

United States Department of the Interior
National Park Service

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National Register of Historic Places Inventory—Nomination Form

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

1. Name

historic New Albany & Salem Railroad: New Albany Station

and/or common Monon Station

2. Location

street & number NW Corner of Pearl & Oak Streets N/A not for publication

city, town New Albany N/A vicinity of

state Indiana code 018 county Floyd code 043

3. Classification

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

4. Owner of Property

name Maurice Kochert

street & number P.O. Box 128

city, town Lanesville N/A vicinity of state Indiana 47136

5. Location of Legal Description

courthouse, registry of deeds, etc. Floyd County Clerk's Office, City-County Building

street & number West Spring Street

city, town New Albany state Indiana

6. Representation in Existing Surveys

title Historic American Engineering Record
Indiana Survey

has this property been determined eligible? yes no

date 1973 federal state county local

7. Description

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

Describe the present and original (if known) physical appearance

The New Albany terminus of the New Albany & Salem Railroad has a slightly skewed two-story, brick rectangular head house with one-story wings on each side and a long train shed extending from the rear. The front elevation of the head house is divided into three bays by four pilasters, capped with simple limestone capitals supporting a brick entablature with a single course of limestone running continuously across the tops of the capitals. Three iron shuttered windows with plain limestone lintels and sills illuminated the offices on the second floor, while the ground floor openings appear to have been doorways to the ticketing offices, waiting and baggage rooms; they are presently filled in with concrete block. One of the end bays has an arched opening at the ground level which also has been filled in with concrete block and modern double doors. The side elevations of the head house are six bays long with six windows on the second floor, identical to those on the front.

The one-story wings appear to have been added at a later date, possibly when the train shed was enlarged or rebuilt in the 1890s. According to local records, the structure was adapted for an iron foundry in the last decade of the 19th century.

The shed roof is supported on Howe type trusses which have been subjected to numerous modifications. The shed cannot be the same age as the station because the detailing of the connections is very crude and more indicative of late 19th-early 20th century foundry construction, although the station probably did have a shed when first built. Stylistically, the original would have been much more sophisticated in its construction, in keeping with the architectural style of the head house, which can be described as Classic Revival. Together, the head house and train shed cover an area that is approximately 110 feet wide by 300 feet long.

When the railroad bridge was completed across the Ohio River, connecting New Albany with Louisville, Kentucky, in 1886, the railroad moved its corporate headquarters into the Louisville & Nashville Union Depot, relegating the New Albany facility to use as a freight station. Presently, the station and shed is used as a warehouse for raw materials used by bakeries.

Part of the south wall was rebuilt in the fall of 1983, due to structural failure. Original materials were re-used, and the upper story window was bricked in in a way that can easily be reversed. (Photo #3)

8. Significance

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

Specific dates c. 1851

Builder/Architect

Unknown

Statement of Significance (~~in one paragraph~~)

The New Albany and Salem Railroad was formed in 1847 as an attempt to link the interior of Indiana with the Ohio River transportation system. Like many of the organizers of early railroads, the directors of the N. A. & S. used the concept of a combined river-rail network as their guiding principle. The first section of track was completed on January 14, 1851, from New Albany on the banks of the Ohio River to Salem, 35 miles north. The concept of a river-rail network quickly faded as the railroad's speed and relative immunity to bad weather became apparent.

Even before the track had reached Salem, the N. A. & S. had altered its charter to allow it to go anywhere in the State. By June, 1854, its tracks ran 288 miles from New Albany to Michigan City on the shores of Lake Michigan. During several reorganizations, the N. A. & S first became the Louisville, New Albany and Salem Railroad (1859) and later the Chicago, Indianapolis and Louisville Railway, known in recent times as "The Monon." In 1902, the Louisville and Nashville Railroad and the Southern Railway purchased more than 87% of the company's stock. Thereafter, the "Monon" became a vital link between these two southern railroads and Chicago.

The New Albany Station and Train Shed is the oldest surviving structure from one of the oldest railroads west of the Appalachian Mountains. The New Albany Depot was the most elaborate station on this important early midwestern line.

9. Major Bibliographical References

Please see Continuation Sheet

10. Geographical Data

Acreeage of nominated property Approx. 1 1/4 acres

Quadrangle name New Albany, Indiana-Kentucky

Quadrangle scale 1:24000

UTM References

A	<u>1</u> <u>6</u>	<u>6</u> <u>0</u> <u>2</u> <u>8</u> <u>1</u> <u>8</u> <u>1</u> <u>0</u>	<u>4</u> <u>1</u> <u>2</u> <u>3</u> <u>1</u> <u>8</u> <u>2</u> <u>1</u> <u>5</u> <u>1</u> <u>0</u>
	Zone	Easting	Northing
C			
E			
G			

B			
	Zone	Easting	Northing
D			
F			
H			

Verbal boundary description and justification

Please see Continuation Sheet

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

state	<u>N/A</u>	code	county	code
state		code	county	code

11. Form Prepared By

name/title Dennis M. Zembala, Historian; Eric N. DeLony, Principal Architect

organization Historic American Engineering Record date August, 1976

street & number National Park Service telephone 202/343-9570

city or town Washington state D.C. 20243

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature

John T. Lantz

title Indiana State Historic Preservation Officer

date 12-8-83

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I hereby certify that this property is included in the National Register

Keeper of the National Register

date

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Continuation sheet New Albany & Salem RR

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Beginning at a point in the north line of Oak Street, 110 feet west of the point of intersection of the said north line of Oak Street and the west line of Bank Street (formerly Upper Second Street); thence continuing westerly along the said north line of Oak Street 150 feet to the point of intersection with the east line of Pearl Street (formerly Upper First Street); thence in a northerly direction along the said east line of Pearl Street a distance of 20 feet more or less, to the intersection with the east line of the Old Vincennes Road; thence northerly along the said east line of the Old Vincennes Road, 420 feet more or less, to a point in the south line of Culbertson Avenue extended; thence easterly along the said south line of Culbertson Avenue extended 98 feet more or less, to the west line of Bank Street, thence southerly along the said west line of Bank Street to a point 130 feet north of the intersection of the said west line of Bank Street and the north line of Oak Street; thence diagonally in a southern direction 170 feet more or less, to the place of beginning.

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Continuation sheet New Albany & Salem RR

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Cottom, C. W. New Albany, Indiana. New Albany, 1873

Ainster, Betty Lou. New Albany on the Ohio. New Albany Sesquicentennial, Inc., 1963.

The Advantages and Surroundings of New Albany, Indiana. Ledger Company, Printers, 1892.

284,000 FEET

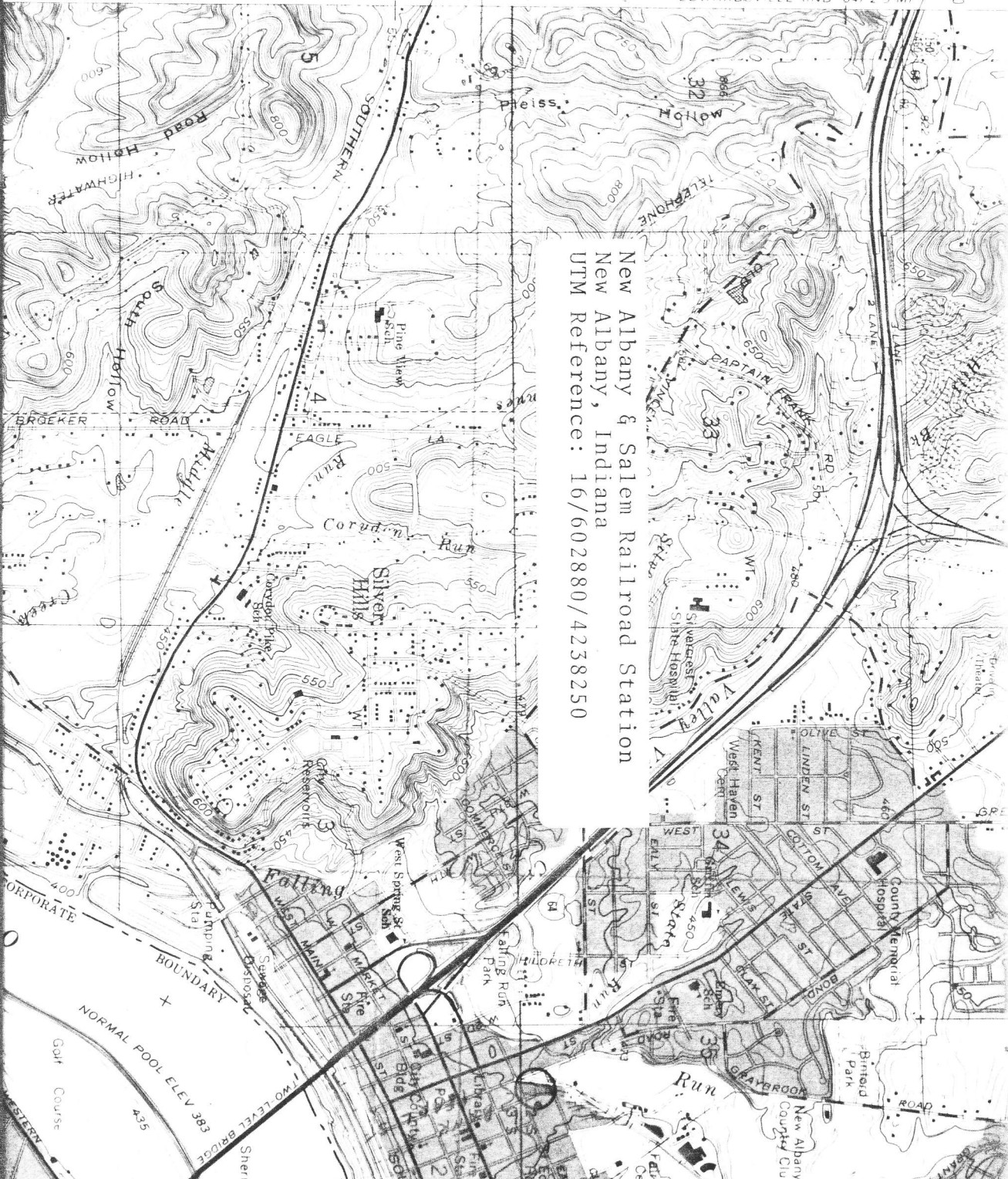
CORYDON 17 MI
EDWARDSVILLE 23 MI

EDWARDSVILLE (IND) 64.25 MI

T. 2 S.
T. 3 S.

17° 30'

4240



New Albany & Salem Railroad Station
 New Albany, Indiana
 UTM Reference: 16/602880/4238250