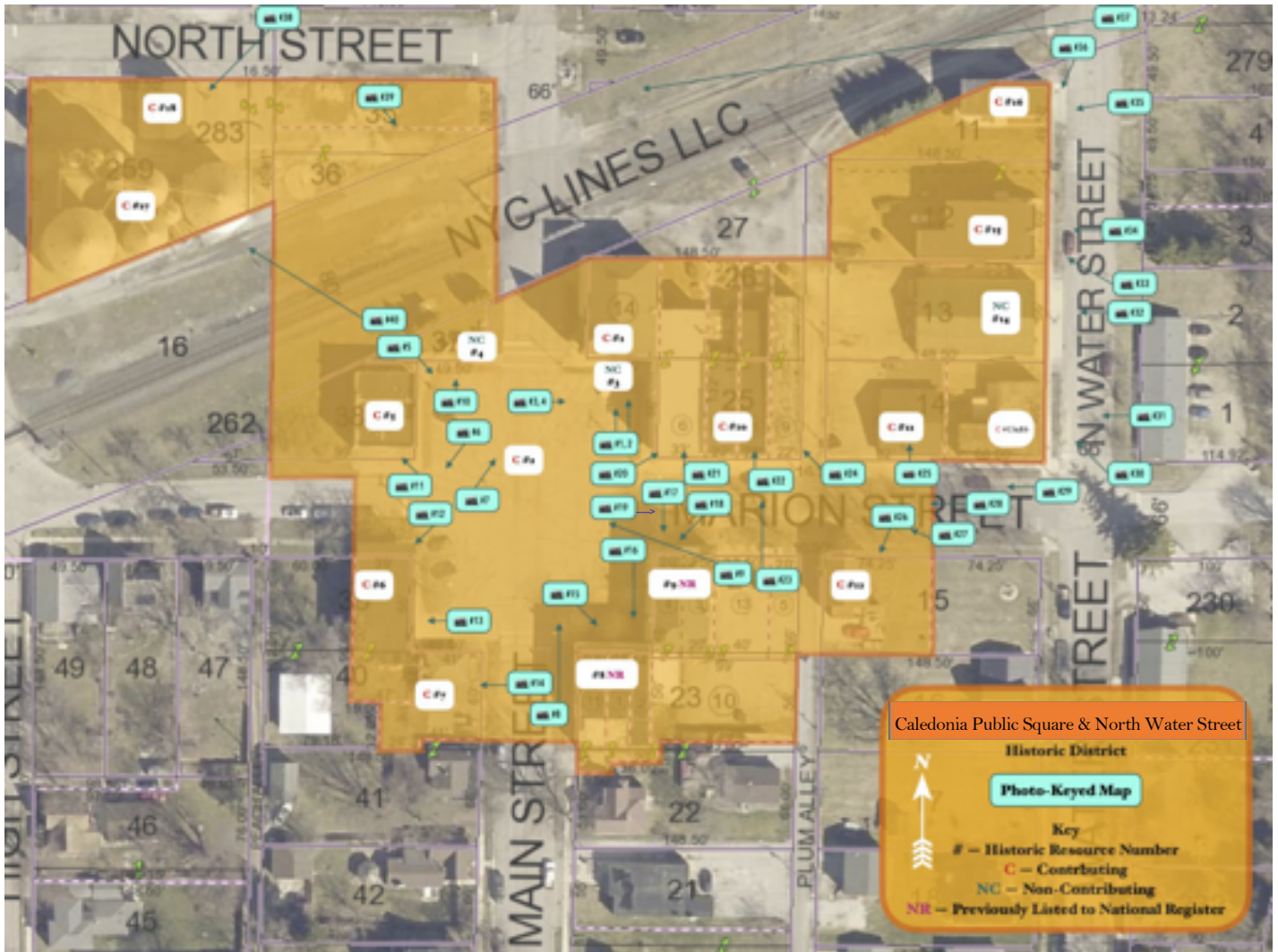
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Map #3. Photo-Keyed Map: Modern Aerial Imagery Map, Annotated to Show District Boundaries and Historic Resources and Photo-Key Indicating Direction of Photography  
Source: Marion County Auditor's Office



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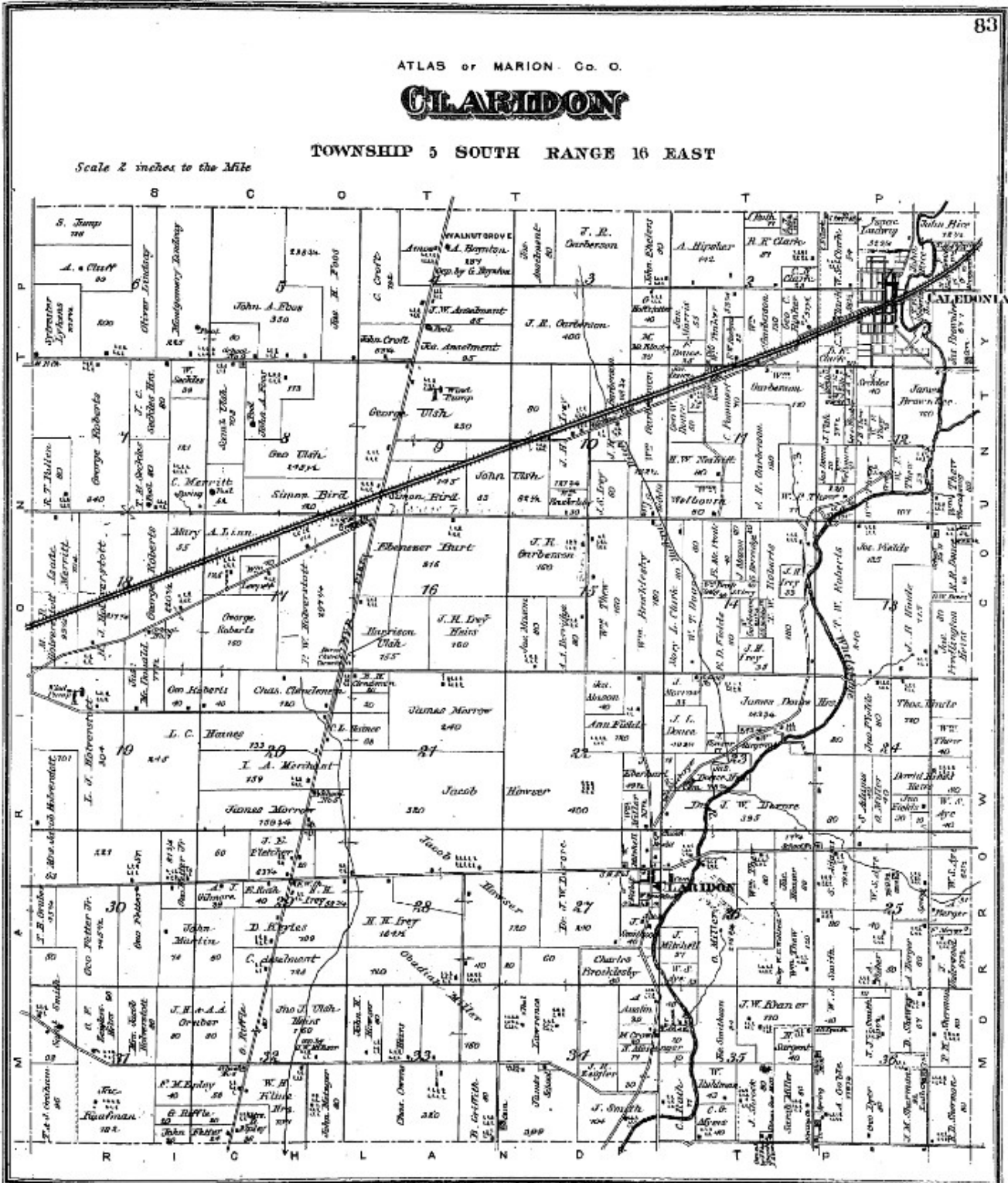
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Map 4: Claridon Township — Marion County, per the Harrison, Sutton, & Hare 1878 Atlas of Marion County  
SOURCE: SHPO Historic Ohio County Atlas Database

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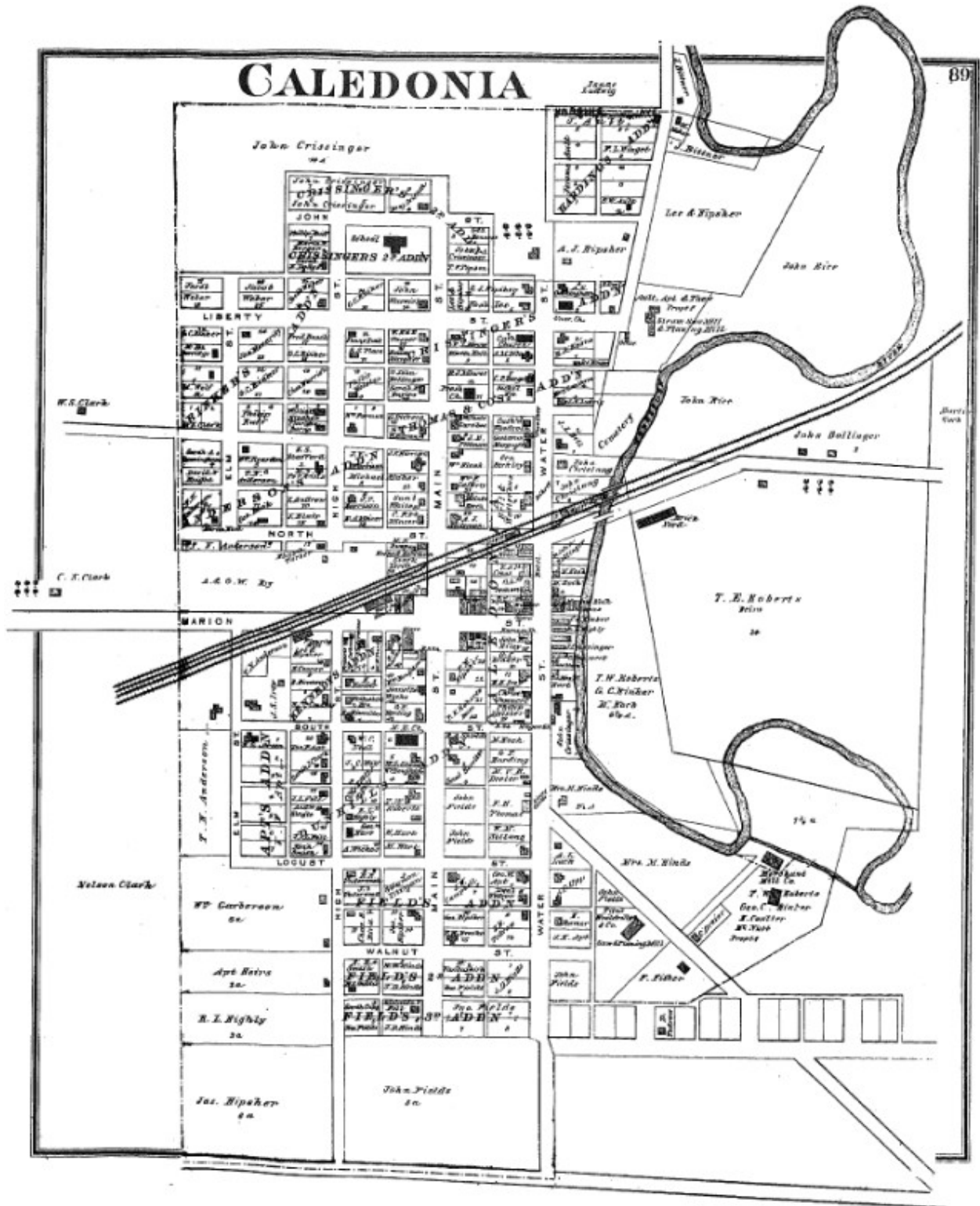
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Map 5: Village of Caledonia — Marion County, per the Harrison, Sutton, & Hare 1878 Atlas of Marion County  
SOURCE: SHPO Historic Ohio County Atlas Database

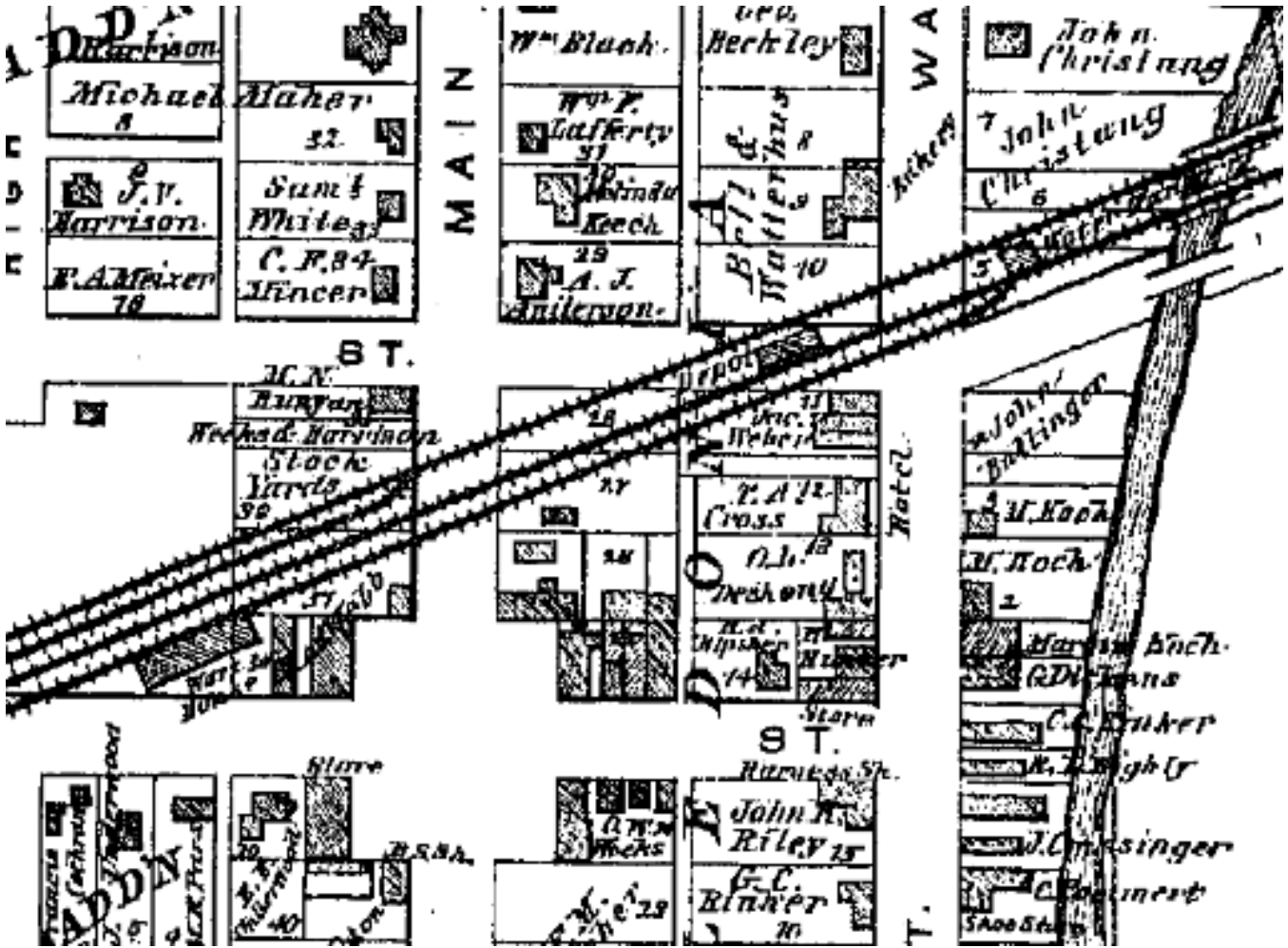
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Map 6: Detail View — Public Square & Water Street  
Village of Caledonia — Marion County, per the Harrison, Sutton, & Hare 1878 Atlas of Marion County  
SOURCE: SHPO Historic Ohio County Atlas Database

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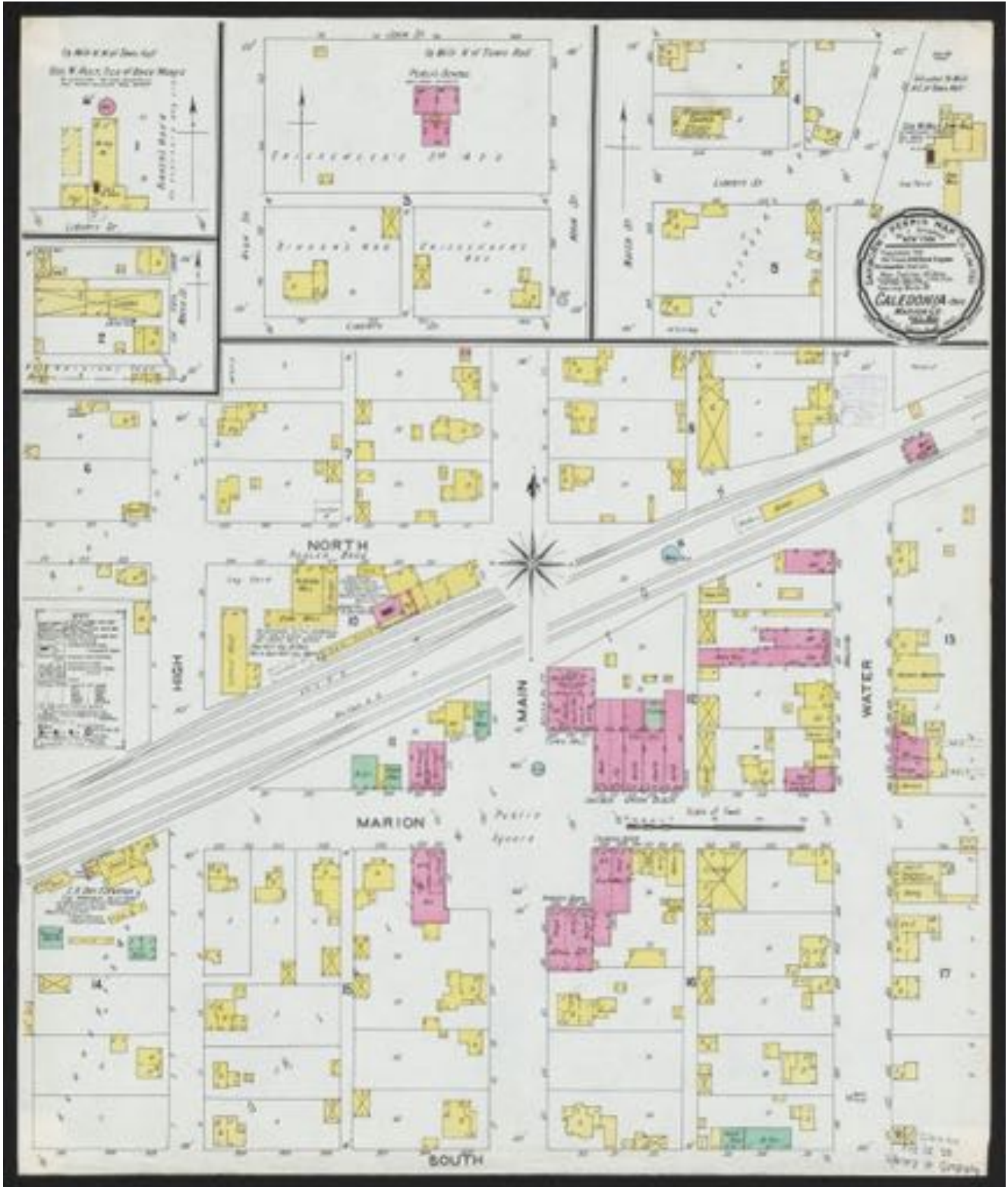
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Map 7: Village of Caledonia — Marion County, Ohio || 1901 Sanborn Map

SOURCE: Kent State Sanborn Map Digital Archives (digitized thanks to the support of an Ohio History Fund Grant)

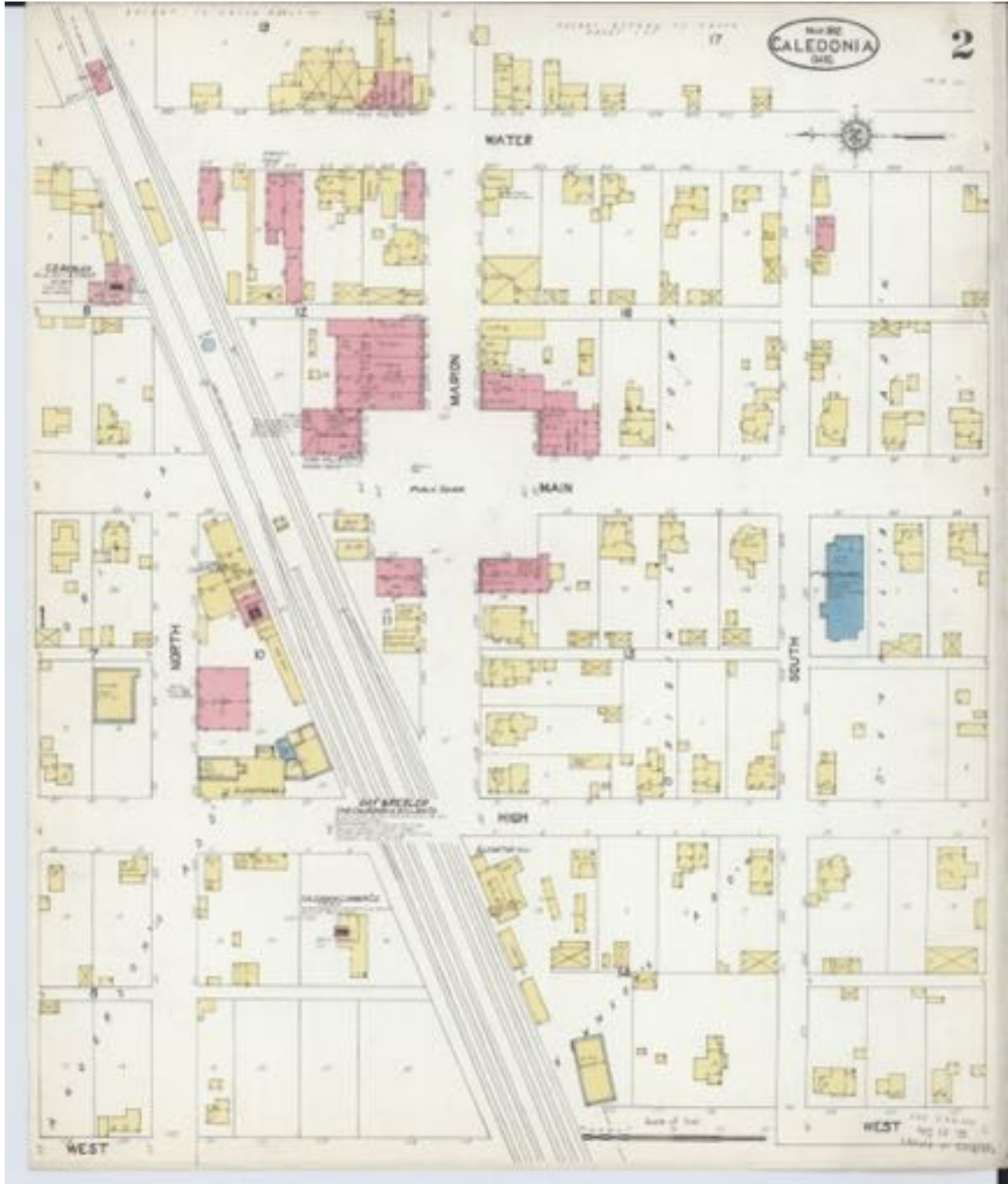
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Map 8: Village of Caledonia — Marion County, Ohio || 1912 Sanborn Map  
SOURCE: Library of Congress — Sanborn Maps Digital Collection

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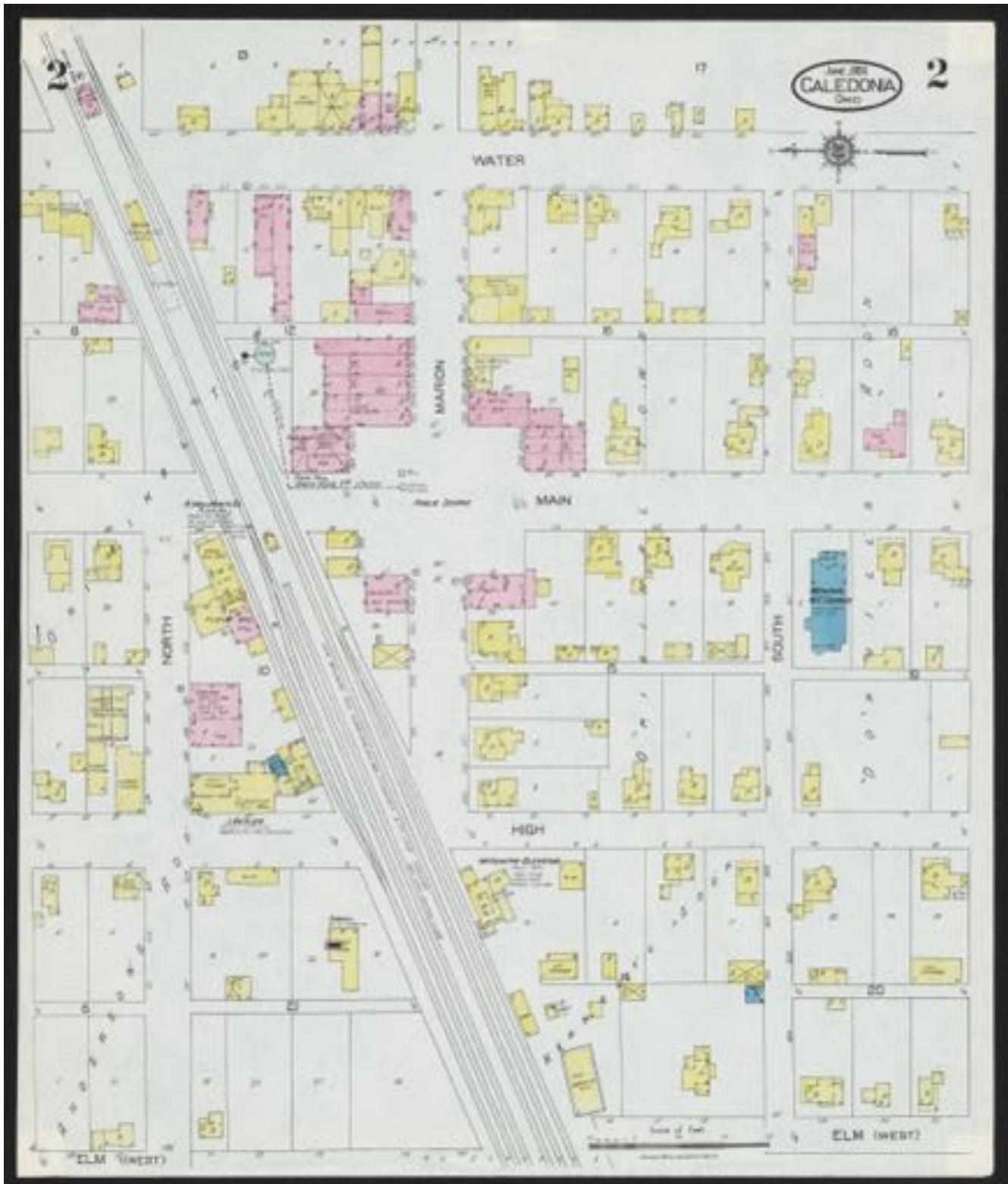
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Map 9: Village of Caledonia — Marion County, Ohio || 1924 Sanborn Map

SOURCE: Kent State Sanborn Map Digital Archives (digitized thanks to the support of an Ohio History Fund

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**Figure # 1**

Early 1900s photograph of the now-demolished **Caledonia Railway Depot**: built in 1857, improved in 1927, & finally demolished in 1954, as passenger rail bypassed Caledonia entirely.

*Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio*

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Figure # 2

Early 1900s image of Caledonia’s twinned railways from Water Tower (N. Water Street, north of railroad tracks). The track to the photographs’ left (south) was the Big Four, then New York Central Railway track; the track to the right of the photo (north) was the Erie. The two rail lines were responsible for much of downtown Caledonia’s growth & development over the period of the Public Square & North Water Street’s construction.

Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio



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Figure # 3

Early 1900s Postcard of Caledonia Public Square (**Resource #2**), with views, clockwise starting at Village Hall, of **Resource #1 — Caledonia Village Hall**; **Resource #10 — Union Block Building**; **Resources #9 & 8 — Temple & Masonic Block Buildings**, with detailed view of Temple & Masonic Block façades, & Village Hall original windows.

Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio

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Figure # 4

1905 Postcard of Caledonia Public Square (**Resource #2**), with views, clockwise starting at Village Hall, of **Resource #1 — Caledonia Village Hall**; **Resource #10 — Union Block Building**; **Resources #9 & 8 — Temple & Masonic Block Buildings**.

Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio

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**Figure # 5**

1954 view of **Resource #6 — Underwood Block Building**, & the façade of the Sickel's IGA grocery store, which occupied this Block building at mid-century for several decades. The bushes & white pipe fencing to the photo's left show the original location of **Resource #4 — the Caledonia Veterans' War Memorial**: created & maintained by the American Legion Post #401.

*Source: Archives of John Kightlinger // Kightlinger Family*

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Figure # 6

1982 image of Caledonia’s **Underwood Block Building** along the Southwestern corner of the Public Square, from a *Marion Star* feature by correspondent & historic preservationist Janet Reynolds, who was completing an Ohio Historic Inventory Survey of downtown Caledonia at the time.

Source: *Archives of the Marion Star Newspaper*

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Figure # 7

**Resource #14 — Hanley House Hotel**, c. 1900-1910. Northern storefront has since been altered.  
*Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio*

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**Figure # 8**

Early 1900's view of Caledonia's railroad tracks & earlier iterations of **Resource #17 & Resource #18 — Caledonia Grain Elevator & Office**, from the corner of N. Water Street by the railroad tracks. The heavily-painted side of **Resource #16 — the Weber Building** is visible to the immediate left. Camera faces West.

*Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.*

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Figure # 9

Early (c.1890s) photograph of **Resource #10 — Union Block Building**, & corner of **Resource #9 — Temple Block Building**, taken from the center of the Public Square, facing Northeast. Heavy awnings were in use in regional commercial storefronts in this era. The Union Block’s distinctive High Italianate bracketed cornice & finials have been retained.

Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio

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**Figure # 10**

Detailed c.1900-1910 photograph of **Resource #10 — Union Block Building**, with streetscape facing Northeast up E. Marion Street, with views of Caledonia’s original (now demolished) bank building, a frame house (now also demolished), & today’s **Resource #13 — the Camouflage Café** at the corner of E. Marion & N. Water Streets. Photo shows details of original façades of the Union Block Buildings’s five storefronts — four of which have been retained.

*Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio*



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**Figure # II**

Detailed view of two storefronts — centered on the May & Davis (later: May) Hardware shop — c. 1903, in the **Resource #10 — Union Block Building**. Photo taken from across E. Marion Street, facing due North. The building's original awnings have been removed.

*Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio*

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Figure # 12

Early 1900s Postcard of Caledonia Public Square (**Resource #2**), with views of façade of **Resource #8 — Masonic Block Building**, to left. Caledonia’s mud streets are visible.

Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio

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**Figure # 13**

Caledonia Aeolian Band gathers on the Caledonia Public Square c. 1933; with a view of **Resource #6 — Underwood Block Building** to rear right.

*Source: Archives of John Kightlinger // Kightlinger Family*

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**Figure # 14**

Early 1900s Postcard of Caledonia Public Square (**Resource #2**), with full façade view of **Resource #1 — Caledonia Village Hall**, to right; & earlier built iterations of **Resources #17 & 18 — Caledonia Grain Elevator & Office**, at distant left. While this three-story 1890s grain mill has since been demolished, the triangular parcel of property adjacent to the Public Square just north of the railroad tracks continues to host a busy regional grain elevator to this day: today, operated by Irey Bros., LLC.

*Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio*

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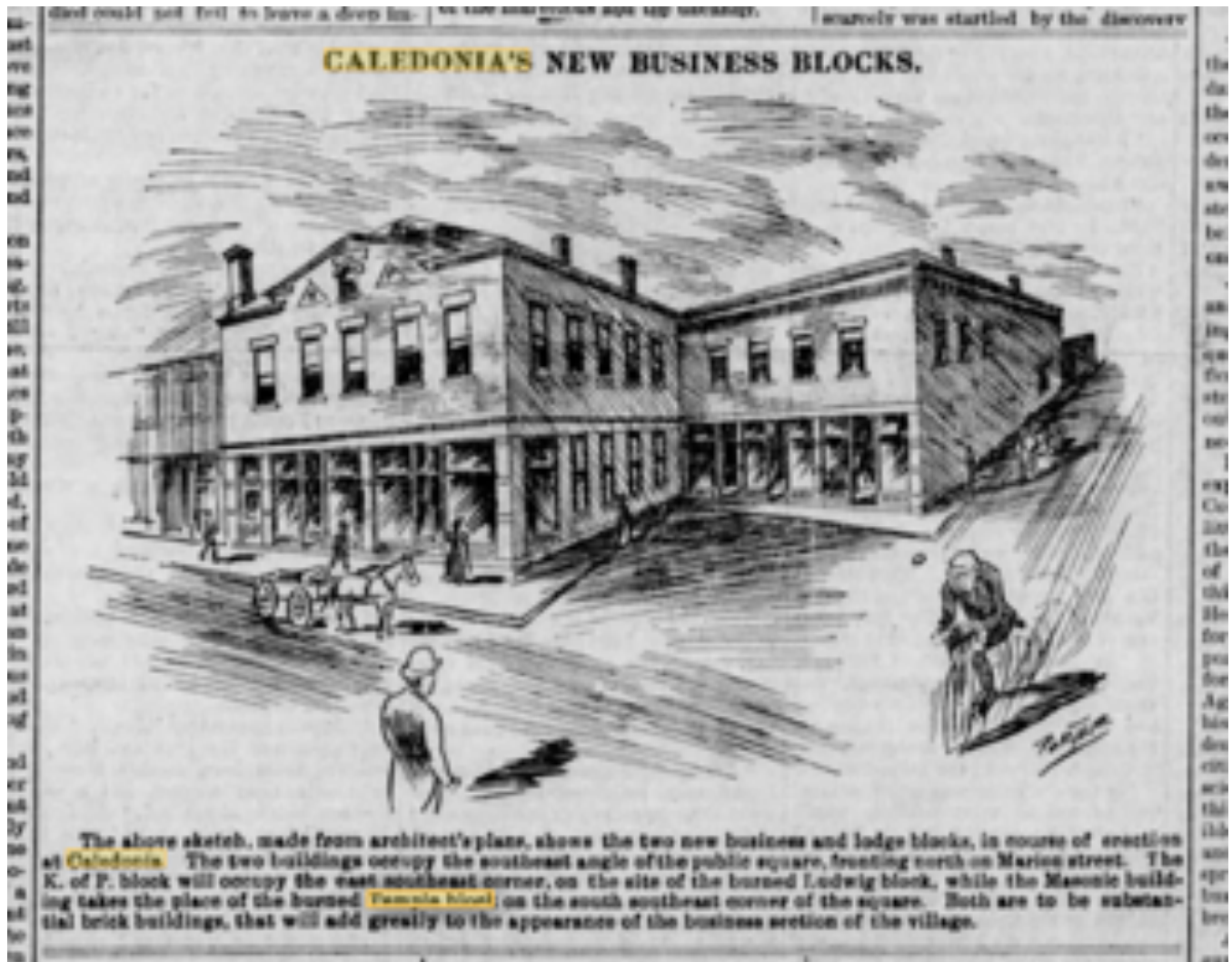


Figure # 15

Newspaper sketch from architect's plan showing the to-be-constructed **Resources #9 & #8** — Caledonia's **Temple & Masonic Block Buildings** along the Southeastern corner of Caledonia's Public Square in January 1897 — just after the original two buildings (Opera House Block; Temple Block) on this footprint burned.

Source: Archives of the Marion Star Newspaper

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**Figure # 16**

Detailed c.1900-1910 photograph of **Resource #1 — Caledonia Village Hall**, with streetscape of the original railroad crossing along Main Street at the Public Square.

*Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio*

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**Figure # 17**

c. 1925 framed collage of **Caledonia Public Square & North Water Street Commercial Corridor Buildings** c. 1920s. Collage features images of most contributing buildings in the district as they appeared in the mid-1920s. Likely created following the death of Warren G. Harding as an homage.

*Source: Archives // Museum of the Village of Caledonia — Hanging in Village Hall, Caledonia, Ohio.*

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**Figure # 18**

1970s-1980s view of the Northwest corner of **Resource #2 — Caledonia's Public Square**, with view of **Resource #4 — Caledonia Veterans' Wa Memorial**; & with **Resource #17 — Caledonia Grain Elevator's** grain dump & silos (including a demolished set of silos) visible in the background.

*Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.*



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1970s-1980s view of **Resource #17** — the **Caledonia Grain Elevator**, from corner of Main & North Streets, with **Resource #18** — **Caledonia Grain Elevator Office** also visible to far right. Two additional grain elevators (*left*) occupied the site at that time; they have since been demolished, leaving only the cluster near the grain elevator office building.

*Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.*

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Figure # 20

1915 Postcard of Caledonia Public Square (**Resource #2**), with views of **Resource #6 — Underwood Block Building**, at rear. Both the front façade, & the side façade along the building’s Eastern elevation at the Southwestern corner of the Public Square, are visible. Original window transoms are shown. Caledonia’s streets are unimproved as of the date of this photograph.

Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio

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**Figure # 21**

Late 1970s-early 1980s view of **Resource #6** — the **Underwood Block Building**: occupied, at the time, as the “Caledonia Convenient Mart.” **Resource #5** — the “**Class of '55' Building**, is visible at the photograph’s far right: then in use as Carol Ault’s Dance Factory. Camera faces Northwest.

*Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.*

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**Figure # 22**

Late 1970s or early 1980s view of **Resource #2 — Caledonia Public Square**, with **Resource #6 — Underwood Block Building**, visible in the background, during an early iteration of the Caledonia Farmers' Festival: an important community tradition for downtown Caledonia, held on the Public Square. By the 1970s, the building's façade display windows had had their transoms in-filled; & upstairs windows were boarded up. The upstairs windows have since been restored/replaced.

*Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.*

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**Figure #** 23

1970s-1980s view of E. Marion Street, depicting **Resource #10** — the **Union Block Building**. Camera faces Northwest.

*Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.*

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**Figure # 24**

Early 1990s view of **East Marion Street**'s northern curb, with views of the intact storefront façades of **Resource #10** — the **Union Block Building**, Caledonia's 1960's bank building, & the rear of **Resource #13** — the **Camouflage Café**; then, Dick's Den Diner & Bar. Photograph depicts a bicycle tour of Eastern Marion County's stop in Caledonia.

*Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.*

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Figure # 25

Early 1990s streetwise detail view of **East Marion Street's** northern curb, with views of the intact storefront façades of **Resource #10** — the **Union Block Building**, Caledonia's 1960's bank building, & the rear of **Resource #13** — the **Camouflage Café**: then, Dick's Den Diner & Bar. Photograph depicts a bicycle tour of Eastern Marion County's stop in Caledonia.

Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.

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**Figure # 26**

1915 Postcard of Caledonia Public Square (**Resource #2**), with views of façade of **Resource #8 — Masonic Block Building**, to left. Caledonia’s streets are unimproved as of the date of this photograph.

*Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio*



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**Figure # 27**

1954 view of **Resource #8 — Masonic Block Building**, with modified midcentury storefront façades which have replaced the transom windows with signboard/fascia. Western elevation of **Resource #9 — Temple Block Building**, as it intersects with the Masonic Block, is also visible at right.

*Source: Archives of John Kightlinger // Kightlinger Family*

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**Figure # 28**

Late 1970s-early 1980s view of **Resource #8 — Masonic Block Building**, taken from the Public Square during an early iteration of the Caledonia Farmers' Festival.

*Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.*

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Figure # 29

1926 photograph of **Resource #5 — “Class of ’55” Building**, at the Northwestern corner of the Public Square. Uniquely among downtown Caledonia buildings, the “Class of ’55” Building features a central staircase between two storefronts. The building’s westernmost (left) storefront was converted into an automotive garage by 1924, per Sanborn map records.

*Source: Archives of John Kightlinger // Kightlinger Family*

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**Figure # 30**

1926 photograph showing details of the Western façade/storefront of **Resource #5 — “Class of ’55” Building**, at the Northwestern corner of the Public Square.

*Source: Archives of John Kightlinger // Kightlinger Family*

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**Figure # 3x**

Streetscape view looking down Caledonia's **North Water Street** from the intersection of N. Water & E. Marion. Visible, on left, from closest to farthest are: **Resource #13 — Camouflage Café Building**, & a one-story structure attached to it that has been expanded into a two-story structure & retained; two now-demolished wood infill buildings; **Resource #14 — the Hanley House Hotel**; & **Resource #15 — the Weber Building**. Caledonia's second downtown railroad crossing is visible in background.

*Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio*

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**Figure # 32**

Early 1900s photograph of **Resources #9 & #8** — Caledonia’s **Temple & Masonic Block Buildings** along the Southeastern corner of Caledonia’s Public Square. Photo largely focuses on **Resource #9 — Temple Block Building**; & shows the building’s original two storefronts (which housed a restaurant & a dry good store) & Italianate façade: contrasted with its Classical Revival broken pediment, invoking Ancient Greek themes important to the Knights of Pythias Order of Calanthe #116 and their auxiliary, who made use of the upstairs fraternal lodge.

*Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio*

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**Figure # 33**

Early 1900s Postcard of Caledonia Public Square (**Resource #2**), with views of **Resource #1 — Caledonia Village Hall**, at left & center; & **Resource #9 — Temple Block Building**, at far right. Both the front façade, & the side façade along the building’s Eastern elevation at the Southwestern corner of the Public Square, are visible. Original window transoms are shown. Caledonia’s streets are unimproved as of the date of this photograph.

*Source: Archives of Randy Winland (Postcard Collection) — Marion County, Ohio*

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**Figure #** 34

c. 1933 view of Fourth of July celebration on **Resource #2 — Caledonia Public Square**, with view of **Resource #1 — Caledonia Village Hall**, & its intersection with **Resource #10 — Union Block Building**, at rear right.

*Source: Archives of John Kightlinger // Kightlinger Family*



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**Figure # 35**

1954 view of **Resource #2 — Caledonia Public Square**, showing cars parked across the Public Square. Western elevation of **Resource #10 — Union Block Building**, is also visible at right.

*Source: Archives of John Kightlinger // Kightlinger Family*

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**Figure # 36**

1970s-1980s view **Resource #4 — Caledonia Veterans' War Memorial**, along the Northwest corner of the Public Square. Photograph depicts the War Memorial in use by the American Legion Post #401 of Caledonia, who founded the memorial shortly after the end of World War One outside of the Underwood Block Building, & moved the Memorial here later in the 20th century.

*Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.*

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Figure # 37

1970s-1980s view **Resource #2 — Caledonia Public Square**, during an American Legion Post #401 Memorial Day ceremony on the Public Square. View includes **Resource #10 — Union Block Building** (left); & **Resources #9-8 — the Temple & Masonic Block Building** (right).

Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.

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Figure # 38

July 1954 image from the *Marion Star's* feature article charting downtown Caledonia merchants' reactions to the just-announced bypass of US 30-S (the "Marion Way" or "Harding Highway" of the Lincoln Highway) around downtown Caledonia's commercial district. Most merchants, at the time, were relatively unbothered. Caledonia would continue to stay prosperous & grow until 1970: thanks in no small part to the oil boom that would sweep neighboring Morrow County in the 1960s.

Source: *Archives of the Marion Star Newspaper*

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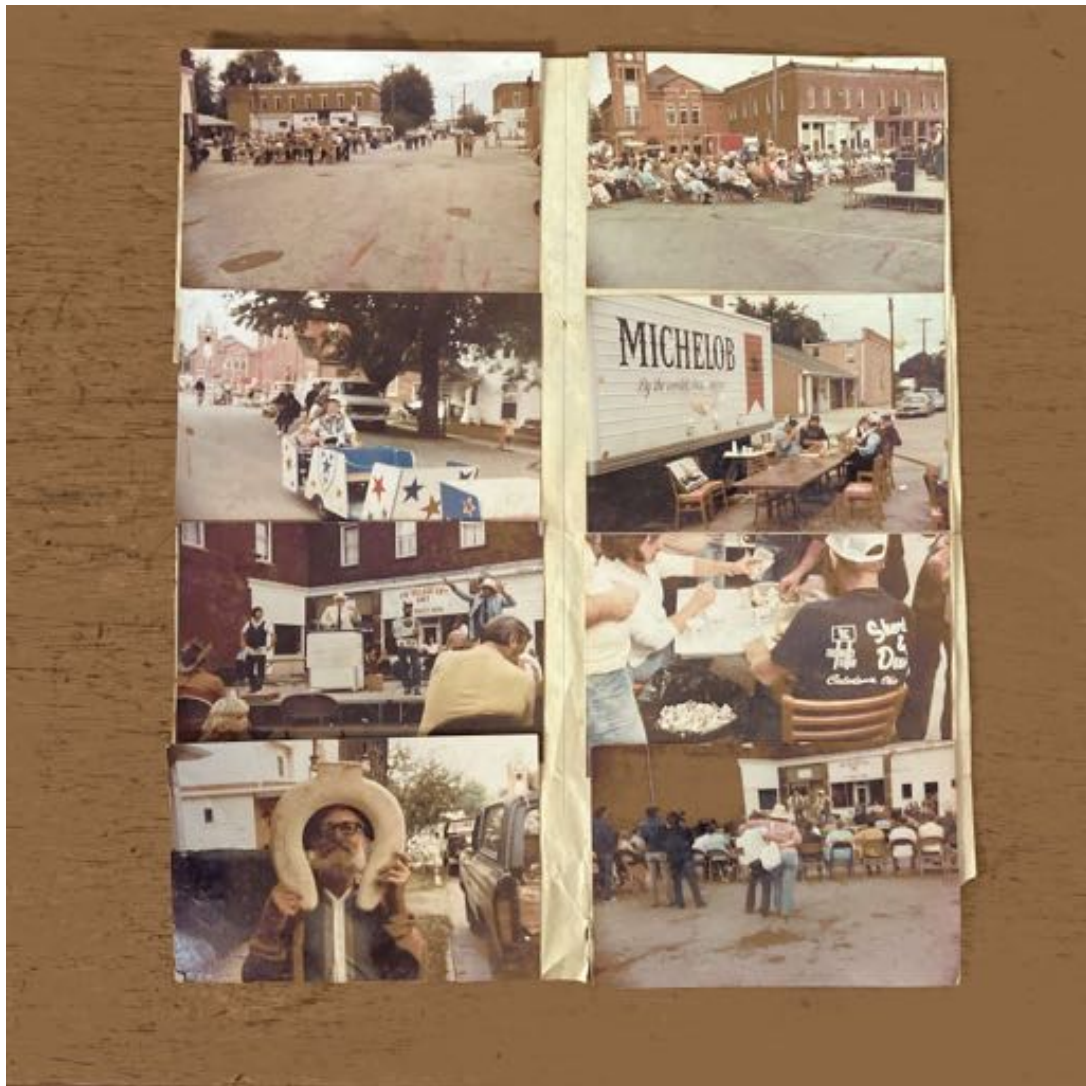


Figure # 39

Montage of images of buildings on Caledonia’s Public Square (**Resource #2**) from the late 1970s to early 1980s, during an early celebration of the Caledonia Farmers’ Festival. Clockwise from top left: **Resource #6 — Underwood Block Building; Resource #1 — Village Hall & Resource #10 — Union Block Building; Resource #8 — Masonic Block Building; & streetscape up E. Marion Street.**

Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.

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Figure # 40

Late 1970s-early 1980s view of **Resource #2** — Caledonia Public Square, with **Resource #5** — “**Class of '55**” **Building**, **Resource #4** — **Caledonia Veterans’ War Memorial**, & **Resource #17** — **Caledonia Grain Elevator**, visible in background. Outhouses assembled in the middle of the Public Square represent a long-standing Village of Caledonia Hallowe’en tradition that has since died out.

Source: Archives // Museum of the Village of Caledonia — Caledonia, Ohio.

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**Caledonia’s Historic Railway Bridges: Additional Information & Context**



*Then & Now:* Twinned historic railroad bridges span the Whetstone River just to the North of North Water Street, beyond the boundaries of the Caledonia Public Square & North Water Street Commercial Corridor Historic District, in historic c. 1910 photograph 9 (below), & in October 2022 (left). The bridge on the right (in both images) is Caledonia’s southernmost bridge, on the historic Big Four lines. This bridge remains in use. The bridge on left in both images is Caledonia’s northernmost railroad bridge: the decommissioned Erie bridge, which is a rare surviving example of a Warren quadruple-lattice thru-truss bridge.

While not included within the boundaries of the **Caledonia Public Square and North Water Street Commercial Corridor Historic District**, Caledonia’s near-downtown area also is host to two historic turn-of-the-20<sup>th</sup> century railroad bridges, which possess considerable historic character and integrity. The bridges stand on the historic Big Four (southern bridge) & Erie (northern bridge) lines, across a small gulch over the Whetstone (known, to the South, as the Olentangy) River. Caledonia’s historic bridges have not currently been documented or assessed in an historic inventory. However, the bridges have been documented by the historic bridge community. A brief history, historic photographs & resources, and contemporary photography of the two railway bridges are preliminary assembled here as a courtesy to researchers, as a record of their presence, and in the interest of future listings of Caledonia’s bridges.

*Special thanks to bridge historian Nathan Holth, of [HistoricBridges.org](http://HistoricBridges.org), for correspondence regarding Caledonia’s twinned railway bridge, and help in identifying the rare quadruple-lattice construction style of the north bridge.*

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*View of Caledonia's southernmost (Big Four) railway bridge, facing Northwest. October 2022.*

**Caledonia Railway Bridge #1, 1910s**

*Southern Railroad Track Over Whetstone River*

The Southernmost of Caledonia's two historic railway bridges spanning the Whetstone River is the historic "Beeline" (Cleveland, Columbus, Cincinnati, & Indianapolis; later "Big Four") railway, which eventually became the New York Central Railway in the early 20th century. The bridge is a metal six-panel rivet-connected Warren through-truss, commonly built by major railway lines in the region from the 1880s to the 1910s. This location — where two major railway lines span a gulch over the Whetstone River — has likely seen many bridges across its history. The railway came through Caledonia from Galion on to Marion in the early 1850s. The *Marion Star* notes, in December 1878, that a "new iron bridge at Caledonia, across the Whetstone River, is rapidly being finished"; but does not note which track or rail line was receiving the upgrade.<sup>1</sup> A later *Star* entry, from July 1885, notes that "the Bee Line is going to erect a new iron bridge across the creek at Caledonia; it is much needed."<sup>2</sup> Apparently, this process was slow, as a September 1887 article notes that, while the pile driver was finally ready, the Bee Line railroad bridge was still not yet underway.<sup>3</sup> And again in February of 1899, the *Marion Star* reports

<sup>1</sup> "Locals," in the *Marion Star*. 11 December 1878. pp. 4.

<sup>2</sup> "Local Mention," in the *Marion Star*. 06 July 1885. pp. 3.

<sup>3</sup> "Caledonia," in the *Marion Star*. 16 September 1887. pp. 2.



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then (by then) Big Four Bridge to be “considerably damaged,” and under repair, following an incident which results in the beams being “cracked & bent.”<sup>4</sup> It is unclear whether this late-1880s bridge is the one that remains, or whether a new iron bridge replaced this earlier structure. Sadly, both of Caledonia’s railway bridges have been the sites of numerous fatalities over the decades.

The Eastern banks of the Whetstone River, beneath Caledonia’s twinned railroad bridges, has also long been a significant site in Caledonia’s natural & social history: the 35-acre parcel, stretching from downtown Caledonia to the current site of the relocated historic Bowstring Bridge on Caledonia Northern Road North of the Village, was home to George Henry’s “Lake Henry” amusement Park from 1898 to the 1940s; & was purchased by the Village of Caledonia for development into “Community Park” in 1949 from James Hummer.<sup>5</sup> After decades of fundraising and concerted efforts to gain railway right-of-way access and/or restore the Bowstring Bridge to provide entry to the otherwise inaccessible park, efforts were abandoned in the 1990s and the Community Park was transferred to the Marion County Parks District, who is reviving efforts to restore the Bowstring Bridge today.<sup>6</sup>

Caledonia’s extant southern railroad bridge remains in operational use for CSX’s freight lines along Caledonia’s Southern track, with engines crossing dozens of times a day. While the exact date of the bridge’s construction remains unknown, both 1912 and 1924 Sanborn maps of Caledonia note the “iron bridge” 70’ beyond the scope of the map along the railroad tracks just East of Caledonia’s downtown.<sup>7</sup> The 1901 Sanborn Map of Caledonia does *not* indicate the presence of an iron bridge; but some sort of earlier bridge structure would have had to be present to allow both rail lines — in place since the 1850s — to pass over the Whetstone River at that location.

<sup>4</sup> Caledonia Doings,” in the *Marion Star*. 24 February 1899. pp. 5.

<sup>5</sup> Donegan, Brenda J. 02 Sept. 1997. “Caledonia Once Had Different Name,” in the *Marion Star*. pp. 1.

<sup>6</sup> Gerfen, Scott E. 17 May 1998. “Caledonia Offers 32 Acres of Land for New Nature Preserve: Village Transfers River Bottom Lands to Park District,” in the *Marion Star*. pp. 1.

<sup>7</sup> Sanborn Fire Insurance Map from Caledonia, Marion County, Ohio. 1912. Library of Congress Geography & Map Division. Washington, DC. 204540-4650 USA. <[http://hdl.loc.gov/loc.gmd/g4084cm.g4084cm\\_g066241912](http://hdl.loc.gov/loc.gmd/g4084cm.g4084cm_g066241912)>

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*View of Caledonia's northernmost (Erie) railway bridge, facing Northwest. October 2022.  
This bridge has been out of commission for several years, & is currently owned by CSX.*

**Caledonia Railway Bridge #2, 1890s**

*Northern Railroad Track Over Whetstone River*

Caledonia's Northernmost railway bridge across the Whetstone River on the historic Erie-Lackawanna (earlier: Erie; Atlantic & Great Western) is a comparatively rarer metal rivet-connected Quadruple Warren lattice thru-truss bridge, delivered by rail and installed on-site over the Whetstone in 1901, to replace an earlier bridge.

Only a few examples of lattice-truss bridges survive in each state; Caledonia's is one of only a handful known in Ohio and is likely the only in North-Central Ohio. This unique lattice design was almost exclusively employed by the New York Central Railway, so its presence on Caledonia's historic Erie track is puzzling; New York Central took over the Big Four Railway in North-Central Ohio between 1905 and 1906, but Caledonia's Northern rail line was always owned by Atlantic & Great Western, then Erie. Given the comparative rarity of this style of lattice-truss constructions on Erie lines, Caledonia's Erie bridge may be one of the few remaining Erie Railway lattice-truss bridges anywhere. A *Marion Star* article from June 1901 documenting its installation — itself quite a spectacle, as the bridge was rolled into place and the other dismantled in a record 24 minutes — notes the bridge's

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engineer as being C.W. Buckholtz: “the chief engineer of the Erie, who is considered one of the crack engineers of this country.”<sup>8</sup>

Buckholtz is widely known for engineering railway bridges across the Erie Railway’s service region, most notably, the Kinzua Viaduct Bridge near Meadville, Pennsylvania.<sup>9</sup> The article note that the 155-ton, 700-ton bridge was built over two months and installed by Elmira branch of the American Bridge Company.<sup>10</sup>

The vast majority of documented extant lattice-truss bridges in the United States were built between 1892 and 1910.<sup>11</sup> It is unknown whether Caledonia’s extant bridge, pre-replacement, was also of a similar design, or if the quadruple Warren through-truss design was a new innovation with the 1901 bridge replacement. *Marion Star* news brief from June 1898 covering Caledonia notes that an earlier “Erie railroad bridge” was in place, but gives no further design details.<sup>12</sup>

Howard Carroll, an engineer at what became the New York Central Railway, originated the lattice truss design in 1859; but the style was perfected in a number of permutations — including the quadruple Warren lattice truss build exhibited in this bridge — by later engineer Charles Hilton.<sup>13</sup>

Following Conrail’s split into Norfolk-Southern and CSX in the 1990s, Caledonia’s Northern track was deaccessioned. The bridge is intact and, although overgrown, appears to be in comparatively good condition. The bridge is lauded by historic bridge enthusiasts as being a rare surviving example of a Quadruple Warren Lattice Thru-Truss Design, and the only known extant specimen in the region.

<sup>8</sup> “Erie’s New Bridge: It Rolled Into Position Over the Whetstone at Caledonia Last Saturday Afternoon; Job Takes Twenty-Four Minutes,” in the *Marion Star*. 10 June 1901. pp. 5.

<sup>9</sup> Kinzua Bridge Foundation: <https://www.kinzuabridgefoundation.com/history>

<sup>10</sup> “Erie’s New Bridge: It Rolled Into Position Over the Whetstone at Caledonia Last Saturday Afternoon; Job Takes Twenty-Four Minutes,” in the *Marion Star*. 10 June 1901. pp. 5.

<sup>11</sup> See [HistoricBridges.org](https://historicbridges.org/b_a_listings.php?bitem=config&bsearch=Lattice+%28Quadruple+Warren%29)'s inventory of 39 extant lattice-truss bridges in the U.S.: <[https://historicbridges.org/b\\_a\\_listings.php?bitem=config&bsearch=Lattice+%28Quadruple+Warren%29](https://historicbridges.org/b_a_listings.php?bitem=config&bsearch=Lattice+%28Quadruple+Warren%29)>

<sup>12</sup> “Like True Patriots: Caledonians Observed Decoration Day Impressively,” in the *Marion Star*. 03 June 1898. pp. 2.

<sup>13</sup> Guise, David. August 2011. “Lattice Configurations: Development of the American Metal Lattice Truss Bridge & the Hilton Truss,” in *Historic Structures: Significant Structures of the Past*. <<https://www.structuremag.org/wp-content/uploads/2014/08/C-HistoricStructures-Guise-Aug11.pdf>>

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THE MARION DAILY STAR, MONDAY, JUNE 10, 1901.

### ERIE'S NEW BRIDGE

**It Is Rolled Into Position Over the Whetstone at Caledonia Last Saturday Afternoon.**

**JOB TAKESTWENTY-FOUR MINUTES**

**One Hour and Fifteen Minutes Is the Time It Takes To Remove the Old Bridge and Place the New—The Job Is Watched by a Large Number of the Curious.**

Saturday afternoon was made a holiday at Caledonia and farmers drove in from all the surrounding country and mingled with the goodly-sized crowd of townsmen from Caledonia

spring to their places, and the dismantling of the old bridge and tearing up of the track was begun. Everybody timed the men in their operations, and idly speculated on the time required. The work was finished in one hour and fifteen minutes, according to the official time as kept by Erie Trainmaster W. B. Kimball, who was present to supervise proceedings in person.

The new bridge had been erected on false work to the north of the old one, and as soon as the old bridge was torn out and such parts, as were not allowed to fall into the river below, placed on cars standing at hand, the new one was drawn into place by the use of hand crabs and steel rollers.

The operation of moving the new bridge into place occupied twenty-four minutes, a stupendous task, surprisingly well disposed of.

The new bridge is 141 feet six inches long, twenty-five feet four inches high,

**BIG FOUR**

**Begin the Tracks I Galle**

**THE CHAN**

**Both Railro ing Their Schedule Day and Operator**

The Erie began opera Gallon and day, the ch 5 a. m.

At the cr T. C. Lewis operator and operator. the switch a interlockers both roads nicely.

The Big I town has ne though it w inauguration would be de

J. R. Kil and W. C. of the Big I day.

C. A. All this division city today le ness.

The excursion that was large crowd was well pa of that road

**Lose a Ga Score**

The Buck feated Sund score of sev Ducky's fi the first tim gher, and put up a pri the ene of t rion's game and the out then, but in rots were n ahead and not be over the Buckey Lord ball fr

The Tiffin fied with the sistous bac tarior was

The Buck Roger, es Steuffer, B Close, Jr, H Mauz went

**NU**

**Is Caused Disag**

There wa in the vic Saturday ev appearance daughter of gins, who n hostility.

Ruth is a youngster, d and dance T time that After a lon without ros from the b



The bridge on the left is the new Erie bridge almost in position. The bridge on the right is the Big Four bridge.

and Marion in witnessing an expert weighs 155 tons and has a capacity of engineering feat, the placing in position of the new Erie railroad bridge which now spans the Whetstone at that point.

The word had gone out throughout the county that the work would be completed at the time mentioned, and when Erie train No. 16, the last to

weights 155 tons and has a capacity of 300 tons. It cost \$17,000 and is of the latest design of C. W. Buckholz, the chief engineer of the Erie, who is considered one of the crack engineers of the country. It was put up by the Elmira branch of the American Bridge company, and two months' time was taken in its construction.



The bridge on the left is the new bridge ready for traffic.

cross the old bridge, pulled into Caledonia hundreds of anxious spectators lined the banks and climbed to points of vantage from which to witness the work.

As soon as the passenger train pulled over the bridge, the force of workmen employed on the improvement

The first train to cross the bridge was the second section of No. 85, in charge of Engineer John Dice and Conductor Talman, and the deflection under the heavily loaded freight train was three-eighths of an inch.

There were no accidents of any kind while the work was in progress.

**HAMMON DICE**

Graphic Holt G. W. Black. Bowlin

Reference Figure Left: "Erie's New Bridge: It is Rolled Into Position Over the Whetstone at Caledonia's Last Saturday Afternoon – Job Takes Twenty-Four Minutes," in the *Marion Daily Star*. Monday, June 10<sup>th</sup>, 1901: pp. 5.



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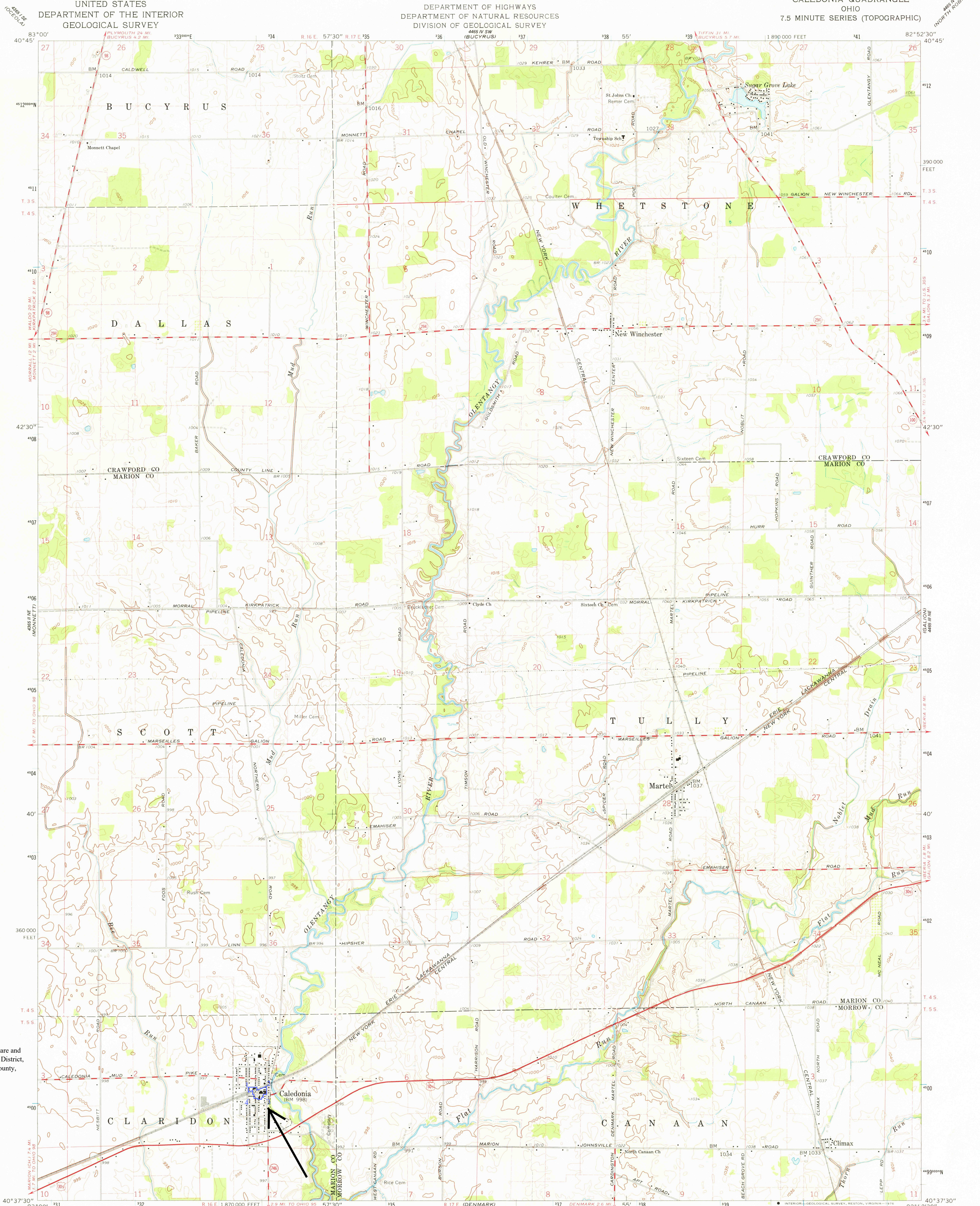
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Article Detail & Historic Photo Above: "Erie's New Bridge: It is Rolled Into Position Over the Whetstone at Caledonia's Last Saturday Afternoon – Job Takes Twenty-Four Minutes," in the *Marion Daily Star*. Monday, June 10<sup>th</sup>, 1901: pp. 5.

**National Register of Historic Places Historic District Nomination Property Information List  
Caledonia Public Square & North Water Street Historic District**

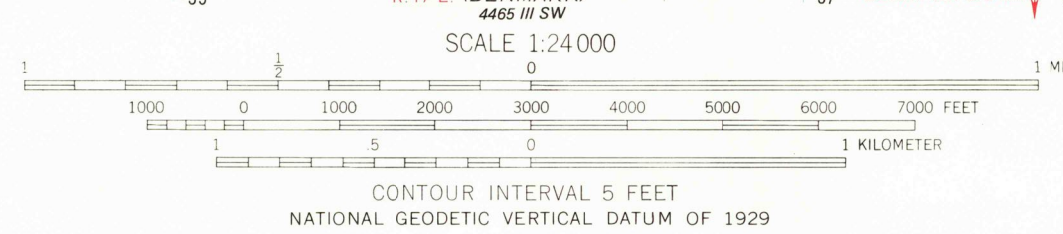
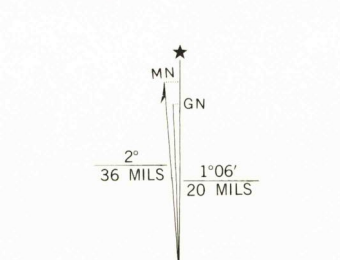
Resource Number	NR Resource Category	Property Name	C	N/C	Previously Listed	Owner Last Name	Owner First Name	Owner Street Number	Owner Street Name	Owner Street Type(AVE.,BLVD,DR.,LN, RD, ST.)	Owner Street Prefix/Direction (N, S, E, W, NE, NW, SE, SW, etc.)	Owner City/Town	State	Owner Zip Code
1	Building	Village Hall	X		N	Village of Caledonia			P.O. Box #110			Caledonia	Ohio	43314
2	Site	Caledonia Public Square	X		N	Village of Caledonia			P.O. Box #110			Caledonia	Ohio	43314
3	Object	Caledonia Centennial Time Capsule		X	N	Village of Caledonia			P.O. Box #110			Caledonia	Ohio	43314
4	Object	Caledonia Veterans' War Memorial		X	N	American Legion Post #401			P.O. Box #415			Caledonia	Ohio	43314
5	Building	"Class of '55" Building	X		N	Carol Ault's Dance Factory, LLC.			P.O. Box #484			Caledonia	Ohio	43314
6	Building	Underwood Block Building	X		N	Lnehan	Dan	12579	State Route 736			Marysville	Ohio	43040
7	Building	Canopy Gas Station	X		N	Ball	Jerry "Paris"		P.O. Box #120			Caledonia	Ohio	43314
8	Building	Masonic Block Building			Y	Public Square Heritage Futures, LLC.			P.O. Box #489			Caledonia	Ohio	43314
9	Building	Temple Block Building			Y	Reeces Market, Ltd.			P.O. Box #489			Caledonia	Ohio	43314
10	Building	Union Block Building: Former Marion Public Library Caledonia	X		N	International Order of Oddfellows #299 — Caledonia Lodge			P.O. Box #57			Caledonia	Ohio	43314
		Union Block: Dugout Pizza				International Order of Oddfellows #299 — Caledonia Lodge			P.O. Box #57			Caledonia	Ohio	43314
		Union Block: Ryan Bard's				Bard	Ryan	1585	Lawrence	RD		Delaware	Ohio	43015
		Union Block: American Legion Post #401				American Legion Post #401			P.O. Box #415			Caledonia	Ohio	43314
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11	Building	Caledonia Bank Building	X		N	Cookson Properties, LLC.			P.O. Box #497			Caledonia	Ohio	43314
12	Building	Stable, Livery, & Garage	X		N	Haught	Michael	139	Marion	ST		Caledonia	Ohio	43314
13	Building	Camouflage Café			N	C & D Douds, LLC.		9870	State Route 656			Marengo	Ohio	43334
	Building	13A: Camouflage Café	X		N									
	Building	13B: Attached Dining Room		X	N									
14	Building	Bowstring Bar & Grille		X	N	C & D Douds, LLC.		9870	State Route 656			Marengo	Ohio	43334
15	Building	Hanley House Hotel	X		N	Scott	Don	3280	Smeltzer	RD		Marion	Ohio	43302
16	Building	Weber Building	X		N	Scott	Don	3280	Smeltzer	RD		Marion	Ohio	43302
17	Structure	Caledonia Grain Elevator	X		N	Irey Brothers, LLC.		4887	Marion William	RD	E	Caledonia	Ohio	43314
18	Building	Caledonia Grain Elevator Office	X		N	Irey Brothers, LLC.		4887	Marion William	RD	E	Caledonia	Ohio	43314
		Caledonia Railroad @ the Public Square				CSX Corporate Headquarters		500	Water	ST	15th Floor	Jacksonville	Florida	32202



Caledonia Public Square and  
North Water Historic District,  
Caledonia, Marion County,  
Ohio

A. Lat 40.637359  
Long -82.970128  
B. Lat 40.637404  
Long -82.967528  
C. Lat 40.636052  
Long -82.967523  
D. Lat 40.636053  
Long -82.970148

Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography by photogrammetric methods from aerial  
photographs taken 1960. Field checked 1961  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Ohio coordinate system, north zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 17, shown in blue  
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 unchecked  
Map photosinspected 1973  
No major culture or drainage changes observed



ROAD CLASSIFICATION

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

CALEDONIA, OHIO  
N4037.5-W8252.5/7.5  
1961  
PHOTOINSPECTED 1973  
AMS 4465 III NW-SERIES V852

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

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