

FINAL

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Southern Indiana Railroad Freighthouse
other names/site number Seymour Freight Depot 071-581-34064

2. Location

street & number 105 North Broadway N/A not for publication
city or town Seymour N/A vicinity
state Indiana code IN county Jackson code 071 zip code 47274

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 36CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

Indiana Department of Natural Resources

State or Federal agency and bureau

5.2.03

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register
 See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other, (explain:)

Southern Indiana Railroad Freighthouse
Name of Property

Jackson IN
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

Number of Resources within Property
(Do not include previously listed resources in the count)

- private
- public-local
- public-State
- public-Federal

- building
- district
- site
- structure
- object
- landscape

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

TRANSPORTATION: Rail-Related

VACANT Not in use

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

LATE VICTORIAN:

foundation STONE: Limestone

walls WOOD: Weatherboard

roof ASPHALT

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Name of Property

County and State

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.)

- Criteria A, B, C, D with checkboxes and descriptions.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- Criteria A through G with checkboxes and descriptions.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

Period of Significance

1901-1952

Significant Dates

1901

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

9. Major Bibliographic References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- Bibliographic criteria with checkboxes and descriptions.

Primary location of additional data:

- Primary location of additional data with checkboxes.

Name of repository:

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References (Place additional UTM references on a continuation sheet.)

1	16	596570	4312670	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			

See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Craig Leonard, Consultant; Martha McIntire, Director of Community Development
organization City of Seymour date 01-08-2002
street & number 5211 SE SR 116; 301-309 N. Chestnut telephone 260/ 824-4010; 812/
city or town Bluffton; Seymour state IN zip code 46714; 47274

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

- Maps
- A USGS map (7.5 or 15 minute series) indicating the property's location.
 - A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs
Representative black and white photographs of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Groub I, LLC
street & number 610 West Drive telephone 812/ 522-7475
city or town Seymour state IN zip code 47274

Paperwork Reduction Act Statement: This information is being collected for applications 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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 1Southern Indiana Railway Freighthouse
Jackson County, Indiana

The former Southern Indiana Railway Freighthouse (later of the Milwaukee Road) is located adjacent to the northeast part of downtown Seymour, Indiana, at the northeast corner of Broadway (Indiana Highway 11) and the present CSX Railroad tracks. The building stands on the north side of the tracks, and was once served by a siding that has since been removed. The immediate area is one of light commercial and industrial uses that are bordered on the north by a residential area (Photos 1,2).

The freighthouse itself is a simple wooden structure composed of a one-story hip-roofed rectangular mass aligned with its long side parallel to the tracks (Photo 3). The hips at either end of the roof are surmounted by small gables, and the broad enclosed horizontal eaves project over the tops of the walls to provide a shelter for the former platform area, which survives only as a set of pier foundations on the southeast corner of the building (Photo 4). The placement of openings articulates the spaces within. On the west end of the building, the freight office has pairs of double-hung windows, and a single panelled passage door on the south side of the west elevation provides access to the office. The large freight room that occupies most of the rest of the interior has three large pairs of sliding freight doors equally spaced apart and alternating with small, high six-light fixed sash windows on the north and south sides of the building. The east side of the building has only two such windows. Transoms over the freight doors consist of pairs of four-light fixed sash. While all of the windows have sash that appear to be original, all the windows are covered with plywood panels on the exterior to protect them from vandalism.

The exterior walls of the freighthouse are clad entirely in vertical board and batten siding beneath a wide frieze. Openings are finished with plain wide casings. The depot's only architectural elaboration is the use of large trestle brackets made of stop-chamfered timbers that support the broad horizontal eaves, and the use of cross-buck trim over the beaded board panels of the freight doors (Photo 5). The foundation of the building consists of large blocks of rock-faced ashlar limestone. Though a modern platform reached by a short flight of steps provides access to the office entrance, only a large heavy timber at the top of the foundation indicates where the building was originally encircled by a wooden platform.

The interior of the building follows an arrangement typical of small freightouses. The large freightroom that occupies approximately the eastern two-thirds of the interior is separated from the former office area by a pair of lateral partitions that define a bay between the two principal spaces. This bay is in turn subdivided into two rooms: a small storage area that is accessed from the office, and a passage that includes a sink mounted in the northeast corner of the room and a toilet on the north half of the west wall. Whether there was ever a partition to separate this restroom area from a central passage suggested by the placement of the doors in the lateral partitions is unclear.

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Jackson County, Indiana

The freightroom has open wall framing on its north, south, and east sides. The pairs of freight doors slide into open pockets that are faced with spaced horizontal boards. These pockets are the same height as the wainscote of vertical boards that otherwise covers the lower third of the freightroom walls (Photos 6, 7, 8). The freight doors have plain stiles and rails enframing panels of vertical boarding beneath the exposed iron mechanism of the pulleys and tracks on which the doors travel. The partition on the west end of the freightroom is clad in vertical boarding and incorporates a ladder that is used to reach a loft area over the remaining spaces in the west end of the building. The freightroom has open roof trusses.

The enclosed areas in the west end of the interior have walls that are entirely clad in vertical beaded boarding; they may have once had ceilings clad in this same manner, though they presently have ceilings of plywood panels. The plumbing fixtures in the passage may be original (Photo 9). In the office, the wall treatment is slightly enriched by the use of a plain board as a chair rail running over the faces of the walls just above the sills of the paired windows, which have plain wide casings and projecting molded sills (Photo 10).

The freighthouse is a simple Stick Style building that has survived with a high degree of architectural integrity, even though its physical condition is poor. The greatest changes to the property have been to its surroundings, namely, the disappearance of most of the appurtenances of the rail line, including the wooden platforms that encircled the building and the set of tracks that has been removed immediately to the south of the building.

Despite its condition, the freighthouse is today the only such structure remaining as a tangible reminder of the transportation history of Seymour. Though there were once three passenger depots and at least one other freighthouse in Seymour, those structures have since vanished. The 1901 date assigned to the depot is taken from the 1914 valuation report of the Interstate Commerce Commission, as reported in Dr. Francis Parker's Indiana Railroad Depots: A Threatened Heritage, a 1989 statewide inventory.¹ That same work noted that seven of forty-three depots remained on the former Southern Indiana Railway line; of those, five had originally been built by the Southern Indiana.² Three that were shown were frame structures similar in character and details to the building at Seymour. The most similar was a freighthouse at Bedford, Lawrence County, Indiana (1899), which appears virtually identical except for the addition of a cross gable located midway down the length of the roofline.³ A cross gable was also a feature of a smaller combination depot at Burns City, Martin County, Indiana (1898), which additionally had an operator's bay on the trackside elevation.⁴ The most modest similar structure, a freighthouse at Alert, Decatur County, Indiana (1898), resembles the Seymour building in having the same roof form and exterior detailing.⁵

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Southern Indiana Railway Freighthouse
Jackson County, Indiana

The former Southern Indiana Railway Freighthouse is of local historical significance for its association with rail transportation as a factor in the development of the community.

Historical Context

The city of Seymour was created to capitalize on the point where two rail lines intersected. In 1852, the Jeffersonville Railroad was completed between Jeffersonville and Columbus with the goal of connecting Louisville and Indianapolis.⁶ This line crossed the property of a farmer, Meedy Shields, who learned in that same year that another line, the Ohio and Mississippi, had been surveyed through the nearby town of Rockford, two miles to the north. This line had the goal of ultimately connecting Cincinnati to the Mississippi River at St. Louis.⁷ Shields persuaded H. C. Seymour, chief contractor and civil engineer for that line to relocate the tracks over his property by donating the right of way through the entire township, land for railroad yards to be constructed, and \$ 1,200 in cash, as well as backfilling a three mile long right of way through swampland to enable the tracks to be built. For good measure, Shields named his new town after the engineer.⁸

The Jeffersonville Railroad developed into an important route between Indianapolis and Louisville that carried twelve daily passenger trains during its peak activity and eleven in the post-World War II era.⁹ The Ohio and Mississippi eventually became the Baltimore & Ohio Southwestern, a line that ran between Cincinnati and Vincennes.¹⁰

The Southern Indiana Railway was a line that began in 1886 as a route intended to connect Evansville and Richmond, Indiana. By 1893 a Chicago banker, John R. Walsh, had gained control of the line with the goal of connecting Chicago with the coal fields of southwestern Indiana and the limestone quarries of south-central Indiana. Walsh also acquired both limestone quarries and coal mines, developed the town of Oolitic, started a bank in Bedford, Indiana, and built a resort hotel at Trinity Springs, west of Bedford.¹¹ This line ran east and west just north of Seymour.

In order to connect this railroad to its intended terminals, Walsh had to gain connections to the routes of major rail lines. One such effort was his purchase of right of way and construction of a spur line into the center of Seymour in 1901 for the sake of reaching the existing intersection of the Jeffersonville Railroad (by then a part of the Pennsylvania) and the Ohio and Mississippi (which had by then become the Baltimore and Ohio Southwestern). This project included construction of a now-vanished passenger depot and the present freighthouse.¹² Comparison of two sets of Sanborn Fire Insurance Maps done prior to and after this event reveals that in order to build the new spur parallel and to the north of the existing B & O Southwestern line, the south halves of the blocks north of the existing tracks had to be purchased and their buildings removed.¹³

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After becoming financially overextended, Walsh's empire collapsed in 1905; it was eventually reorganized in 1910 as the Chicago, Terre Haute and Southeastern Railway. In 1921 this line was leased to the Chicago, Milwaukee and St. Paul Railway, commonly known as the Milwaukee Road; in 1927 this combination was reorganized as the Chicago, Milwaukee, St. Paul and Pacific Railroad. This company controlled forty-eight Indiana coal mines and dominated coal hauling in the state from 1922 until 1945. During both World War II and the Korean War, this was the only rail line whose own holdings extended from the Pacific coast to a point east of Chicago (at Westport, northeast of Seymour in nearby Decatur County), thus making it a major route for the movement of war materiel from the Crane Naval Surface Warfare Center, a federal supply depot located to the west of Seymour in Martin County.¹⁴ Passenger service on the line ended in July 1950, and the tracks were removed in 1980.¹⁵ The Milwaukee Road was merged into the Canadian Pacific's Soo Line Railroad in 1986.¹⁶

The former Southern Indiana Railway Freighthouse was used by the railroad for freight and storage until 1980. In that year it was bought by the John C. Groub Company, which used it as a warehouse for unused equipment from its chain of "Jay C" grocery stores and still owns the property.¹⁷ Though CSX Corporation still operates on an east-west line to the south of the former Milwaukee right of way (on what was once the B & O Southwestern line) all the other structures which had once existed to handle passengers or freight have since disappeared, leaving the former Southern Indiana Railway Freighthouse as the sole tangible reminder of the role rail travel played in the growth and development of Seymour.

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Southern Indiana Railway Freighthouse
Jackson County, Indiana

FOOTNOTES

1. Parker, Indiana Railroad Depots, p. 117.
2. Ibid., p. 26.
3. Ibid., p. 51.
4. Ibid., p. 54.
5. Ibid., p. 37.
6. Simons and Parker, Railroads of Indiana, p. 115.
7. Noblitt, The Composite History of Jackson County, Indiana, 1816-1991, p. 133.
8. Boley, The First Documented History of Jackson County, Indiana, 1816-1976, p. 118.
9. Simons and Parker, op. cit., p. 115.
10. Parker, op. cit., p. 23.
11. Simons and Parker, op. cit., 215-218.
12. Parker, op. cit., p. 46.
13. comparison of 1896, p. 3 and 1907, p. 9 in Fire Insurance Maps.
14. Simons and Parker, op. cit., pp. 144, 219.
15. Noblitt, op. cit., p. 138.
16. Simons and Parker, op. cit., p. 219.
17. letter from Martha McIntire to Craig Leonard, July 26, 2002.

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Southern Indiana Railway Freighthouse
Jackson County, Indiana

BOOKS

Boley, Edwin J., The First Documented History of Jackson County, Indiana, 1816-1976,
Seymour, Indiana: Graessle-Mercer Publishing Company, 1980.

Noblitt, Dr. Loren W., The Composite History of Jackson County, Indiana, 1816-1991,
Paducah, Kentucky: Turner Publishing Company, 1991.

Parker, Dr. Francis H., Indiana Railroad Depots: A Threatened Heritage, Muncie, Indiana:
Ball State University Department of Urban Planning, 1989.

Simons, Richard S., and Parker, Dr. Francis H., Railroads of Indiana, Bloomington and
Indianapolis, Indiana: Indiana University Press, 1997.

MAPS

_____, Fire Insurance Maps from the Sanborn Map Company Archives: Late Nineteenth
Century to 1990, Bruce M. Stave, General Editor, Bethesda, Maryland: University Publications
of America, Indiana Reel 26, 1993.

LETTERS

Martha McIntire to Craig Leonard, letter concerning present use of the former depot,
July 26, 2002.

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Southern Indiana Railway Freighthouse
Jackson County, Indiana

VERBAL BOUNDARY DESCRIPTION

The property boundary consists of Lots 1,3,5, and 7 of Block "T" in the Original Plat of the City of Seymour, Indiana. This is the boundary of the property as occupied by the structure plus the area once covered by the eastward extension of its freight platform.



(CHESTNUT RIDGE)
3861 IV NE
4910

2.5 MI. TO U.S. 31
NORTH VERNON 15 MI.

5730' → 4312670
16 596570

4913
SOUTHERN INDIANA
RAILROAD FREIGHTHOUSE