

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 Speedway Historic District

other names/site number \_\_\_\_\_

2. Location

street & number Roughly bounded by 16th St., Main St., 10th St., & Winton Ave N/A  not for publication

city or town Speedway N/A  vicinity

state Indiana code IN county Marion code 097 zip code 46224

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

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:

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:)

Signature of the Keeper

Date of Action

**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
- district
- site
- structure
- object

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

Contributing	Noncontributing	
304	46	buildings
0	0	sites
0	0	structures
0	0	objects
304	46	Total

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

N/A

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

DOMESTIC: Single Dwelling  
 COMMERCE/TRADE: Business  
 INDUST/PROC/EXTR: Manufacturing Facility

**Current Functions**  
(Enter categories from instructions)

DOMESTIC: Single Dwelling  
 COMMERCE/TRADE: Business

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

19th & 20th c. AMER.: Bungalow/Craftsman  
 19th & 20th c. AMER.: American Foursquare  
 19th & 20th c. REVIVALS:

**Materials**  
(Enter categories from instructions)

foundation CONCRETE  
 walls METAL: aluminum  
 WOOD: Weatherboard  
 roof ASPHALT  
 other SYNTHETICS  
 BRICK

**Narrative Description**

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

**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.)

Property is:

- 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 of age or achieved significance within the past 50 years.

**Areas of Significance**

(Enter categories from instructions)

COMMUNITY PLANNING &  
INDUSTRY  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1912-1955  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

(Complete if Criterion B is marked above)

N/A  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Unknown  
\_\_\_\_\_  
\_\_\_\_\_

**Narrative Statement of Significance**

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

**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):

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

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Speedway Junior High School Library

Speedway Historic District  
Name of Property

Marion IN  
County and State

### 10. Geographical Data

Acreage of Property 41.6 acres

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

1 

1	6	5	6	4	4	0	0	4	4	0	4	2	0	0
Zone		Easting				Northing								

3 

1	6	5	6	4	9	6	0	4	4	0	3	4	0	0
Zone		Easting				Northing								

2 

1	6	5	6	4	9	5	0	4	4	0	4	2	1	0
Zone		Easting				Northing								

4 

1	6	5	6	4	6	9	0	4	4	0	3	4	0	0
Zone		Easting				Northing								

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 Russell Archer & Charles Bennett; Paul Diebold  
organization Ball State University & Old Speedway City Neighborhood date 05-20-2004  
street & number 5151 W. 14th St. telephone 317/244-3359  
city or town Speedway state IN zip code 46224

#### 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 \_\_\_\_\_  
street & number \_\_\_\_\_ telephone \_\_\_\_\_  
city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**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.

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Continuation Sheet**

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The Speedway Historic District is located within the Town of Speedway in Wayne Township within the city of Indianapolis, the capitol of the state, in Marion County, in central Indiana. Marion County is set on a plain that is traversed by the White River.

The Speedway Historic District is the anchor for 4.2 square mile Town of Speedway. The boundaries of the Speedway Historic District coincide with the original platted boundaries of the town. The boundaries are 16<sup>th</sup> Street to the north, Main Street to the east, 10<sup>th</sup> Street makes up the southern boundary, and the western boundary is Winton Avenue.

Contributing and non-contributing properties appear in the resource count and on the map. The ration of contributing to non-contributing is just over four to one. The architecture of the Speedway Historic District consists of a variety of period revival homes and bungalows that reflect the popularity of these styles at that time in the United States. Bungalows, Tudor Revival cottages, American Foursquare houses, and variations of Colonial Revival were built by skilled laborers, clerks, plant managers and their families on the streets east of Main. In addition, the Speedway Historic District also offers a good representation of common architecture of business buildings. Along Main Street, forming the east edge of the district, one can find examples of commercial vernacular buildings, ranging in date and type to the simple classicism of the early 1900s to Art Deco-inspired storefronts of the 1930s.

Non-contributing buildings in the district are generally too young to contribute to the history of the development of this industrial suburb. An example appears in photo 20, at 4933 W. Ford Street. A few other homes were built within the period of significance but appear to have been drastically altered. Since the district is significant under Criterion A, the main thresholds in measuring contributing status were: a) Was the building present on the 1915/1954 Sanborn Fire Insurance Map? b) Does the building maintain reasonable integrity, such as massing, form, scale, or other material evidence of its age? Those buildings not shown on the 1954 map are a priori non-contributing, since they fall outside of the period of significance (1912 – 1955). Additionally, only primary buildings are counted as contributing for the purposes of this nomination.

**4950 W. 16<sup>th</sup> St.**

(See photo 1)

This one-and-a-half story English cottage house, built c. 1935, has a cross-gable plan and is constructed of red brick. The off-center front porch, supported by thin, square, brick columns, is integrated within the steeply sloping roofline. One gabled-roof dormer is present on the front façade. This house has two brick chimneys, one centrally located and the other on the outside of the front of the house placed just to the left of the front entrance door. A quarter-circle, multi-paned window flanks each side of the front chimney on the second story level while the remaining windows, in singles and in pairs, are of a six-over-six design.

\*\*student noted that the "foundation is not visible"

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**4965 W. 16<sup>th</sup> St.**  
(see photo 2)

This house is a two and one-half story frame American four-square covered with aluminum siding. It has a one story, full width porch with brick piers. Above the porch are two pairs of windows, symmetrically placed. The steep hip roof has a large hipped dormer centered on the front façade.

**5019 W. 15<sup>th</sup> St.**

Built c. 1930, this one story, hip-roofed bungalow sits on a rock faced cast concrete block foundation and is clad with white vinyl siding. Constructed of red brick and supported with square, brick columns extending to the ground, a gabled front porch extends across the west half of the front of the house. The main entrance door, protected by the porch, is wooden and is situated asymmetrically on the front façade of the house. The original wood-framed windows, in singles and in pairs, are of a three-over-one design. Wide overhanging eaves emphasize the bungalow design of this house.

**5023 W. 15<sup>th</sup> St.**  
(see photo 4)

This one-and-a-half story bungalow was built c. 1920. Clad in wood clapboard siding, the house sits on a low molded concrete block foundation that is rectangular in plan. The side gable roof, with a gabled dormer on the front, has wide overhanging eaves. Integrated within the roofline of the house, the front-facing, full-width porch is constructed of red brick on the base and white stone above. It is supported by square, brick columns extending to the ground. The paired dormer windows are stained glass while the remaining windows are paired and have a one-over-two design. Other features of this house include a side brick chimney and central doorway on the front façade.

**4969 W. 15<sup>th</sup> St.**  
(See photo 5)

This American four-square house, built c. 1920, exhibits an emphasis on horizontal lines. Its hipped roof has wide overhanging eaves and a hipped-roof dormer punctuating each of the four sides. A rusticated concrete block front porch, with a semi-open basketweave block design, is supported by thick, square wood columns. It spans the length of the front of the house where a wood and glass front entrance door is centrally located. The windows of the main body of the house, in pairs and in singles, are of a nine-over-one design, while those of the dormers are in pairs and are multi-paned. Wide aluminum siding faces all sides of the house. Other features of this house include a molded concrete block foundation and central brick chimney.



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**4957 W. 15<sup>th</sup> St.**

A 1-1/2 story bungalow with a gambrel roof built c. 1920 is located at this address. The primary siding is wood clapboard. The foundation is constructed of brick. The chimney is located on the east side of the house. The porch has been enclosed and it features contemporary windows.

**4925 W. 15<sup>th</sup> St.**

(See photo 6)

An example of an unusual American four-square with an Italian Renaissance style built c. 1930 can be found on 4925 West 15<sup>th</sup> St.. This is in the setting of a suburban area with tree-lined sidewalks. Around the house there is also a sidewalk, and a balcony on the back of the top floor. The balcony is smaller than the rest of the house and also has stone structure and stonework. This two-story house has no eaves; this house is in the shape of a block, so therefore the roof of the house is not taller than the rest of the house. The hip roof with slate and copper flashing has not been replaced so now it has a light green tint to it. The house and its interior chimney both have rusticated stone. The stone also has not had any work done to it since it has been built so some parts of the stone are stained from the weather. On the side of the house there are also six small limestone blocks, with no windows or stone work in the limestone. This house also has quoins along the side of the house and windows. The windows are casement style. The door has a transom and stonework surrounds it. The porch is original and is semi-octagonal in plan. The porch floor and its Doric columns are made of concrete.

William F. Rosner, owner of the long-time pharmacy at 16<sup>th</sup> and Main in Speedway (photo 21), built this house in about 1930. Rosner also served as chairman for the U.S. Selective Service Board No. 11 in the early 1940s.

**4931 W. 15<sup>th</sup> Street**

(right in photo 6)

This frame bungalow with brick porch dates from about 1920. In the 1940s, Henry and Minnie Noffke, owners of a small restaurant at 1502 Main in Speedway, lived here.

**4921 W. 15<sup>th</sup> St.**

(See photo 7)

This two-story bungalow style home was built c. 1900/1910. It has a cross-gabled roof and it is primarily sided in wood clapboard with some white aluminum siding. The roof also features the jerkin head style. The foundation is rusticated concrete block. The front door has sidelights and there is a bay window on the east side. Large concrete columns serve as porch supports. Finally, the front porch has a pedimented roof over the porch stairs.

There is similar house to this one at 4947 W. 16<sup>th</sup> Street. The 16<sup>th</sup> Street version has banded concrete columns for the porch, and the second floor front has a square oriel window in the center that reaches to the roof peak. The gable roof on 4947 lacks the jerkin head effect, but it is cross gabled like roof of 4921 W. 15<sup>th</sup> Street.

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**5056 W. 14<sup>th</sup> St.**

(center, photo 8)

This c. 1930, one and one-half story English cottage has a cross gabled roof. It is constructed of brick in a running bond. Stone quoins border the front entryway. The central entryway is flanked by two six over six windows. In addition, the central entryway has a rounded front door set within a steeply pitched gable entry.

**5052 W. 14<sup>th</sup> St.**

(see photo 8, right)

This c. 1930, one and one-half story clapboard house is an example of a front-gabled Bungalow. It features a limestone foundation. The brick front porch with hipped-roof has been enclosed with Craftsman-style windows and door. A small sliding window beneath the gable has three lights in one sash with one light in the other. Two Craftsman brackets support the overhanging eaves of the front gable.

**4971 W. 14<sup>th</sup> St.**

(See photo 10)

This c. 1930 two-story house is an example of an English Cottage. The stuccoed home features a front-gabled roof. The entrance bay section juts from the main house featuring its own smaller gable and small stoop. The arched entryway features little ornamentation. Windows have been replaced with four over four sashes. The roof is of asphalt shingles and has overhanging eaves on the side elevations. There is a chimney located on the side of the house. An addition has been added to the rear of the house.

Beauford Gavin, listed various in city directories as a master mechanic and later in the early 1940s, as a mechanical engineer, lived here. It is not known which industry he worked for in Speedway.

**4967 W. 14<sup>th</sup> St.**

(see photo 10, center)

This c. 1930 one-and-a-half story house is an example of Dutch Colonial Revival. Despite the addition of vinyl siding, the home retains much of its historic character. A concrete stoop leads to the protruding central entrance. Two pairs of decorative brackets flank the door, supporting the overhanging eave. The wood door features a fanlight. On each side of the entrance there are two large vinyl windows with six-over-one panes. The gambrel roof features asphalt shingles and a shed dormer that has two large windows above the first story windows, and two smaller windows above the entrance. A decorative planter is beneath the two smaller windows. The house has a brick chimney, partially concealed by a one-story addition.

In the 1940s, John Nadolny, a sales manager at Prest-O-Lite, lived here. In the mid-1930s, Glen L. Steckley, an attorney for the State of Indiana, was the resident.



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**5008 W. 13<sup>th</sup> St.**  
(right in photo 13)

This one and one-half story, aluminum sided gable front house dates from about 1910. It has a front porch with hip roof and wooden columns. The porch is screened in. The main gable roof has overhanging eaves. Above the porch are paired windows, with small windows toward the corner of each side wall.

**5054 13th St.**

A good American four-square, built c.1920, with a pyramidal roof occupies this lot. Grayish blue siding has replaced yellow siding. There is a shed porch made of red brick. A front dormer adds to this style. Landscaping has enhanced this fine example of architecture.

**5044 13th St.**

(right in photo 11)

A one and one-half story bungalow c.1920 is primarily white aluminum siding and a gray shingle roof. A smooth cut stone porch has been enclosed. There is a front dormer that has a jerkin style roof. A majority of the windows are one over one. The roof also has a central chimney.

**5014 12th St.**

A one-story bungalow with a front gabled roof and an interior brick chimney was built c. 1920. The windows on the front of the house are one over one Craftsman windows. A broad gabled front porch provides ample shade. The siding is primarily aluminum. The foundation is smooth concrete block.

**4980 12th St.**

An example of a massed side gable c.1940 can be found at 4980 12th St. It has a stone gable front addition. It has a gable roof and two one over one windows on the front. Two Doric columns accentuate the formal landscape around the house.

**4940 12th St.**

(See photo 17)

This bungalow style house was built c.1920. It has a rectangle form and a broad gabled porch has been added to the front. It is one story. It has a low stone foundation with a central chimney. The front window on the house is Craftsman style with ten panes on each side. The side windows are two over two. The porch is brick and the rest of the house is clapboard siding.

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**4929 11th St.**

(See photo 18)

A one and half story bungalow c.1920 is clad in blue aluminum siding. This house also has a large shed dormer on the front with a very large picture window occupying most of the dormer. The windows on the front are two one over one windows on each side of a central door. A shed porch has is held up by simple cream painted wood columns.

**4950 11th St.**

This ranch style house c.1950 with limestone walls also provides shade on front gabled front porch that has been added. A large picture window occupies the right side of the house with a one over one window on the left. The low pitched roof has been covered with smooth red shingles.

**4964 Ford St.**

(left in photo 19)

This one story, wood frame Colonial Revival cottage was built c.1925 and has a rock faced concrete block foundation, rectangular plan and side gable roof with short cornice returns. Its walls are covered in aluminum siding. The small front porch is centered on the façade and has a gable roof with returns. Porch posts are imitation wrought iron. Paired six-over-six windows are on either side of the front porch which houses a single door. Walter Blase, a candy maker in the 1930s, lived here. Blase was later a salesman for the Victor Furniture Company.

**4986 Ford St.**

This one and half story massed front gable c.1940 has a low stone foundation. On the front of the house is a large picture window with a one over one window on the opposite side. The house is covered with gray siding. A shed style front porch with bungalow columns has been added.

**4925 Ford St.**

A low foundation made of rock faced concrete provides support for this bungalow c.1920. The roof is a low, spreading side gable. It is one and half stories tall. Two one over one windows on the left side of the door compliment the one, one over one window on the right side. A front shed dormer appears behind the front shed porch that is supported by red brick columns. The rest of the house is covered with white aluminum siding.

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**4943 Ford St.**

(see photo 20, center)

This one story, wood frame bungalow has a concrete block foundation, and offset gabled porch with brick piers. Two residents of this house are associated with Esterline-Angus Instrument Company, one of Speedway's industries at the time. In the mid-1930s, John Casebourne, purchasing agent for Esterline-Angus, was the occupant. In the early 1940s, Robert Parke, an instrument maker for Esterline-Angus, lived here. The American four-square house visible in photo 20 (4939 Ford) was home to Robert Dudley, first a "melter" (worked with casting metals), later Dudley was a salesman.

**Main Street Business Descriptions**

**1564 Main Street**

(See photo 21)

This building is a commercial vernacular building, c. 1916. It is composed predominantly of red brick. At one time, it had two large paned windows on the left side of the building. It has three one over one segmental arched windows on the second story. The stepped parapets on the top of the building reflect the Arts and Crafts style of the early 20<sup>th</sup> Century. This building was originally the Rosner Drug Store. It was also the first commercial building built on Main Street. It currently serves as the home of the Speedway Town Press.

**1450 Main Street**

(See photo 22)

The old Speedway Theater was built in 1937. The style is Art Deco. The architect was J. Lloyd Allen. According to an article about the theater, original operator H.D. Orr said, "The exterior will be of brick with a deep maroon glass front and modernistic neon lights. There will be storerooms at each side of the marquee. The interior of the theater will be streamlined in the modern design in keeping with the Speedway idea." The theater now serves as the Trend House. The Trend House is a furniture store that has been in business for the last forty-three years.

**1200 Main Street**

(See photo 23)

The original Allison Plant One is located on Main Street between 12<sup>th</sup> and 13<sup>th</sup> streets. This building today is home to the Riley and Scott Engineering firm. The building looks much like the original except that the large first floor windows have been bricked in. This plant was built at the south end of the town away from the more commercial end of Main Street. This would also help to explain the more common styles of homes of the working class that are located on 13<sup>th</sup>, 12<sup>th</sup>, 11<sup>th</sup>, 10<sup>th</sup>, and Ford Streets.

Allison Plant One is a NeoClassical Revival building. The Sanborn Fire Insurance Map for 1915/1954 has a notation stating that the building was built in 1925. It was later used by the Allison Engineering Division of General Motors Corporation for the manufacturing of aircraft engine parts. The rest of the plant was located across Main Street, along with Prest-O-Lite, makers of auto batteries and headlights. Allison Plant One has an internal concrete frame. The middle portion is two stories high, with brick walls

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and stone detailing. The façade on this part is divided into three bays by four Doric pilasters that are two stories high. Large window openings filled the rest of the wall surface; the first floor windows were blocked off at some point, but the second floor windows were altered with glass block. The building has a full entablature with brick frieze and brick dentils, stone cornice and a brick parapet that hides the flat roof. The one story wings on either side also have an entablature but no pilasters.

**Building Inventory**

10<sup>th</sup> Street – north side only

**Contributing**

4956, 4952, 4946, 4934, 4926.

**Non-Contributing**

4980, 4960, 4942, 4936, 4930.

Ford Street – both sides from Auburn to Main (south side)

**Contributing**

4987, 4981, 4965, 4961, 4957,  
4953, 4943, 4939, 4931, 4929,  
4925, 4921.

**Non-Contributing**

4933, 4917

Ford Street – both sides from Auburn to Main (north side)

**Contributing**

4986, 4974, 4964, 4962, 4958,  
4954, 4950, 4944, 4940, 4934,  
4924.

**Non-Contributing**

4982, 4978, 4970, 4920, 4916.

11<sup>th</sup> Street – both sides from Auburn to Main (south side)

**Contributing**

4985, 4981, 4979, 4969, 4967,  
4963, 4959, 4953, 4947, 4943,  
4939, 4935, 4931, 4929, 4927,  
4919, 4917.

**Non-Contributing**

none

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11<sup>th</sup> Street – both sides from Auburn to Main (north side)

Contributing

4986, 4982, 4978, 4972, 4968,  
4964, 4962, 4952, 4950, 4940.

Non-Contributing

4956

12<sup>th</sup> Street – both sides from Winton to Main (south side)

Contributing

5075, 5025, 5019, 5015, 5009,  
5005, 5004, 4977, 4973, 4967,  
4965, 4955, 4953, 4949, 4945,  
4941, 4937, 4933, 4923.

Non-Contributing

5027, 5023, 4919, 4915.

12<sup>th</sup> Street – both sides from Winton to Main (north side)

Contributing

5030, 5028, 5022, 5014, 5006,  
5002, 4980, 4976, 4970, 4964,  
4952, 4950, 4948, 4944, 4940,  
4936, 4932, 4928.

Non-Contributing

5012, 4972, 4960.

13<sup>th</sup> Street – both sides from Winton to Main (south side)

Contributing

5045, 5041, 5039, 5037, 5033,  
5029, 5027, 5023, 5021, 5017,  
5003, 4979, 4977, 4971, 4965,  
4961, 4953, 4949, 4947, 4945,  
4941, 4935, 4933, 4931.

Non-Contributing

5011.

13<sup>th</sup> Street – both sides from Winton to Main (north side)

Contributing

5054, 5050, 5046, 5044, 5040,  
5032, 5028, 5024, 5020, 5016,  
5012, 5008, 4980, 4974, 4966,  
4958, 4946, 4944, 4942, 4938,  
4936, 4930, 4924, 4920, 4918.

Non-Contributing

5034, 4962, 4954.

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14<sup>th</sup> Street – both sides from Winton to Main (south side)

Contributing

5057, 5055, 5051, 5045, 5043,  
5035, 5031, 5029, 5025, 5021,  
5015, 5011, 5007, 5003, 4971,  
4967, 4965, 4957, 4949, 4945,  
4941, 4931, 4927, 4923, 4921.

Non-Contributing

5017.

14<sup>th</sup> Street – both sides from Winton to Main (north side)

Contributing

5056, 5062, 5058, 5056, 5052,  
5048, 5044, 5040, 5036, 5032,  
5028, 5024, 5020, 5010, 5004,  
4974, 4968, 4964, 4958, 4954,  
4950, 4944, 4940, 4934, 4930,  
4926, 4920.

Non-Contributing

4960, 4918.

15<sup>th</sup> Street – both sides from Winton to Main (south side)

Contributing

5069, 5065, 5061, 5055, 5049,  
5045, 5041, 5037, 5035, 5031,  
5027, 5023, 5019, 5012, 5009,  
5001, 4971, 4969, 4965, 4957,  
4947, 4945, 4941, 4935, 4931,  
4923, 4921, 4917.

Non-Contributing

none.

15<sup>th</sup> Street – both sides from Winton to Main (north side)

Contributing

5080, 5076, 5072, 5066, 5062,  
5058, 5054, 5040, 5034, 5030,  
5020, 5010, 5002, 4976, 4972,  
4970, 4966, 4960, 4954, 4948,  
4946, 4934, 4930, 4926, 4920,  
4918, 4914.

Non-Contributing

5046.



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16<sup>th</sup> Street – north side from Winton to 4924; south side from Winton to Main (south side)

Contributing

5070, 5035, 5023,  
4969 (house behind along Auburn)  
4965, 4957, 4947, 4921.

Non-Contributing

5067, 5011, 4969 (facing 16<sup>th</sup>)

16<sup>th</sup> Street – north side from Winton to 4924; south side from Winton to Main (north side)

Contributing

5080, 5066, 5064, 5062, 5054,  
5050, 5044, 5038, 5032, 5020,  
5014, 4980, 4966, 4960, 4956,  
4950, 4948, 4936, 4932, 4928,  
4924.

Non-Contributing

5088, 5024, 5002.

Winton from 12<sup>th</sup> to 16<sup>th</sup>, east side only

Contributing

1313, 1225, 1221, 1203.

Non-Contributing

none.

Auburn – east side only from 10<sup>th</sup> to alley S. of 12<sup>th</sup>; both sides from 12<sup>th</sup> to 16<sup>th</sup> (west side)

Contributing

1420, 1610.

Non-Contributing

none.

Auburn – east side only from 10<sup>th</sup> to alley S. of 12<sup>th</sup>; both sides from 12<sup>th</sup> to 16<sup>th</sup> (east side)

Contributing

1343, 1451.

Non-Contributing

none.

Howe Street – between former RR right-of-way and 12<sup>th</sup> Street (sites on east side of street only)

Contributing

none.

Non-Contributing

1133, 1129, 1125.

Loy Street – between former RR right-of-way and 12<sup>th</sup> Street (sites on west side of street only)

Contributing

1134

Non-Contributing

1120, 1114.

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Main Street – between 10<sup>th</sup> and 16<sup>th</sup> (west side of street only)

**Contributing**

Buildings at 1552 (4 buildings)  
Buildings at 1504 (2 buildings)  
Buildings at 1430 (4 buildings)  
Buildings at 1414 (2 buildings)  
1344, 1320, 1200, power substation  
at SW co. 11<sup>th</sup> and Main,  
1020, 1002.

**Non-Contributing**

Building at 1504 (1 building)  
Building at 1414 (1 building)  
1330, 1130, Building at NW co. 11<sup>th</sup>  
and Main, 1032, 1008.

TOTAL CONTRIBUTING - 304

TOTAL NON-CONTRIBUTING - 46

**Section 8 – Statement of Significance**

The Speedway Historic District is a primarily residential district established as Speedway City in 1912 and incorporated as the Town of Speedway in 1926. Speedway was an early example of a planned residential community for an industrial complex. The district represents a trend toward suburban development in Indianapolis. Enabled by the ease of interurban commuting and growing popularity of the automobile, hundreds of thousands of Americans retreated from the smog, crime, and diversity of the city to pursue a more carefree existence in the suburbs. The Speedway Historic District is eligible for listing in the National Register of Historic Places under Criterion A in the area of community planning and development; it is a classic example of the rise of suburbs during the 1920's, 1930's, and 1940's. The modest, vernacular, period revival homes and bungalows found in Speedway reflect the choices of architecture found in many middle class suburbs in the United States in the 1920's, 1930's and 1940's. The district has significance in the area of industry because of the important role of the Allison Engineering Company and its workers in the history of engine production in Indianapolis. The period of significance of the district begins in 1912 with the platting of the community and construction of several buildings in the district. It ends in 1955. Though development in the district had slowed by 1940, the relationship of industry, housing, and significant contributions to engine production continued in the district, beyond the fifty year mark.

Automobile and internal combustion engine manufacturing had a dramatic impact on Indianapolis. The industry grew out of agriculture-related manufacturing in Indianapolis. For example, Nordyke & Marmon made flour mill equipment before they used their metal working skills to make Marmon autos. Indianapolis had other industries, such as iron works, and excellent rail access for shipping and receiving of parts. The discovery and exploitation of natural gas deposits near Indianapolis in the 1880s and 1890s helped boost the move away from agriculture-related industries to heavy manufacturing. As early as the 1890s, some Indianapolis carriage makers were tinkering with adding internal combustion or electric motors to their light carriages. By 1909, Indianapolis had seventeen auto and auto parts makers in town, and they produced 6.99% of the city's total value of product (Indianapolis-Marion County Automobile Industry, p. 12). By 1910, Indianapolis was ranked fourth in the nation in auto manufacturing. Even Detroit companies built plants in Indianapolis. Ford ordered construction of a plant on East Washington

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Street, built 1914, that made Model T and later, Model A cars. Indianapolis makers concentrated on luxury or sports cars. Cole, Stutz, Duesenberg, and Marmon autos, all made in Indianapolis, commanded high prices from consumers and respect from other makers around the world. In 1919, Indianapolis had only seven auto makers, but the number of parts and gasoline-engine related makers had grown to forty. A quarter of the state's 192 auto or engine related businesses were in Indianapolis; combined, the industry accounted for 18.38% of the total value of products made in the city (Indianapolis-Marion County Automobile Industry, p. 12). By 1920, Indianapolis had a population of 314,194, and about 5,000 persons worked in auto assembly, parts, or related manufacturing firms (Conant). By 1929, in terms of value of product, auto and engine related industries ranked number one in the local economy, accounting for 17.34% of the value of all products made in Indianapolis (Indianapolis-Marion County Automobile Industry, p. 15). Indy-made engines found their way into nearly forty different makes of cars and trucks. While Indianapolis would never gain ascendancy over Detroit and other cities in terms of raw numbers, the city had leaders in the auto industry that impacted the nation as a whole. A significant part of that story was development of the greatest race in the world, the Indianapolis 500, and its industrial suburb, Speedway City.

The Indianapolis Motor Speedway materialized in 1909 after Carl G. Fisher, prompted by tire and engine failure common to many early automobiles, realized that field testing would improve the auto industry. The need for a testing ground would result in the Indianapolis Motor Speedway, where new ideas, engines, and parts could be tested under the most demanding conditions. Fisher contacted his friend Lemon H. Trotter to begin looking for suitable land for his track. Pressley farm, a cornfield located west of Indianapolis, was purchased; first a half section for \$200 per acre and later an additional 80 acres at \$300 per acre. Fisher had financial support from James A. Allison, a co-founder of the Prest-O-Lite Company, Frank H. Wheeler, president of the Wheeler-Schebler Carburetor Company and the Langsencamp-Wheeler Brass Works; and Arthur C. Newby, of the Indianapolis Stamping Company. The two and one-half mile racecourse had a dirt surface, and after the first sprint race in 1909, it became evident that a paved track surface was necessary for the safety and protection of the drivers. Shortly thereafter, the entire racetrack was paved, using over three million bricks.

In 1909 Carl G. Fisher told William Herschell, feature writer for the *Indianapolis News*, that he was mulling over the idea of creating an attractive residential area to complement the industrial sites emerging from the cornfields near the racetrack. "The automobile is at the dawn of a great development . . . airplanes are in their infancy but you will live to see the familiar travelers across the sky . . . We are coming into a fast-moving age and the old horse can't go the pace. Wouldn't it be a great idea to build a horseless city just opposite the (Indianapolis) Motor Speedway, an industrial city devoted to motorization of all traffic? Electricity and gas would be the motive powers. Every business house, industrial plant, and home would have the most modern equipment. The homes would be homes and not the kind of shacks that usually infest an industrial center." (*Story of Speedway*, p. 95)

Since the type of manufacturing facilities involved in headlight production were prone to explosions, Fisher and Allison moved Prest-O-Lite to farmland south of Crawfordsville Road in 1912. Prest-O-Lite made auto headlights that ran on acetylene gas, and they also made batteries for autos. The two had

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founded the company in 1904. The 1912 plant was located across from the new Indianapolis Motor Speedway. Since most of the factory's employees lived in Indianapolis, Mr. Fisher planned a model community to attract workers. The Town of Speedway would become the vision that Carl G. Fisher had in 1909.

Ads for Speedway City promised that prospective residents would find cement walks, curbs, gravel roads, shade trees, water, gas, electric lights, lighted streets, telephones, and good interurban service, all at \$10 down and \$10 per month. The Speedway Realty Company, headed by Fisher, Allison and their cohorts owned all the lots. The realty company promised that they were "safeguarding the interests of the community, by properly regulating the erection of dwellings as to the size and number of rooms in each; also that they shall be built of good material and with a view to architecture and workmanship" (Beautiful Speedway City ad, c.1913). Fisher and Allison did not specifically link employment at Prest-O-Lite or other of their factories with home ownership in Speedway. Perhaps the labor unrest at places like Pullman in Chicago had convinced them to shy away from concentrating workers in any given area. But nonetheless, many did work at the Allison, Prest-O-Lite, Esterline-Angus, or other industrial plants in Speedway.

In addition to being a residential suburb, Speedway can be seen as one of the first developments to have a specific business district within its planning. Lem Trotter and Carl Fisher knew that the residents would need businesses close. Because of this part of Speedway's development, examples of commercial architectural development can be seen along Main Street. The plat was clearly organized to have storefronts on Main. Because of their height, and the fact that nearly all houses would face north or south, the businesses formed a transition to the industrial uses located primarily across Main. Therefore, no one saw the factories from their front door.

In the 19<sup>th</sup> century, industrialists and speculators in Indianapolis developed suburbs. Brightwood, on the near northeast side of the city, was intended to be an industrial suburb centered around railroad repair shops. Clement A. Greenleaf and a group of investors platted Brightwood in 1872. Speedway was very different from other suburbs that were developing around Indianapolis in the early 20<sup>th</sup> Century. One such suburb of the era was Homecroft. Frank E. Gates established Homecroft as residential district in 1923. It was established as part of the trend toward suburban development not only in Indianapolis, but also across the nation. Homecroft was not developed around any industrial site or particular attraction yet it has gained National Register listing because of its association with events that have made a significant contribution to the broad patterns of our history. Speedway represents this pattern as well, but is unique because of its stated purpose to become a "horseless city."

Speedway also parallels the development of another suburb of Indianapolis, Beech Grove. Beech Grove, like Speedway, was tied to a particular form of transportation. Beech Grove's development really saw growth when the New York Central Railroad purchased 640 acres in 1906 to build a locomotive shop and equipment plant. Businesses and homes were constructed close to the plant. Several of the streets took on names of the major cities served by the railroad. Those names were Albany, Buffalo, Cleveland, and Detroit. Again, Speedway was similar in its development, yet remains unique in that its major influence



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was the automobile. Several of its streets are named for automobiles: Auburn, Winton, and Ford. In all of Marion County, Beech Grove is probably the most comparable 20<sup>th</sup> century industrial suburb. The Indiana Historic Sites and Structures Inventory for Franklin Township, Marion County, recognized the Beech Grove Rail Yards as a potential historic district. The commercial and residential area of Beech Grove has a character much like Speedway, yet its plat is more like a small town, with commercial and civic buildings on both sides of a central street, and various sizes of houses on the gridded streets on all sides. Though not surveyed as a historic district, Beech Grove's residential core would probably meet Criterion A and has similar integrity to Speedway.

The NHL listing for the Indianapolis Motor Speedway included the test track facility that Fisher and his fellow investors envisioned. The Speedway Historic District includes the original core of the community that supported the industries that in turn made the track possible. The district includes homes where workers, supervisors, local merchants and their families lived; commercial blocks where they bought everyday goods; and even several buildings where these same workers made auto or engine parts.

Allison Plant One is the sole example of a historic manufacturing plant located in the district. James Allison, founder of the firm, was close associate of Carl Fisher's, as explained earlier. Allison's own company began operations at a plant across Main Street, just south of the Prest-O-Lite Factory, known as Allison Speedway Team Company, in 1913. The company was formed to build race cars for the Indianapolis 500, but Allison only entered two cars, both in the 1919 race. Allison later bought and owned the race track in the 1920s. Allison changed the name of the firm to Allison Experimental Company in 1917, and his employees began making patterns and parts for Liberty aircraft engines for the Allied war effort. Liberty engines were used to power the DH-4, America's only combat plane to serve in the war.

Both Prest-O-Lite and the original Allison facilities have since been demolished. But Plant One, built in 1925, survives. James Allison's company earned military contracts to refit Liberty engines, and to make tanks and tank parts after WW I. Much of this work appears to have been done in Plant One. Allison died in 1928, and soon after, General Motors bought Plant One. They named the building Allison Engineering Division of General Motors in honor of Allison's achievements in the industry. Workers at Allison Plant One manufactured aircraft engines and other engine-related parts. Their most famous product was the Allison V-1710 engine, developed by the company in the 1930s. Plant One was the company's major production site of the engine during the Second World War, according to records on file at the current Allison plant. The V-1710 was used on three major U.S. WW II fighters, the Curtiss P-40 "Tomahawk;" the Bell P-39 "Air Cobra;" and Lockheed P-38 "Lightning;" as well as on early versions of the North American P-51 "Mustang." This 12 cylinder engine was the only American-made liquid-cooled power plant to be used in the war. Though outclassed for high-altitude work by the British "Merlin" engine, the dependable V-1710 nonetheless found its way into every theatre of operation and became a familiar sight and sound to many an Allied airmen and ground crew. According to records maintained at Allison's library, Plant One was used in the production of bearings as well as of the V-1710. General Motors continued to use the building until after World War II. The Allison Division took

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over production of two new revolutionary jet engines in the late 1940s, the J-33 and the J-35. The J-35 was used in production of the F-84 "Thunderjet," which saw extensive service during the Korean War.

Today, the history of this site has come full circle in a sense. Riley Technologies, a race car firm that designs Indy Racing League (IRL) autos and a racing version of the Trans Am, has used the building as their headquarters since the 1990s. Also in a quirk of fate, Rolls-Royce, makers of the "Merlin" engine that replaced the V-1710 originally scheduled for the P-51 fighter during WW II, recently made Allison a division of their firm. The Allison factories (just outside of the district) continue to produce innovative aerospace power plants.

Speedway typifies the suburb of the 1920's where inexpensive farmland provided an area to build affordable housing that attracted middle and working-class families who wanted to live near their place of employment and follow the American dream of becoming homeowners. The predominant architectural styles in Speedway represent a segment of architectural history known as popular housing. Lemon Trotter featured traditional period styles that symbolized respectability and economic security. Most prevalent in Speedway are bungalows and early twentieth century revival style houses.

The building of homes in the historic district continued throughout the period of significance, and improvements were made. Although Speedway has continued to grow, it still has cohesiveness. Perhaps this is due to the fact that the community successfully resisted annexation to Indianapolis and became an incorporated town in 1926.

Regardless of various alterations to community, the Speedway Historic District has maintained its integrity throughout the years. Within the Speedway Historic District, there is still a small middle-class community of well-maintained single-family dwellings. The significance of community planning and development is still as evident as it was when the small town was established in 1912, incorporated in 1926, and was just a dream of Carl G. Fisher in 1909.

### **Section 9 – Bibliography**

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**Section 10 – Geographical Data – Verbal Boundary Description**

Beginning at the southeast curb line of the intersection of W. 16<sup>th</sup> Street and Winton Ave., travel north to the point in line with the north property line of 5088 W.16<sup>th</sup> St. Proceed east along the rear (north) property lines of 5088-4924 W. 16<sup>th</sup>, including the north boundary of 1610 Auburn, to the east property line of 4924 W. 16<sup>th</sup> St. then go south to the south curb line of W. 16<sup>th</sup> St. Proceed east along the south curb line of W. 16<sup>th</sup> to the west curb line of Main St. Heading south, proceed along the west curb line of Main Street to the north curb line of W. 10<sup>th</sup> St. Moving west along the north curb line of W. 10<sup>th</sup> St., proceed west to the east curb line of Auburn St. Move north along the east curb line of Auburn St. to the alley just south of 12<sup>th</sup> St. Head west along the north side of said alley to the east curb line of Winton Ave. Finally, move north along the east curb line of Winton Ave. back to the point of origin.

**Boundary Justification**

The boundary includes the residential and commercial portion of the original plat of Speedway City. Outside of the district to the west, across Main Street, stood the original Prest-O-Lite factory that was part of the original development, along with other industrial buildings. The entire Prest-O-Lite complex was demolished c.2000, and other factories have been removed south of it. There is one factory building left

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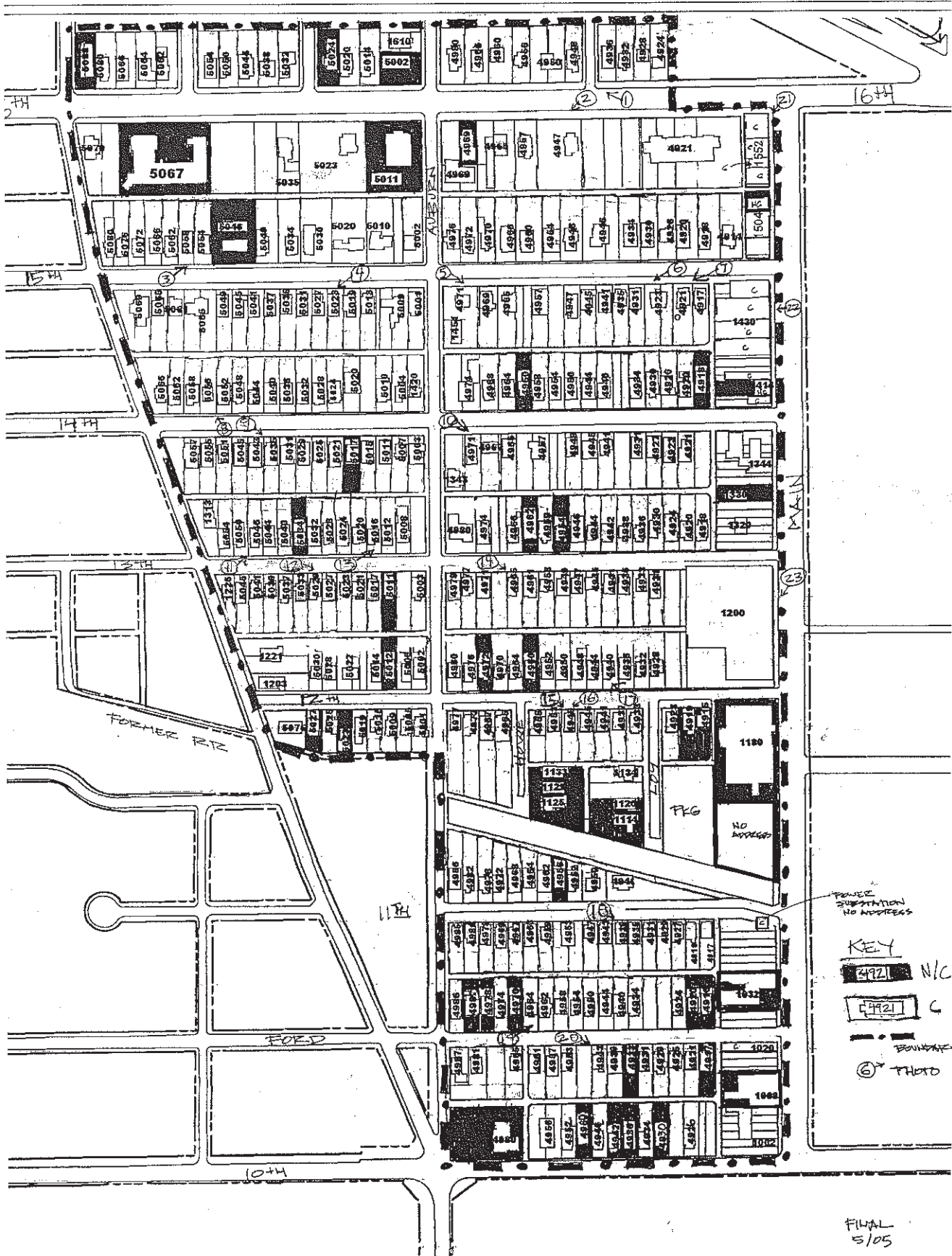
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east of Main, but, there are not enough historic buildings to connect to the district. West of Winton, a number of older houses remain. Most of these are scattered among non-contributing houses, so that the number of historic houses decreases as one moves very far west of Winton Ave. South of 10<sup>th</sup> Street stands the much later Allison factory that does not fall within the period of significance; it covers the entire stretch from east of Main to Auburn, across Auburn from it is a large, open lot. As one moves north of 16<sup>th</sup> Street, the number of contributing houses decreases, since this area was not developed until later. Site visits with the Indiana Division of Historic Preservation and Archaeology, as well as field survey work by Speedway Junior High School students, helped determine these boundaries.

# Speedway National Register District

## Marion County, Indiana



POWER SUBSTATION  
NO ADDRESS

KEY

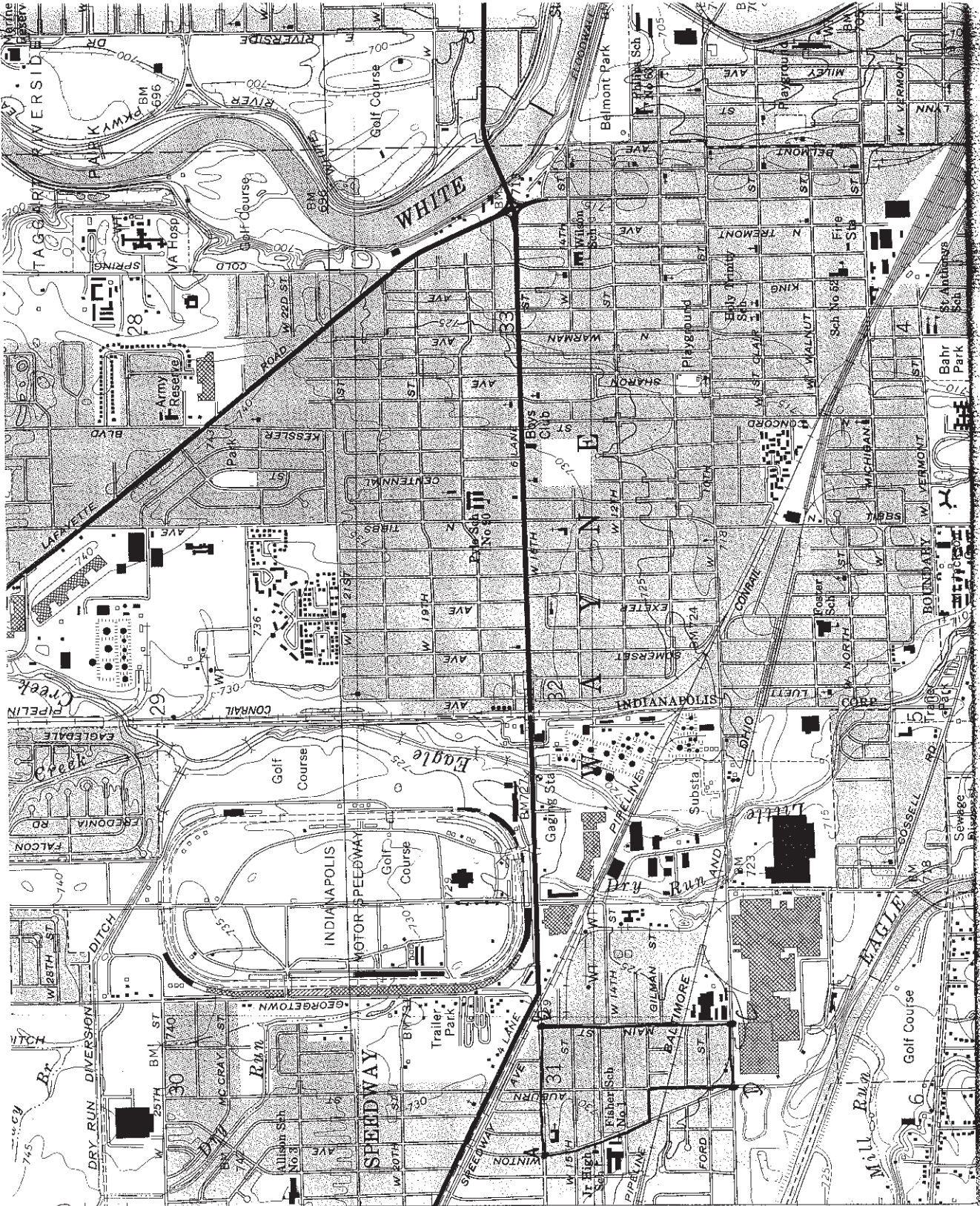
4921 NHL

4921 NHD

BOUNDARY

PHOTO





4406  
 BROWNSBURG 8 MI.  
 CLERMONT 4.2 MI.  
 47°30'  
 4404  
 T. 16 N.  
 T. 15 N.  
 830 000  
 FEET  
 4403  
 E 465 & U.S. 52

SPEEDWAY HISTORIC DISTRICT  
 SPEEDWAY MARINA  
 2001-2101 S  
 P. 10 504410  
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 6. 10 504410  
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 C. 10 504410  
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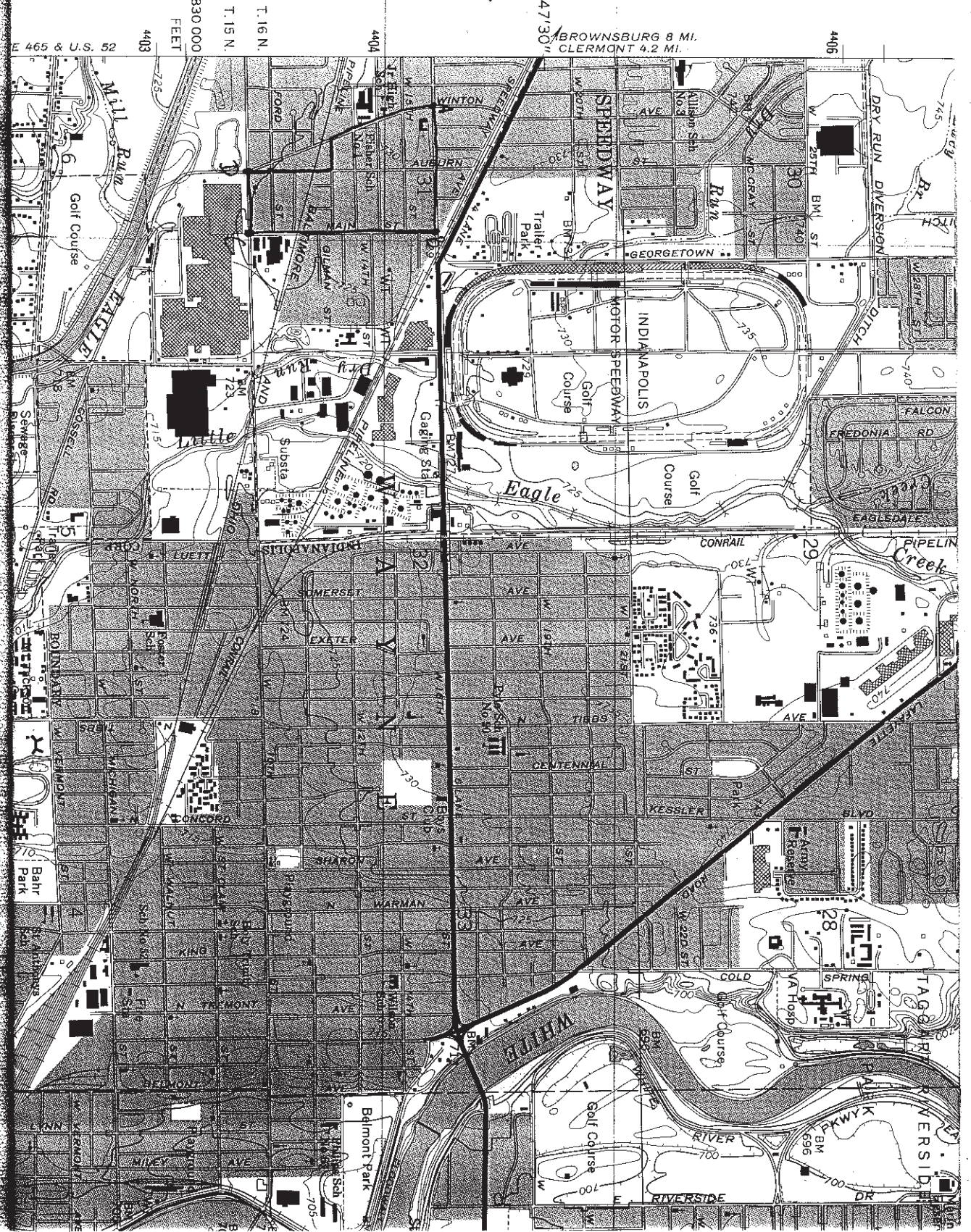
SPEEDWAY HISTORIC DISTRICT  
 SPEEDWAY, MARION COUNTY, INDIANA

A. 16 504400 T. 16 N  
 4404200

B. 16 504450 T. 15 N  
 4404210 830 000 FEET

C. 16 504900  
 44034100

D. 16 504490  
 44034100



47°30'  
 BROWNSBURG 8 MI.  
 CLERMONT 4.2 MI.

E 465 & U.S. 52

4406

4404

4403