

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. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

## 1. Name of Property

historic name Georgetown Historic District

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

## 2. Location

street & number Roughly bounded by Georgetown-Greenville Road on the west; an  
unnamed alley on the south; Canal Lane on the east; and Walnut  
Street on the north

N/A

not for publication

N/A

city or town Georgetown

vicinity \_\_\_\_\_

state Indiana code IN county Floyd code 043 zip code 47122

## 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

Signature of certifying official/Title \_\_\_\_\_

Date \_\_\_\_\_

IN DNR-Division of Historic Preservation & Archaeology

State or Federal agency/bureau or Tribal Government

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official \_\_\_\_\_

Date \_\_\_\_\_

Title \_\_\_\_\_

State or Federal agency/bureau or Tribal Government

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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:)

Signature of the Keeper

Date of Action

**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(s)  
 district  
 site  
 structure  
 object

Contributing	Noncontributing	
163	71	buildings
1	0	sites
3	0	structures
0	0	objects
167	71	<b>Total</b>

**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  
 DOMESTIC: Multiple Dwelling  
 DOMESTIC: Hotel  
 COMMERCIAL/TRADE: Business  
 GOVERNMENT: Firehouse  
 EDUCATION: School  
 RELIGION: Religious Facility

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

- DOMESTIC: Single Dwelling  
 DOMESTIC: Multiple Dwelling  
 COMMERCIAL/TRADE: Business  
 COMMERCIAL/TRADE: Specialty Store  
 GOVERNMENT: School  
 GOVERNMENT: Firehouse  
 RELIGION: Religious Facility

**7. Description**

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

- MID-19<sup>TH</sup> CENTURY: Greek Revival  
 LATE VICTORIAN: Italianate

**Materials**

(Enter categories from instructions.)

- Foundation: BRICK  
 STONE: Limestone

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LATE 19<sup>TH</sup> & 20<sup>TH</sup> CENTURY REVIVALS: Neo-Classical Revival  
LATE 19<sup>TH</sup> & EARLY 20<sup>TH</sup> CENTURY AMERICAN  
MOVEMENTS: Bungalow/Craftsman  
MODERN MOVEMENT: Ranch Style

Walls: WOOD: Weatherboard  
STONE: Limestone  
BRICK  
SYNTHETICS: Vinyl  
ASBESTOS  
METAL: Aluminum

OTHER:

Roof: ASPHALT  
METAL

### Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

### Summary Paragraph

The Georgetown Historic District is located primarily on both sides and north of SR 64, which acts as the historic downtown commercial center, and it encompasses approximately fourteen blocks in length running east to west through Georgetown. The district's earliest buildings are clustered around SR 64 on both sides, and then residential development primarily spread from there north to High Street and Walnut Street into the early to mid-1900s, fanning out to approximately Martin Drive and Georgetown-Greenville Road on the west and to Canal Lane on the east. The earliest buildings, dating to c.1835, are found along SR 64. Development located on SR 64 initially tended to include a mix of commercial and residential buildings, including an inn, a saloon, a post office, and a bank. The same composition remains true today, with a collection of retail stores, professional offices, and hair salons mixed among private residences. The district comprises slightly over fifty acres and is composed primarily of houses, totaling 126 in all. The houses are all typically modest in size, scale and design, but there is a range of high-style homes found among much more commonly found vernacular I-houses, gabled-ells, and bungalows. The primary architectural styles found are Greek and Gothic Revivals, Italianate, Queen Anne, Craftsman, and vernacular bungalows, L-plans and gabled-ells, ranches and minimal traditional homes. The Georgetown Historic District is also home to a collection of historic and newer commercial buildings and doctors' offices, two churches, two firehouses, a railroad bridge, and a school.

### Narrative Description

Georgetown is located in western Floyd County in Georgetown Township, and the city occupies approximately two square miles of land, with a population of approximately 3,000 residents. Its topography is more varied than most of Indiana, as the last glacier to cover the state more than 16,000 years ago did not reach as far south as Floyd County. Thus, when it retreated it had not scraped the surface flat in its wake like the rest of northern Indiana. As a result, southern Indiana remained hillier and it retained more acres of forests. In Floyd County there exists a range of hills called the "Knobs," which run north to south through the county and are approximately three miles in width. The Knobs create a hilly, undulating terrain throughout much of the county. Unlike the nitrogen-rich farmland of central and northern Indiana, Floyd County's soil is made up of clay, iron ore, and slate, which generally makes it poor for farming purposes except for a few fertile areas, some of which are found in Georgetown Township. However, vast quantities of limestone and sandstone were and are continued to be quarried in the area, and the prevalent first-growth forests also made Floyd County important in the timber business throughout the 1800s and into the 1900s. Georgetown Creek merges with Indian Run Creek just west of its town limits, and it runs east through town south of SR 64 before it empties into Georgetown Lake, just east of Henriott Road on the east side of town.

Located ten miles east of New Albany, the county seat of Floyd County, on SR 64 in western Floyd County near the Harrison County line, the earliest settlers to the Georgetown area came in search of land as early as 1804. In Indiana, the southern counties were the first to be populated by European settlers as they moved in from Kentucky and Virginia, traveling via the Ohio River or Indian trails beginning with the French trappers in the mid- to late 1600s. Floyd County's position on the Ohio River meant that it was one of the first areas in the state to be permanently settled by whites. Intrepid frontiersmen and their families soon fanned out from New Albany in search of land. Early settlers to Georgetown were drawn to arable farmland, which was somewhat rare to find in rocky and hilly Floyd County, as well as the potential for mill sites on Indian Creek and its tributary Whiskey Run, so named for the large number of distilleries that popped up along its

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banks in the early 1800s. Whiskey Run travels eastward through Georgetown and eventually it flows into the Ohio River. Initially SR 64 was known as Whiskey Run Road, which became a stagecoach route connected to New Albany in the early 1800s. Located along this route, Georgetown soon attracted commercial growth in the form of a general store, an inn, and a post office, in addition to those businesses which opened to cater to area farmers' needs like mills, blacksmiths, carpenters, and distilleries. By 1833 Georgetown was officially platted and its lots sold. In 1881 the Southern Railway laid tracks through town, which encouraged another modest boost of commercial and residential growth. Because it was relatively far away from the Ohio River, Georgetown did not experience steady growth like New Albany during the 1800s, and even today it remains a small community with 3,000 residents. Whiskey Run Road eventually became known as Main Street. During the 1920s the state numbered its highways, and at that time Main Street also became known as SR 64. It remains an important two-lane route running east to west through southern Indiana beginning in Floyd County and continuing west to Illinois. Most of the commercial businesses remain along this roadway just as they did in the early 1800s when Georgetown was an outpost town.

The Georgetown district is roughly bounded by Martin Drive, Georgetown-Lanesville Road, and Georgetown-Greenville Road on the west, an unnamed alley on the south, Canal Lane on the east, and Walnut Street and Mary Collins Lane on the north. The district is counted as one site, and it is composed of its platted streets, sidewalks, mature trees, and seventeen instances of historic curbing and retaining walls composed primarily of limestone or concrete. Of buildings, the district includes 126 houses (96 contributing, 30 non-contributing), 1 non-contributing apartment building, 10 commercial buildings (6 contributing, 4 non-contributing), 2 churches (1 contributing, 1 non-contributing), 2 firehouses (1 contributing, 1 non-contributing), 1 contributing school, 61 garages (30 contributing, 31 non-contributing), 10 sheds (all contributing), 2 carriage houses (both contributing), 11 barns (8 contributing, 3 non-contributing), 2 contributing privies, 1 contributing summer kitchen, 1 wash house, 2 contributing chicken coops, and 2 contributing workshops. Of structures, the district includes 1 contributing railroad trestle bridge, and 2 wrought iron fences (both contributing). In total, there are 163 contributing buildings, 3 contributing structures, and 1 contributing site, and 71 non-contributing buildings and 0 non-contributing structures. In all there are 144 total properties in the district.

Most houses are either of brick or wood frame construction resting on brick, limestone, or concrete foundations. Typical wall cladding includes wood clapboard, brick, and synthetic siding; some unusual examples display wood shingles and concrete block. Porches on houses built pre-1900 often feature turned wood posts and spindles, and sometimes decorative friezes, brackets, and arches. Post-1900 houses tend to exhibit concrete block knee walls and pillars on their porches. The district has houses that are typically one or two stories in height, and they display uniform setbacks from the road on nearly every block. On SR 64, many of the buildings on the north side of the street sit on a slight rise that slopes down to the sidewalk. On the south side of the street the land continues to slope away, and as a result some buildings there sit below street level. Lot sizes tend to be long and narrow within the older sections, and become wider post-1920. Additionally, many buildings retain original one and two car garages, carriage houses, and even barns. Most houses access these buildings via an alley, as most lots are too narrow for side driveways. Two properties also retain full or remnants of original wrought-iron fencing, and seventeen resources retain original limestone, brick, or concrete curbing/retaining walls. All blocks include sidewalks and street trees, which add to the neighborhood's unity and sense of place.

The prominent styles found in the district are Greek Revival, Gothic Revival, Italianate, Queen Anne, English Cottage, and Ranch. Vernacular building types primarily found are Queen Anne cottage, I-house, gabled-ell, T-plan, L-plan, bungalow, and minimal traditional. There are no properties within the district that have been individually listed on the Indiana State or on the National Register of Historic Places. The historians evaluated all buildings and structures built within the period c.1835-c.1960 in the district based on the amount of historic integrity they still possessed. Buildings that retained original materials, massing, form, and detailing to a reasonable degree were considered contributing resources. Some representative examples of resources in the district are described below.

The following buildings represent exceptional architectural merit and/or significant historical contributions to Georgetown's history. The numbers before each entry corresponds to its number under the "Property Number" on the Georgetown Historic District Resource List that begins on page 24 of this application.

No. 25: Georgetown Township Consolidated School – Contributing

This Neoclassical-style building designed by architect W.E. Gore is located at 8800 High Street and is known as the Georgetown Township Consolidated School. Built in 1925, this two story school has brick siding with a limestone beltcourse above the second story windows and at the water table, with soldier course brick beltcourses below each. The façade features a shaped parapet roofline with limestone coping, with inlaid star patterns just below. Two wings flank the

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center projected portion, with a design of rectangular soldier course brick patterns with limestone squares at each corner adorn the walls. The central portion features symmetrically placed window bays with a round arch opening of decorative carved limestone and brick inlay. Above the entry is a cartouche with a carved tablet inlay design of books, with the school name and date inscribed. The double glass doors are topped by a large multi-paned fanlight. The building's windows are one-over-two in sets of four and two, and are replacement vinyl casements, as well as single paned fixed vinyl windows. All the windows have limestone sills. The school features a 1936 rear brick addition, as well as a c.1955 large barrel-roofed gymnasium rear addition with brick and stucco walls with brick pilasters and two limestone beltcourses, as well as a new cafeteria and more classroom space. A c.2000 addition rear of the c.1955 addition is also of brick with standing seam metal walls and roof, with a single limestone beltcourse above the sunken first story windows, with a soldier course brick beltcourse found at the cornice line and half-way up the building. A limestone keystone is found at the center of the gabled parapet roofline on the rear elevation. The school's west elevation features multiple metal canopies and double glass doors, with a grass interior courtyard. Snuggled within a residential area of Georgetown, the school is accessible from SR 64 via a long entrance road, and it is surrounded by parking lots on its south, north, and east sides, and it has a playground to its north. Today this school functions as Georgetown Elementary School.

W. Earl Gore, a Paducah, Kentucky-based architect, designed this building. Gore was a prolific architect in the early 1900s, who designed the National Register-listed J. Roy Bond House in Elizabethtown, Kentucky, as well as houses, theaters, and other school buildings. His work was primarily located in the Louisville and Paducah areas of Kentucky, and few records remain about him. The first high school built in Georgetown in 1912 was located on SR 64. This building is no longer extant. Georgetown Township Consolidated School was built in 1925 to house grades 1 through 12, it was the first high school in the county located outside of New Albany. In 1955 the school held just over 500 Georgetown students, when it was expanded to include a gymnasium, cafeteria, home economics and shop classes. In 1966, when Floyd County consolidated its school districts, the Georgetown Township Consolidated School became an elementary school, which it remains today. Older students are now bussed to a county high school in nearby Floyd Central High School in Floyds Knobs. (This building is the subject of photo 20)

No. 41: Georgetown Firehouse -- Contributing

Built c.1940, this gable-front one-story building is located on a triangular parcel of land at the northwest corner of Georgetown-Greenville Road and SR 64 at 1305 Georgetown-Greenville Road, on the west boundary of the historic district. Resting on a cut limestone foundation, the building is clad in pressed metal plates that are shaped to resemble rock face concrete block. The metal roof includes an interior brick chimney with corbelling at the top. The original wood windows are singly placed and are glazed in a six-light hopper fashion, with metal safety grating covering them. A modern garage bay acts as the opening on the building's façade, which faces north. Today this building appears to house grounds keeping equipment for the Town of Georgetown.

The current Georgetown Township Fire Department, built c.2000, is located at Miller Road and SR 64 in the historic district (although rated non-contributing). It is one of only five total fire stations in Floyd County. This all-volunteer fire department was established in 1954 with three fire trucks, and their territory covers the entire township. A marker is located next to the former firehouse building commemorating its past purpose and stating its year of construction c.1940. (This building is visible on the left in photo 6)

No. 44: Sherman Minton House -- Contributing, non-contributing garage, contributing shed, contributing limestone curbing

Built c.1855, this two-story I-house at 9172 SR 64 is known locally as the Sherman Minton House, a Georgetown native who served as a United State Senator and a Supreme Court justice. Though remodeled with vinyl siding and replacement porch posts, this house retains its dual-pitched roofline, a full-length front porch, and some wood one-over-one windows with simple wood trim. The façade includes two entryways, one of which retains an Eastlake-style carved wood door with half-glass insert and a glass transom, located on a chamfered corner centrally-located under the porch. The house rests on a cut limestone foundation. Also on the property is a large shed on a raised cut limestone foundation with vinyl siding, and a newer two-car garage. A limestone curb landscapes the front yard and creates a retaining wall near the sidewalk.

This house is significant primarily for its connection to Sherman Minton, who was born here in 1890. A brilliant student, he decided to attend the larger New Albany High School rather than Georgetown High, a ten-mile trek one-way, and later went on to Indiana University, where he graduated with classmate and future presidential candidate Wendall Willkie. He then attended one year of graduate work at the Yale School of Law in 1916. After passing his bar exam he moved back to New Albany, where he lived until he enlisted for World War I to serve in Belgium and France between 1917 and 1919. After the war he resumed the practice of law in Indiana until 1934, when he was elected to the United States Senate, a post he served until 1941. Between 1941 and 1949 he served as a judge for the Seventh Circuit Court of Appeals,

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appointed by President Franklin Roosevelt. In 1949 President Harry Truman tapped Minton to serve as a justice on the United States Supreme Court, a position he held until 1956 when he was forced to step down for health reasons. Minton returned to New Albany, Indiana, where he lived until his death in 1965. In 1962 Indiana governor Matthew Welsh named the new double-decker metal arched bridge that spans the Ohio River between New Albany and Louisville the Sherman Minton Bridge in his honor. A local historical society placed a plaque outside of the Minton House in 1950 to commemorate Georgetown's most famous resident to date. (This house is the subject of photo 7)

No. 45: House -- Contributing

Located at 9164 SR 64 is one of the earliest extant houses in Georgetown, dating to c.1835. Constructed in the Greek Revival style, the building stands rowhouse-like with its neighbor, and it is a remnant of early 1800s-style of construction that once fronted this main highway. The two-story house is vinyl sided and side gabled with original six-over-six wood windows with elaborate wood trim surrounds and pedimented hoods. The entry is located on the west end of the symmetrically placed façade, and the door is a replacement paneled metal door with nine lights. A shed roof rear historic addition is present, and the house rests on a sandstone foundation.

This house is significant as one of two c.1835 buildings that are extant in the historic district. Facing SR 64, this house was likely one of the first buildings erected in Georgetown when it was still a sparsely populated village. It shares its east elevation with its neighbor, mimicking the rowhouse style residential buildings found in other early 1800s architecture in places like Cambridge City and New Albany. (This house is the subject of photo 8)

No. 47: Wolfe Hotel -- Contributing, contributing garage

Built in 1835, and sharing the title for Georgetown's oldest building with 9164 SR 64, is the Wolfe Hotel at 9150 SR 64. The imposing, two-story, double-pile structure is side-gabled with a full-width front porch on both the first and second stories. The building rests on a limestone and brick foundation, and it is clad in wood clapboard. The roof features an interior brick chimney with corbelling. The singly-spaced windows are wood and are glazed in a nine-over-six and a six-over-six pattern with simple wood trim. Under the porch are two entries with wood paneled doors and narrow glass transoms above each. The porches have replacement vinyl fluted columns that are symmetrically placed. Also on the property is a vertical wood sided two-car garage with two wood sliding bays that dates to c.1940

Built as the first inn or hotel on Whiskey Run Road in the small village of Georgetown in 1835 by David and Mary Wolfe, this building is one of the oldest extant buildings in Georgetown. The inn was a busy stopping point for stagecoach traffic, and later for railroad passengers. It was built and owned by the Wolfe family, who moved to Floyd County in 1812 and started out as farmers in the area. The hotel was passed to their son Charles Wolfe, who also owned a sawmill and an eighteen acre farm, as well as various lots in Georgetown's town limits. During a visit to Georgetown by President Harry Truman in the late 1950s to visit his ill friend Sherman Minton, he stayed at the Wolfe Hotel. As late as 1957 the building was still in the Wolfe family, owned at that time by Hewitt Wolfe as a private residence. Since then the hotel has been turned into apartments and then back into a private residence, after which it stood vacant for a number of years, suffering from neglect. Recently the Wolfe Hotel was purchased and it is currently being renovated. (This building is the subject of photo 9)

No. 50: Georgetown Bank -- Contributing

Built in 1909 and located at 9110 SR 64, the Georgetown Bank building is one of the last remaining historic commercial buildings in downtown Georgetown. The two-story brick building features a stepped parapet roof with limestone coping, a limestone beltcourse above the second story windows on the façade, and a cast iron storefront that includes plate glass windows and two entries. The façade is symmetrical, with singly spaced wood one-over-one windows with limestone lintels and sills, although some windows on the façade have been boarded. The storefront features decorative modillions at the top with embossed thin pilaster supports, and paneled knee wall designs. The two doors are located on each end of the façade and have large square glass transoms. The east door is paneled wood with a two-thirds glass insert that has been painted over. The west door is boarded with plywood. The building rests on a cut limestone foundation.

The Georgetown Bank opened in September 1909 in this building, and it was the town's first bank. Previously residents had to travel to New Albany for their banking needs. Sometime after 1957 this bank became known as Union National Bank of New Albany, and then it became home to the Georgetown Town Hall. In 1992 the Georgetown Town Council restored and expanded the building, which included scraping paint off the exterior, and restoring the interior's twelve-foot ceilings and wood floors. Citing expensive repairs and the presence of mold, Georgetown's Town Council vacated this building in 2009 and it has been meeting in a temporary vacant commercial space at 1070 Copperfield Drive since then.

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Today the former Georgetown Bank building stands vacant. (This building is the subject of photo 10 and is visible on the far right of photo 11)

No. 59: House – Contributing, non-contributing garage, contributing limestone curbing

A commonly found style in the district, though often modest in design, is Italianate, such as this house located at 8985 Kepley Road, on the east side of the street on a slight hilly rise. The two-story house has a low-pitched and slightly flared hipped roof with wide boxed eaves and a wide wood cornice. The walls have been resided with vinyl. The house retains its wood windows, singly and symmetrically spaced throughout the elevations, glazed in a one-over-one pattern with faux wood shutters. The window trim has been covered over with vinyl. A small, hipped porch is found in the west ell, and it is fairly ornate with square post supports, an incised wood frieze, and decorative brackets. Two doors are found under the porch, one on the façade and one facing west, with another door located on the west elevation. All three doors feature paneled wood with round-arched half-glass inserts. A newer two-car garage is also on the property, as well as a contributing limestone curb by the sidewalk. (This house is the subject of photo 15)

No. 60: House – Contributing, contributing garage

This house located at 8960 SR 64 was built in the English cottage style c.1940, and it is a good example of newer buildings in the district. The one story house is clad in a limestone veneer with a prominent exterior chimney clad in limestone veneer on the façade. It is cross gabled with very little eave overhang. The windows are vinyl replacements, glazed in a six-over-six pattern, with keystone decorations. A square fixed light west of the chimney has tracery glazing. The door is centrally located on the façade with only a small hood awning, and it is a round arched door with a small square light. Also on the property is a contemporary concrete block two-car garage that is contributing.

No. 67: House – Contributing, contributing garage

This Craftsman-style dormer-front bungalow located at 8860 SR 64 was built c.1920. It is a one and one-half story house with a gabled front dormer with three three-over-one lights, wide eave overhangs with rafter tails, and an integral shed roof porch. The walls are wood clapboard and have wood corner boards, and a cantilevered boxed bay is found on the west elevation with a shed roof. The wood windows are three-over-one and are found singly, paired, and in triples on each elevation, and they have cornice wood trim. The door is centrally located under the porch, and it is the original Craftsman-glazed wood door. The porch features two massive corner wood square supports with two smaller square wood supports in the center, with a stuccoed knee wall, and pointed spandrel arched openings. The house sits on a rock faced concrete block foundation. The property also retains a contemporary two-car brick and aluminum sided gable front garage with a newer metal paneled bay.

No. 91: First United Brethren Church – Contributing

Another early building located in the Georgetown Historic District is this one, located at 9215 SR 64, which dates to 1843. The one-story gable-front building is made of brick and it rests on a brick foundation. Designed in a modest Greek Revival style, the building features symmetrically placed singly spaced windows along the façade and elevations, and the building retains its original wood two-over-two glazed windows with soldier course brick arched lintels and limestone sills. Today the building houses a dentist office, and the entry has been remodeled so that it is recessed, with the door located on an angle. The main door is a newer paneled metal and etched glass storm door. A rear addition with aluminum siding and a shed roof likely dates to the late 1900s.

Originally built to house the United Brethren Church under Reverend John Evinger, this building is a good example of a modest yet nicely detailed public building that remains from the early to mid-1800s in Georgetown, particularly found along SR 64. The congregation outgrew this building in 1869 and moved east to its current location at 8965 SR 64.

No. 101: Dr. Taylor's Office – Contributing

Found throughout the district is the Shotgun-style house, like this house at 9125 SR 64, which was once local physician Dr. Taylor's office. Built c.1860, the gable-front house features cornice returns with wide cornice boards. It is clad in wood siding with fluted wood corner boards, and it rests on a cut limestone block foundation. The house retains its wood one-over-one windows with cornice wood trim. The front window is a larger picture window with a small rectangular transom above. The entry is located just east of the window and it retains its half-glass and carved wood door with a rectangular glass transom. A hipped porch roof with two simple square wood post supports covers the full width of the façade. A rear addition includes another entry with a paneled wood and half-glass door, which dates to c.1920.

Most commonly found in southern states or in tropical climates, the Shotgun style is a modest vernacular building type that is typically one-room wide, one-story tall, and several rooms deep. As a medical office, this shotgun would have

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efficiently suited its purpose, allowing for cross-breezes with little wasted space. The Shotgun style is thought to have come from enslaved African Americans from West Africa via Haiti, and on to New Orleans. Shotgun houses found in small, rural towns such as Georgetown usually are built free standing, while those built in larger cities were built in connected rows. Dr. Taylor, like many physicians of the age, built this office next door to his home at 9105 SR 64, a large double-pile house. Other examples of Shotgun styles found in the district include the houses at 9170 Walnut Street, 8510 SR 64, and 9085 SR 64. (This building is the subject of photo 12)

No. 103: House – Contributing, non-contributing shed

This Greek Revival-style house dates to c.1860, and is one of the larger houses fronting SR 64 that still exists from this era. With an L-shaped footprint, this two-story building features a cut limestone block foundation, with vinyl siding and a large porch that spans most of the façade beginning in the east ell. The roof includes cornice returns and wide cornice boards with three interior chimneys. The wood windows are six-over-six glazed with faux wood shutters, singly spaced throughout the building. The porch includes four simple square post supports with decorative brackets, with no balustrade. Under the porch, two separate entries are found and one additional entry is located at the east end of the house on the facade. The doors located on the west end and in the middle are paneled wood with half-glass inserts, and the door at the east end of the house is a simpler paneled wood with no glass. Based on its size and number of entryways, it is likely this house either functioned as a store or perhaps as a boarding house during the stagecoach days of early Georgetown, although nothing specific could be found about its history. (This house is the subject of photo 13)

No. 110: Dr. Engleman's House – Contributing, contributing garage

Built c.1885, this house was designed in the Queen Anne cottage style, a commonly found style in the district. Located at 9025 SR 64, this one and one-half story house rests on a cut limestone block foundation, and it has vinyl siding, chamfered corners, and a wraparound porch. The roofline features cornice returns, a wide wood cornice, and a gabled dormer with fishscale shingles, as well as a corner turret with an onion dome roof, topped with a finial. There is an interior and an exterior brick chimney present, and the house's complex roof is both hipped and gabled, typical of the fanciful Queen Anne style. The wraparound porch has a hipped roof with round wood support columns singly spaced, and a portion of it has been enclosed and is now screened in. The original wood one-over-one windows are trimmed with hoods, and small fixed windows are found in the front gable and in the east gable, both with round arch hoods. Two large transomed bay windows with leaded glass in the transom flank the front door under the porch. The entry is centrally located under the porch, and it features a wood paneled door with three quarter lights. Also on the property is a one-car gable-front contributing garage that has vinyl siding, with a brick chimney, which dates to c.1910.

This property belonged to another local doctor, Dr. Harry Engleman, who moved to Georgetown after graduating from medical school in Louisville in 1911 at the age of 31. When he opened his practice Georgetown already had four doctors. He held office hours in his house, as well as traveled all over the countryside for house calls. Dr. Engleman practiced medicine until suffering a stroke in 1942, at which point he was forced to cut back on his work. He eventually retired from medicine in the late 1950s, and wintered in Arizona for his health. He died at the age of 83 in February 1963, leaving behind a wife and no children. Dr. Engleman's tenure in medicine saw the practice evolve from house calls made in buggies, to specialist care in large modern hospitals, and he estimated that during his time as a doctor he delivered more than 1,000 babies. (This house is the subject of photo 14)

No. 113: United Brethren Church -- Contributing

This is the only contributing church located within the Georgetown historic district, and it is located on the south side of SR 64 at 8965. Built in 1894 in the Gothic Revival style for the United Brethren Church, today this building is home to the Assembly of God Church. This cross-gabled, side-steepled church rests on a brick foundation and it is clad in brick with a soldier brick beltcourse running between the windows of the raised basement and the pointed arch stained glass windows on the main floor. An octagonal bay can be found on both the east and west elevations with pyramidal roofs. The roofline features cornice returns and wood cornice boards, with a large exterior brick chimney on the east elevation. The windows are singly spaced pointed arch leaded stained glass with tracery, with limestone sills and soldier brick trim. A large bay pointed arched multi-paned stained glass window adorns the façade with a half-moon vent in the gable, both with limestone sills. In the gable on the west elevation is found an oculus window, and all the basement windows are four-paned wood windows. The main entry faces west and is found in the square steeple. It features a pointed arch opening with a slightly recessed pair of double wood paneled doors, topped by a pointed transom. The square steeple is located in the corner ell, and it includes four spires at each corner, with corbelling and decorative panels in the brickwork along its walls. A rear brick addition was added in 1963 that includes three-part aluminum windows and a gabled roof.

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Organized in 1820 by Reverend John Evinger in the home of John George Wolfe, the United Brethren Church built a temporary log church and school on land donated by Wolfe, which was called Pleasant Hill Church. The United Brethren congregation was the first to build a permanent church in Georgetown, which was a brick structure erected in 1843 on the south side of SR 64 at the west end of town at 9215 SR 64 (see entry No. 91 above). A wood frame church was next built on the location of the current building in 1869, but it was struck by lightning and burned to the ground c.1889. After that the congregation built this brick church. A split within the faith led to a schism in which part of the United Brethren Church followers merged into the Methodist Church in the 1960s, which is what happened to this parish. In 1962 the church became home to a non-denominational congregation and was called Georgetown Church. Today it houses an Assembly of God congregation. (This building is the subject of photo 16)

No. 116: House – Contributing, contributing garage, contributing limestone curbing, non-contributing shed

Located at 8935 on SR 64 is this Gothic Revival style house that was built c.1850. The building has an L-shaped footprint and it is one and one-half stories in height, with wood clapboard siding with wood corner boards and a standing seam metal roof. The roofline features cornice returns and wide cornice boards. The house rests on a cut limestone block foundation. A porch is located in the east ell and it includes a hipped roof with two chamfered support posts and one engaged post, spandrel arches between the posts, and decorative support brackets and pendants. The entry is located under the porch, and it features the original wood Eastlake style carved door with a half-glass segmental arch insert. Another door faces east under the porch but it is boarded over with plywood. Both entries retain rectangular glass transoms. Also on the property is a c.1920 one-car wood sided garage and a limestone retaining wall. This house is a nice extant example of a vernacular Gothic Revival style on a residence. It retains many of its original detailing and materials. (This house is the subject of photo 17)

No. 120: Commercial Building -- Contributing

Built c.1920 and located at 8905 SR 64, this gable-front building is located in Georgetown's historic commercial center. One story in height, the building rests on a concrete block foundation with wood clapboard siding. The original wood windows are retained, and they are one-by-one on the side elevations, and across the storefront's façade the windows are plate glass with transoms. The façade features four plate glass windows with pressed metal rectangular decorative panels above with a recessed glass entry door centrally located. On the façade in the gable is a one-over-one single window. This building is an example of an early 1900s-era vernacular style commercial building that is found in the district. Other common residential styles from this period include bungalows, minimal traditionals, and English cottages, such as those found at 9195 SR 64, 9065 Engleman Drive, 8950 SR 64, and 8415 SR 64 in the historic district. (This building is visible on the far right of photo 18)

No. 134: George R. Fox Saloon – Contributing, contributing garage

Built c.1870 and likely moved c.1910, this house was formerly known as the George R. Fox Saloon, Georgetown's first saloon. Currently located on the district's east end at 8605 SR 64, this modest gable-front building was originally located east of 8510 SR 64, and since its move it has been extensively renovated from its original design. It is one and one-half stories in height, with a standing seam metal roof and a gabled dormer on its east and west elevations. The front porch wraps around to the west and it has eight tapered wood square support posts with no balustrade. The walls are clad in vinyl siding and the windows are replacement vinyl glazed in a nine-over-nine pattern with simple trim. Under the porch are two doors, both facing west on the west elevation, with half glass and paneled wood designs with glass transoms above. A c.1925 detached two-car garage with vertical wood siding and a sliding wood bay is found to the rear of the property.

This building once housed the George R. Fox Saloon, situated on the south side of SR 64. Historic photos of the building reveal that it originally had roof cresting with a crest brick chimney but no dormers, wood clapboard siding with cornice returns, wood one-over-one windows (some with transoms), and a full-width front porch that did not wrap around. The west elevation included only one entryway, and the main entrance was centrally located on the façade under the porch. The saloon was a point of consternation for some members of the Georgetown community, as one photo caption declared that it was often the subject of attack in the form of smashed windows, particularly by Anti-Saloon League women in the early 1900s. Nevertheless, the George R. Fox Saloon received business both from travelers on the main highway through town, as well as from railroad traffic from the Louisville, New Albany and St. Louis Railroad line that was built in the 1880s. It is not clear when the saloon closed and the building was turned into a private residence, which it remains today. (This building is the subject of photo 23)

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No. 139: House – Contributing, contributing barn

Located at 8425 SR 64 on the south side of SR 64 is this vernacular upright-and-wing house with a transverse frame barn. The house is one and one-half stories tall with cornice returns and a wide cornice. The walls are clad in wood siding with wood corner boards. The front porch is located in the west ell and it project slightly from the house, and it is front gabled with two tapered wood pier supports on rock faced concrete block plinths, with a simple wood balustrade. The original wood one-over-one windows are singly spaced and have cornice wood trim. The door is located under the porch and is paneled wood with a two-thirds glass insert, and a glass transom above. Another entrance is found under a small gabled porch on the east elevation, with a simple paneled wood door and half-light insert. The property also retains a contributing transverse frame barn with a metal roof, vertical wood siding, a brick interior chimney and a sliding wood bay door. This house is a nice example of a typical vernacular style found in the district that has managed to retain most, if not all, of its original materials and design. (This house is visible as the second from left in photo 25)

No. 141: Commercial Building – Contributing

Another interesting example of newer buildings within the district is this one at 8401 SR 64, located on the eastern outskirts of the district. Built c.1945, this Art Moderne style building houses Cook's Marine, and it likely originally was a gas station or automobile repair shop. The one story building has a coved parapet roof, with square metal panels covering its walls. Three horizontal pinstripes near the cornice line act as the only decoration. The wood windows are plate glass, some of which have been painted over. The façade features two multi-paned glass bay service doors. The main entry is centrally located on the façade and the door is a newer half-glass and paneled metal storm with a metal awning above. The building has a streamlined look, typical of the Art Moderne style. This is the only example of the Art Moderne style in Georgetown.

No. 142: Georgetown Trestle

Spanning approximately 1,200 feet and with a seven foot wide deck, this railroad trestle located south of SR 64 runs parallel to SR 64, and was first built c.1880 for the Louisville, New Albany and St. Louis Railroad, with concrete reinforcements added c.1940. The steel trestle has concrete abutments along Georgetown-Lanesville Road to the east where the incline begins, as well as on the west end of the trestle near Kelly Avenue. The railroad deck has timber ties. The steel stringer trestle bridge is still in active service, and during the early to mid-1900s it was owned and operated by the Southern Railroad. It is now owned by Norfolk Southern Railroad. (This bridge is the subject of photo 26)

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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.

**Areas of Significance**

(Enter categories from instructions.)

EXPLORATION/SETTLEMENT  
ARCHITECTURE

**Period of Significance**

1835-1960

**Significant Dates**

N/A

**Significant Person**

(Complete only if Criterion B is marked above.)

**Cultural Affiliation**

N/A

**Architect/Builder**

Gore, W. Earl

**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 old or achieving significance within the past 50 years.

**Period of Significance (justification)**

1835-1960: The date of 1835 was chosen because it is the date of construction for the earliest structures within the district, and the date of 1960 signifies the end of development within the proposed boundaries. This period also represents the highest concentration of residential buildings built within the district, with a variety of architectural styles represented. Houses from this era hold similarities such as a common grid pattern with alleys for each block, and regular

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setbacks with sidewalks. For structures built in 1920 and later this pattern is not as evident, as development tended to situate houses on wider lots without uniform setbacks.

White settlers began trickling into Georgetown c.1807 and slowly began to build houses and commercial buildings along Main Street, which today is known as SR 64. By 1820 Georgetown had become a modest but growing village with a number of clapboard and log structures positioned primarily along Main Street. The two earliest buildings extant within the district today are found along Main Street, and they date to 1835. Georgetown remained in its settlement phase into the mid-1830s, at which point the small downtown commercial center began to flourish as a result of upgrades made to Main Street and the introduction of frequent stagecoach service. Growth, however, did not occur as quickly here as it did for Ohio River towns like New Albany and Louisville, which were enjoying boom years. The arrival of the Louisville, New Albany and St. Louis Railroad line in 1881 gave hope to Georgetown residents that the depot would encourage economic growth. Undoubtedly the railroad brought some new business and residents, but not enough to fundamentally change the makeup and size of Georgetown, which remained small and rural. The town continued to grow around Main Street, and gradually the rest of the district filled out with buildings primarily dating from post-World War I to c.1960 styles. The last buildings in the district were built c.1960, and they are generally located the farthest away from downtown on the district's eastern edges. By c.1960 the historic downtown center of Georgetown's building density was full, and developments began to be built on the eastern outskirts of town closer to New Albany. Today Georgetown's growth continues to be located on this side of town, as many residents commute to work in New Albany or Louisville, only a few miles away.

**Criteria Considerations (explanation, if necessary)**

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Georgetown Historic District is eligible for the National Register under Criteria A and C. The architecture found in the district embodies distinctive characteristics of early-nineteenth to mid-twentieth century styles, types, and methods of construction. The district is home to the highest concentration of the town's finest historic buildings, as well as to numerous modest vernacular styles, that when cumulatively evaluated presents a cohesive and distinctive historic character and identity typical of a very small Midwestern community. The physical shape and development of Georgetown's built environment is directly linked to its exploration and settlement period of the early 1800s. Early Georgetown settlers were drawn to the fertile land and abundant water located there, as well as to its proximity to New Albany, a major Ohio River shipping point. The village of Georgetown grew out of a small mill outpost along Whiskey Run Creek in the early 1800s that attracted settlers seeking land. This location was enhanced when Floyd County Commissioners built a road from New Albany to Georgetown and to points further west c.1830, connecting Georgetown to larger towns via frequent stagecoach service. This greatly encouraged and sustained Georgetown's early development from an isolated village into a growing small town. The building of the Louisville, New Albany and St. Louis Railroad in the early 1880s did much to encourage modest growth of Georgetown's commercial downtown that lasted into the early 1900s. Proof of its slow development and stabilization is evident in its population counts, which numbered approximately 100 people in 1820 to 300 in 1880, and this number increased to only 500 by the 1950s. Today its population is approximately 3000, which is due largely to the expansion of the town's boundaries in 1960 to four times its original size. Until that time Georgetown's town limits still resembled its original settlement pattern clustered along SR 64. The district encompasses Georgetown's finest high-styled architectural examples, including Greek and Gothic Revivals, Queen Annes, Italianates, and Craftsman, as well as a large number of outstanding vernacular examples of more modest I-houses, T-plans, shotguns, gabled-ells, bungalows, post-war cottages, and ranches. By 1960 the district's lots were full, and today the Georgetown Historic District represents the finest and most architecturally varied buildings in town.

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

The Georgetown Historic District is significant under Criterion A and C for its early settlement patterns that pre-date Indiana statehood, and for its outstanding architecture. In terms of its architecture, the district includes a variety of building types, including houses, commercial buildings, a former and a current firehouse, a school, a railroad trestle bridge, and two churches. It includes the oldest extant buildings: the Wolfe Hotel at 9150 SR 64 and a house located at 9164 SR 64, both of which date to 1835. Both buildings display the Greek Revival style, which is a common high-style found in the district built in the period between 1835 and 1860. A number of early buildings in the district display the Greek Revival style, including houses at 9177 SR 64, 9090 SR 64, 9020 SR 64, and 9093 SR 64. Gothic Revival style buildings are also

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commonly found and they are also some of the earliest built in the district, including the houses at 8791 SR 64, 8935 SR 64, and the United Brethren Church at 8965 SR 64. Two high styles most commonly found in the mid to late-1800s within the district are Italianate and Queen Anne, with examples of the latter including the Baker House at 9080 SR 64, and the houses at 8835 SR 64 and 8655 SR 64. The houses at 8840 SR 64, 9195 Walnut Street, and 9005 SR 64 represent Queen Anne styles. For buildings built later than 1900, the most prevalent high styled examples display the Craftsman style, as seen with the houses at 8860 SR 64 and 8670 SR 64, as well as with a c.1920 gas station located at 8705 SR 64. Most extant high-styled, non-residential buildings were built after 1900, and they include a wide range of architectural styles such as the Iron-front former Georgetown Bank Building at 9110 SR 64, the Neoclassical Georgetown Township Consolidated School at 8800 High Street, a parapet-front commercial building at 9161 SR 64, and an Art Moderne commercial business at 8401 SR 64.

The majority of styles found in the district are primarily vernacular in design. Examples from c.1835 to c.1860 are typically modest one-story buildings made of clapboard or brick. Most of these are gable-fronts (9001 High Street, 9094 SR 64, and 9215 SR 64), single-pens (such as the Clipp House at 9250 High Street), center-gable cottages (9201 SR 64), central passage (8610 SR 64 and 8590 SR 64), or hall-and-parlors (9075 High Street and 9130 SR 64). Between c.1860 and c.1900 prevalent vernacular styles being built in the district were larger one-and-one-half or two-story L-plans (9210 High Street, 8650 SR 64, and 9136 High Street), I-houses (such as the Sherman Minton House at 9172 SR 64), double-piles (such as the Wolfe Hotel at 9150 SR 64, the Dr. Taylor House at 9105 SR 64, and 9162 SR 64), gabled-ells (9055 High Street and 8620 SR 64), and T-plans (9180 High Street, 9180 SR 64, and 9140 SR 64), and often these would display some modest Italianate or Queen Anne embellishments in the trimwork, such as the houses at 8750 SR 64, 8780 SR 64, and 9005 SR 64. Houses built after 1900 became predominately one-story structures again, and included bungalows (9050 High Street, 9055 SR 64, and 9035 SR 64), Cape Cods (9120 Walnut Street and 8450 SR 64), minimal traditionals (9149 High Street, 9101 High Street, and 8430 SR 64), English cottages (8465 SR 64, 9160 High Street, and 8415 SR 64), and ranches (8940 SR 64, 8575 SR 64, and 9220 High Street). One vernacular architectural form that spans most of the 1800s and into the early 1900s in the Georgetown Historic District is the Shotgun style, and it was utilized for both residential (9125 SR 64, 9085 SR 64, and 9170 Walnut Street) and commercial (8510 SR 64) purposes. Always modest in size and scale, these buildings were utilitarian and typically lacked decoration.

The Georgetown Historic District is also significant under Criterion A for Exploration/Settlement. When Patrick Shields, his wife, and his black slave first ventured into what became Floyd County in 1804 from Virginia via the Ohio River, they settled on Knob Creek near the present site of Georgetown. They were the first permanent white settlers to the area, which was then Clark County. At that time dense vegetation and forests made traveling difficult, and bears, panthers, and bobcats were plentiful.<sup>1</sup> Later that same year more families arrived, including the LaFollettes, also from Kentucky, who settled on Knob Creek in what would become Franklin Township. Shields built a sawmill on Whiskey Run, a tributary of Little Indian Creek, which runs south of town, and he built his log cabin east of present-day downtown Georgetown in the area where a current drive-in movie theater stands on SR 64. Other than his sawmill, however, Shields did not actively try to promote the area to other settlers.<sup>2</sup> It was not until the arrival of George Waltz in 1807 before anyone had envisioned the creation of a village around this small outpost. The settlement of Georgetown in 1807 pre-dates both the establishment of any other Floyd County towns, including the county seat of New Albany (founded in 1813), as well as the creation of Floyd County itself (in 1819), and Indiana statehood (in 1816).

The Georgetown Historic District retains its architectural heritage and it includes a wide range of architectural styles and forms. No other community within Floyd County outside of New Albany currently has a similar district listed in the National Register, and no other district in New Albany includes such a wide-ranging period of significance. When compared with neighboring southeast Indiana counties located on the Ohio River, including Switzerland, Jefferson, Clark, Harrison, and Crawford counties, these counties only have historic districts within their county seats, such as the Old Jeffersonville Historic District, the Madison Historic District, or the Corydon Historic District, or they have listed smaller districts, such as the Ohio Falls Car and Locomotive Company Historic District in Clark County, that are listed in the National Register of Historic Places. No other nearby county with a similar history to that of Floyd's has a small town similar to Georgetown listed.

<sup>1</sup> C.W. Cottom, "Floyd County," in *Biographical and Historical Souvenir for the Counties of Clark, Crawford, Harrison, Floyd, Jefferson, Jennings, Scott and Washington, Indiana*, comp. John M. Gresham & Company (Chicago: Chicago Printing Company, 1889), 64.

<sup>2</sup> "Georgetown Celebrates Bi-Centennial," *The Georgetown Gazette* 3, No. 1 (April 2007): 1.

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**Developmental history/additional historic context information (if appropriate)**

The Georgetown Historic District is located in Georgetown Township, Floyd County, Indiana. The county is bordered on the north by Clark and Washington, on the east by Clark and the Ohio River, on the south and west by Harrison counties. Floyd County contains five townships: New Albany, Lafayette, Greenville, Georgetown, and Franklin, with the city of New Albany serving as the county seat.

The first European to explore the area is thought to be the French trader Robert LaSalle in 1669, who quickly established friendly terms with the area Delaware, Miami, and Potawatami tribes living there. Nearly 100 years later during the French and Indian War England forced France to give up all their holdings in America east of the Mississippi, and only a few years later the English lost this land during the American Revolution in 1783. In 1787 the Virginia legislature ceded a huge swath of land north and west of the Ohio River to the United States government, which came to be known as the Northwest Territory. In 1800 the Indiana Territory was created out of the Northwest Territory, with Vincennes made as the territorial capital and a single county (Knox County) formed, which included all of the present state of Indiana. The second county organized was Clark in 1801, which included all of present day Jefferson, Jennings, Jackson, Scott, Floyd, Harrison, Washington, Brown, Bartholomew, Shelby, Johnson, Marion, Hancock, Wayne, Randolph, Rush, Decatur, Orange, Martin, and Lawrence counties. It was during this period when whites from Kentucky, Ohio, and Virginia were entering southern Indiana via the Ohio River, and this part of the Indiana Territory was experiencing the most settlement while the rest of the state remained largely uninhabited by whites. In 1804 Indiana territorial governor William Henry Harrison brokered a treaty with native tribes that granted more than 50,000,000 acres of land between the Ohio and Wabash rivers to the United States' government, forcing the various tribes out. Because of this, most of the natives were already gone before white settlers began moving into southern Indiana, while wars against various Native American tribes by European settlers in the rest of the state lasted into the 1820s before the whites finally wrested all the land away and forced the tribes to leave for westward territories.

Over the years it has not always been entirely clear where Floyd County got its name. Some believed it was named in honor of Davis Floyd, a Clark County lawyer, judge, and a member of the Indiana Territorial Legislature, who petitioned to have the county created. Others argued it was named in honor of John Floyd, a Kentuckian who died in 1783 in an Indian raid in Jefferson County, Kentucky. It wasn't until a local historian in 2011 tracked down an historical news clipping before it could officially be determined that the county was named for Davis Floyd.<sup>3</sup> The county was formed in February 1819 and New Albany was named the county seat in March. The county contains 150 square miles, making it the second smallest county in Indiana, and Georgetown Township contains 17,220 acres. The county's topography includes a range of hills known as the "Knobs," which run north to south through the county about one to three miles wide, and rise to a height of approximately 500 feet above sea level. Beneath the Knobs can be found black slate, limestone, and sandstone, all of which are quarried in the county. Surrounding the Knobs the topography is hilly, but the land generally becomes level in the north and west portions of the county. The area around the Ohio River basin in the south is low-lying and fertile. Floyd County is known for its fruit production, particularly in the higher, hillier areas, and strawberries, raspberries, cherries, pears, peaches, and apples are harvested there. Grapes are also grown and the county is home to a number of wineries. Fruit is one of its largest crops, but also successfully harvested is corn, oats, wheat, and potatoes, particularly grown in the flatter areas of the county. Georgetown's development is tied to its proximity to the bustling Ohio River town of New Albany in the early 1800s, which lies only ten miles east of Georgetown, as well as to the building of a road from New Albany to Vincennes c.1830 on which Georgetown was located. Most early settlers to the area originated from Virginia, Ohio, and Kentucky, and came via the Ohio River.

One settler who did not originate from the Upland South was George Waltz, who immigrated to Philadelphia from Switzerland in 1804, and then traveled west to the Indiana Territory in 1807. Waltz bought land along the north side of Whiskey Run Road, now SR 64, in what would become Georgetown, with the hope of attracting more development there. He spread the word that his new homestead lay on fertile land with access to a good water source, and he boasted of its beauty to encourage other settlers to come. About that same time the Oatman family opened a ferry service just below the

<sup>3</sup> Dale Moss, "Newsmaker: Bill Smith; History Mystery Solved in Floyd," *Louisville Courier Journal* (12 June 2011).

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Falls of the Ohio near the future site of New Albany, which was responsible for bringing dozens of early settlers into the area from Kentucky. Upon entering the Indiana Territory, most traveled the Buffalo Trace north and west, and the Oatman Ferry is credited with populating Georgetown, Franklin and Greenville townships.<sup>4</sup> The Buffalo Trace was a well-used trail created by herding buffalo from Illinois to the salt licks in Kentucky, and this Trace became a main route of travel between Floyd County and Vincennes, where the first federal land office in the Indiana Territory was located. Local families to arrive after Waltz were the Burtons, the Yenowines, William Shaw, Philip Cook, and James Hickman. As each new resident came, Waltz divided up his land to sell. In the process he also provided land for those who wanted to establish businesses, and the first blacksmith and general store were built. Waltz opened a tavern where the community's first post office was housed, and his son Henry was its first postmaster.<sup>5</sup> While Waltz was dividing up his property for more and more settlers, three brothers from New York State, Joel, Abner, and Nathaniel Scribner, had just moved west and bought the land that would become New Albany in 1812. Thus, Georgetown is considered the oldest town in Floyd County since its founder, George Waltz, moved to the area first.

It was during the period between 1807 and 1833, when the town officially became known as Georgetown, that the settlement patterns along SR 64 (first known as Whiskey Run Road, then later as Main Street) were established. The first buildings were built primarily on the north side of this main thoroughfare as town founder George Waltz platted and sold off his land holdings to attract settlers to his village. This pattern is still visible today as most of the buildings in town are located north of SR 64. In 1833, land owner John Evans finally platted and sold his property along the south side of Main Street. With the building of a road through Georgetown from New Albany c.1820, most businesses and residences were built fronting this important road.

In 1816 Indiana was granted statehood, and three years later Floyd County was created out of land from both Harrison and Clark counties in 1819. Throughout the 1820s George Waltz watched his little village grow with waves of new settlers, and soon a small commercial center sprang up around Whiskey Run Road to serve the area farmers. Waltz owned land on the north side of Whiskey Run Road, and John Evans owned the land on the south side. From Waltz's many land divisions, the town had grown on the north side of the street, but Evans had refused to sell any of his land on the south. Undeterred, settlers continued to buy Waltz's land, and by 1830 the little community had numerous distilleries, two blacksmith shops, a carpenter, sawmill, tannery, general store, and a tavern. Originally Whiskey Run Creek was called Burton's Branch, but due to the high number of distilleries that set up shop along this branch of Indian Creek, locals quickly renamed it. Before railroads and planked roads, whiskey was easier to ship than corn, and it also brought farmers more money, making it a lucrative choice. The fact that SR 64 was originally dubbed Whiskey Run Road is further proof of this early industry in Georgetown. Local distilleries brewed their own applejack, a hard cider, which remained popular in New Albany and Louisville into the late 1800s. Finally in 1833, after years of remaining unconvinced that the village would grow, landowner John Evans decided to subdivide his land holdings there.<sup>6</sup> Even today this early pattern of development is evident as the north side of SR 64 in Georgetown is more developed than the south side.

The first graded road built between New Albany and Georgetown occurred c.1830, and with this development the village hit its stride. The new road utilized Whiskey Run Road (which eventually became known as Main Street) through downtown Georgetown and soon after it received regular stagecoach stops twice a week. It was during this period that the Wolfe Hotel was built in 1835, which was a popular meeting place for local residents as well. In 1833 the village officially became known as Georgetown, named in honor of its founder George Waltz. Four years later in 1837 the residents of Georgetown petitioned their county commissioners to create a new township out of Franklin Township. In an age when township government had a more direct impact on citizens than they do today, the elongated and large Franklin Township had no good roads to connect Georgetown, located in the northern part, with those living in the south, and it was not convenient for handling local government matters.<sup>7</sup> The petition prevailed, and the Floyd County Commissioners created Georgetown Township, carving it out of northern Franklin Township, in November 1837, and it was the last township created in Floyd County.

<sup>4</sup> Wayne Marshall, "Georgetown Has Reasons For Pride As It Observes 150<sup>th</sup> Birthday," *New Albany Ledger-Tribune*, no date, Floyd County Clippings File, History Room, New Albany-Floyd County Public Library, New Albany, IN.

<sup>5</sup> Ibid.

<sup>6</sup> Ibid.

<sup>7</sup> Stanley E. Trinkle, *History of Georgetown, Indiana* (No city: Publishers Printing Company, 1983), 7.

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In spite of these promising developments, Georgetown did not continue to grow at the pace of other nearby settlements, particularly those located closer to the Ohio River such as New Albany and Louisville. Riverboat traffic allowed those communities to thrive during the early to mid-1800s. Hopes were revived in Georgetown for another growth spurt with the arrival of the Louisville, New Albany and St. Louis Railroad that was completed in 1881, and included a stop in Georgetown. The tracks were laid south of downtown and they ran nearly parallel with Main Street through the length of Georgetown. A large train trestle was built southwest of downtown Georgetown, like so many others built throughout the line as the railway had to navigate the elevated Knobs of Floyd County. Not far from Georgetown, and also located in Georgetown Township, the Louisville, New Albany and St. Louis Railroad had to build a 4,689-foot long tunnel through solid rock in Edwardsville. The drilling, blasting, and digging took over three years to complete and is still in use today.<sup>8</sup> As a result of the new railroad, the stagecoaches ceased operations in 1881 since the trains brought the mail four times per day.<sup>9</sup> Town boosters at the time optimistically predicted that having a station along this line would make Georgetown rival, "... New Albany in population and business."<sup>10</sup> More businesses did come, such as a drug store, a cigar store, a soda fountain, and the George R. Fox Saloon at 8605 SR 64, which were built in part to accommodate railroad traffic. Ultimately, however, having a stop along the line did not generate enough wealth for the town to grow substantially. The driving economic force in Georgetown was still focused on serving the outlying farmers in the area, while larger businesses usually located in the county seat of New Albany or in Louisville, which were not very far away. In 1880 the population was 300 residents, and when the town celebrated its 150<sup>th</sup> birthday in 1957 its population had grown to only 500. Today Norfolk Southern Railroad operates on the former Louisville, New Albany and St. Louis line but the Georgetown depot no longer exists.

Throughout the rest of the 1800s and for most of the 1900s Georgetown remained a sleepy village. Fires in 1848, 1906, and 1949 caused serious damage to downtown Georgetown, destroying much of the business district in each instance. The townspeople always rebuilt, but many historical buildings were lost as a result of the devastation. In 1909 the community got its first bank, which is now closed, but the building remains at 9110 SR 64. In 1925 Georgetown built the Georgetown Township Consolidated School at 8800 High Street, which stands today but now functions as an elementary school. When constructed it housed grades 1 through 12, with a gym and a cafeteria, and it was the only other high school in the county outside of New Albany.<sup>11</sup> This building replaced a frame building located on Main Street that was built in 1912 but is no longer extant. Additions were made to the building in 1936 and in the mid-1950s, but it became an elementary school after 1966 when the county school district consolidated and began bussing older students to Floyd Central High School in Floyds Knobs. Since that time the school has had another rear addition made to it c.2000.

One particularly bright pupil who called Georgetown home was Sherman Minton. The Minton family moved to Georgetown in the early 1800s, where Robert Minton worked as a carpenter and a coffin maker in his shop on the north side of SR 64.<sup>12</sup> This building is no longer extant. Born on October 20, 1890, Sherman Minton was born to uneducated parents and grew up at the house now located at 9172 SR 64. Early on he displayed a brilliant academic mind and a determination to better himself. When his family moved to Texas in Minton's teenage years he bought passage back to Georgetown to finish his high school education. Minton trekked the nine miles twice a day to attend the larger and better-equipped New Albany High School rather than enroll in Georgetown High School.<sup>13</sup> After graduating he entered Indiana University to study law, doing odd jobs to pay tuition. He graduated first in his class in the College of Law in 1915.<sup>14</sup> With the aid of a \$500 scholarship Minton then went on to attend Yale Law School, where he continued to win academic accolades. One of his law professors was William Howard Taft, who began teaching constitutional law there after losing his second presidential bid in 1912 to Woodrow Wilson. Taft once prophetically chided Minton in class about an argument Minton was making by saying, "I am afraid, Mr. Minton, that if you don't like the way this law is interpreted, you will have to get on the Supreme Court and change it."<sup>15</sup>

<sup>8</sup> *History of the Ohio Falls Cities and Their Counties* (Cleveland: L.A. Williams & Co., 1882), 263.

<sup>9</sup> Trinkle, *History of Georgetown*, 18.

<sup>10</sup> Cottem, "Floyd County," 71.

<sup>11</sup> Indiana University Division of Research and Field Services, School of Education, *A Comparative Study of the Schools of the Floyd County School Corporation, Floyd County, Indiana* (Bloomington, IN: Indiana University Press, 1955), 49.

<sup>12</sup> Trinkle, *History of Georgetown*, 10.

<sup>13</sup> Belknap, Michal R., "Sherman Minton," in *The Vinson Court: Justices, Rulings, and Legacy* (Santa Barbara, CA: ABC-CLIO, 2004), 82.

<sup>14</sup> "Sherman Minton, 1890-1965," *Journal of the American Bar Association* 51, no. 7 (July 1965): 663.

<sup>15</sup> *Ibid.*

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After graduating from law school he returned to Indiana, was admitted to the Indiana Bar, and he set up a law office in New Albany in 1916. America entered World War I he enlisted in the Reserve Corps and served as a staff officer under General Pershing. He served twenty-seven months in Belgium and France, and he even squeezed in time to take law courses at the Sorbonne while stationed in Paris.<sup>16</sup> When he returned Minton became partner in a New Albany legal firm known as Stotenburg and Weathers. In 1933 Democratic Governor Paul McNutt appointed Minton public legal counsel to the Indiana Public Service Commission, and only one year later he was elected to the United States Senate as a New Deal candidate. In 1937 Minton became the assistant majority whip in the Senate, and in 1938 he became whip. Throughout his senatorial career Minton only voted against President Franklin D. Roosevelt's agenda twice.<sup>17</sup>

In 1940 Minton lost his Senate seat, at which time President Roosevelt hired him as his executive assistant. In 1941 Roosevelt appointed him an appellate judge for the United States Court of Appeals for the Seventh Circuit in Chicago, Illinois. He held this post until 1949, when Minton was successfully nominated to the United States Supreme Court by his close friend and former Senate colleague President Harry Truman. During his tenure as Supreme Court Justice, Minton became decidedly less liberal in his rulings, and he voted in alignment with the conservative bloc on the Court over 80% of the time.<sup>18</sup> However, Minton did rule in favor of Brown in the famous case *Brown v. Board of Education*, and throughout his seven year career on the Supreme Court, Minton maintained a record of opposing racial and religious discrimination. However, Minton could not escape the anti-Communism fervor of the period, and he voted in favor of a ruling that upheld a state law to fire "disloyal" public school teachers.<sup>19</sup>

In 1956 Minton was forced to retire due to deteriorating health, and he returned to New Albany to live. In 1957 Minton was the keynote speaker for Georgetown's 150<sup>th</sup> anniversary celebration, along with two descendants of George Waltz, who had since changed their surname's spelling to Walts.<sup>20</sup> During that ceremony a local historical society placed an historic marker at the site of Patrick Shields' log house, which had since been utilized for an outbuilding. Today Shields' house is no longer extant. On April 9, 1965, Sherman Minton died at the age of 74, and he is buried in Holy Trinity Cemetery in New Albany.<sup>21</sup> Minton is remembered today with a plaque at his childhood home in Georgetown, and the double-decker metal truss bridge spanning the Ohio River between New Albany and Louisville was named the Sherman Minton Bridge upon its opening in 1962 in his honor by Indiana governor Matthew Welsh. His house in Silver Hills, just outside of New Albany in which he lived beginning in the early 1940s, and the Elsby Building in downtown New Albany where his law office was located both still stand today.

While town founder George Waltz envisioned his town would grow into a bustling hub, in reality it always remained a quiet small town. Despite an optimistic outlook for future growth, which was greatly encouraged with the addition of a depot stop just south of SR 64 in downtown Georgetown along the Louisville, New Albany and St. Louis Railroad in 1881, the town was not destined to grow into a bustling commercial center. Its distance from the Ohio River crippled Georgetown's development in the early 1800s when river transport built up nearby cities like New Albany and Louisville. As such, Georgetown's primary economic role was to support area farmers. The town's boundaries remained nearly the same as they had when George Waltz and John Evans sold and platted their holdings on Main Street in the early 1800s until January 1960. In that year the town council expanded the boundaries to approximately four times its original size, increasing its population to over 1,000 residents from approximately 750, and today its population is close to 3000.<sup>22</sup> Until the late 1950s Georgetown residents still relied on wells for their water, and the implementation of a public water system was and remains the largest infrastructure project the town ever undertook. In 2007 Georgetown celebrated its 200<sup>th</sup> anniversary, marking it as one of the state's oldest established communities.

Today a handful of buildings that date to Georgetown's early settlement period remain, though many have been renovated. Georgetown's Main Street is no longer known as Whiskey Run Road, though there is another road with that

<sup>16</sup> Belknap, "Sherman Minton," 84.

<sup>17</sup> Ibid.

<sup>18</sup> Ibid., 85.

<sup>19</sup> Ibid., 86.

<sup>20</sup> Al Bolin, "Georgetown to Honor Pioneer Who Played Key Role in 1807 Founding," *Louisville Times* (November 9, 1957): 2.

<sup>21</sup> Floyd County Historical Society, *This Is Our Community* (New Albany, IN: n.p., 1994), 47.

<sup>22</sup> "New Town Boundary," *New Albany Valley News* (January 21, 1960).

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name in town, as well as a Waltz Road. Main Street became Indiana State Road 64 when the state began to systematically number their highways beginning in the 1920s, and SR 64 crosses the state for 107 miles, where it ends at Interstate 64 near Edwardsville. The town retains an interesting array of architectural styles in its buildings, with a particularly high number of early to mid-1800 examples. Though some high-style architecture can be found in Georgetown, the predominant styles are vernacular in design and scale.

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## 9. Major Bibliographical References

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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
- 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: \_\_\_\_\_

Historic Resources Survey Number (if assigned):

043-237-46001-143

**10. Geographical Data**

**Acreage of Property** 52 acres

(Do not include previously listed resource acreage.)

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**UTM References**

(Place additional UTM references on a continuation sheet.)

1	<u>16</u> Zone	<u>590408</u> Easting	<u>4239310</u> Northing	3.	<u>16</u> Zone	<u>589256</u> Easting	<u>4238825</u> Northing
2	<u>16</u> Zone	<u>590412</u> Easting	<u>4238948</u> Northing	4	<u>16</u> Zone	<u>589140</u> Easting	<u>4239362</u> Northing

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

Beginning at the northeast corner of Martin Drive and Walnut Street proceed north to the northwest corner of the property located at 9190 Walnut Street and proceed east along the north lines of the properties on the north side of Walnut Street, to the northeast corner of 9120 Walnut Street. Then proceed south along the east lot line, then west along the south lot line. Turn south, crossing Walnut Street, and then continue south along the east lot line of 9195 Walnut Street. Proceed east along the north lines of the properties on the north side of High Street, crossing Kelly Avenue and Roy Street, to the southwest corner of 9045 Walnut Street, then follow its west, north and east property lines to the southeast corner of 9045 Walnut Street. Continue east along the north lines of the properties on the north side of High Street, crossing Engleman Drive, to the northeast corner of 9000 High Street. Proceed south along the east property line of 9000 High Street, crossing High Street, and continue along the east property line of 9001 High Street, crossing Mary Collins Lane to the southwest corner of Mary Collins Lane and Kepley Road.

Proceed west crossing Kepley Road and at the northwest corner of the property at 8985 SR 64 proceed east along the north lines of the properties on the north side of SR 64, turning north to include the irregular property at 8910 SR 64. Proceed east, crossing Miller Lane and Merry Way, to the northwest corner of 8810 SR 64. Proceed north along the west property line of 8800 High Street, crossing High Street and Ferber Lane, then continue approximately ten feet beyond the school to its northwest corner then travel east along its north boundary line to Shady Lane, then continue south, crossing High Street to the southwest corner of Shady Lane and High Street. Travel west along the school's property line and then south along the east property line to the northeast corner of 8780 SR 64. From there continue east along the north lines of the properties on the north side of SR 64, crossing Shady Lane, Bowman Drive, and Sara Lane to the northeast corner of the property at 8408 SR 64.

Travel south along the east property line of 8408 SR 64, cross SR 64, and continue along the east and then south property lines of the property at 8401 SR 64. Continue west along the south lines of the properties on the south side of SR 64 crossing Bowman Drive and Watts Road to the southeast corner of the property at 8825 SR 64. Continue south crossing the railroad tracks and an unnamed alley, and continue south to the southeast corner of the property at 1665 Walts Road, then continue west to the southwest corner, and then north to the northwest corner of 1665 Walts Road, continuing north to the southwest corner of the property at 8905 SR 64, crossing the railroad tracks and an unnamed alley. From there, continue west along the south lines of the properties on the south side of SR 64, crossing Wissman Road (Kepley Road becomes Wissman Road south of SR 64), Roy Street, and Kelly Avenue, to a point directly north of the northeast corner of the railroad trestle.

From there proceed south, crossing the railroad tracks and an unnamed alley, then follow the east property line of the property at 1650 Georgetown-Lanesville Road until reaching its southeast corner. Then travel northwest along the south property line to the southwest corner of the property, and then north along the property's western line. Continue north, crossing the unnamed alley until reaching the south property line of the railroad tracks. Travel west along the southern property line of the tracks, crossing Georgetown-Lanesville Road, until a point approximately three hundred feet west of the southwest intersection of Georgetown-Lanesville Road and the railroad tracks. Continue north crossing the tracks to the tracks' northern property line, and continue east along the northern property line of the railroad, crossing Georgetown-Lanesville Road, to the northeast intersection of the tracks and Georgetown-Lanesville Road, a distance of approximately

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300 feet. Continue north along the west property line of the property at 9225 SR 64, crossing SR 64 and traveling northeast along the west property line of the property at 1305 Georgetown-Greenville Road, and crossing Georgetown-Greenville Road to the property at 1300 Georgetown-Greenville Road. From there continue northwest to the property's southwest corner to include the south property line of 1300 Georgetown-Greenville Road.

Proceed east along the north property line of 1300 Georgetown-Greenville Road until reaching a point directly south of the southwest corner of the property at 9205 High Street. Cross Mary Collins Lane and continue north along the west property line of the property located at 9205 High Street. Continue north, crossing High Street, then travel west along the south side of the properties along the north side of High Street beginning at the property at 9210 High Street and traveling to the southwest corner of the property located at 9250 High Street. Travel northwest and north along the west property line of 9250 High Street to the northwest corner of the property, then travel east along the north property lines of the properties on the north side of High Street, crossing an unnamed alley and Martin Drive, and continuing to the northwest corner of the property located at 9196 High Street. From there continue north along the west property line of the property located at 9195 Walnut Street, crossing Walnut Street, and continue north to the northeast corner of Martin Drive and Walnut Street, the point of beginning.

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

These boundaries were determined to contain the most intact homes from the period of significance. The development of Georgetown was centered on Main Street. While some historic buildings within the period of significance exist outside of this boundary, the majority were considered too altered to retain enough historic integrity to justify their inclusion. The boundaries of the district include the highest concentration of resources that retain the area's historic fabric in their style, scale, setback, form and age within the surviving historic core of Georgetown.

**11. Form Prepared By**

name/title Candace S. Hudziak/Owner, H&H Associates, LLP  
organization Town of Georgetown, Indiana, c/o Indiana Landmarks date 1/2012  
street & number 115 West Chestnut Street telephone 812-284-4534  
city or town Jeffersonville state IN zip code 47130  
e-mail south@indianalandmarks.org

**Additional Documentation**

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

IN\_FloydCounty\_GeorgetownHD

Georgetown Historic District

Name of Property

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County and State

### Photography Log

Name of Property: Georgetown Historic District

City or Vicinity: Georgetown

County: Floyd State: Indiana

Photographer(s): Candace Hudziak

Date Photographed: November 9, 2011

Description of Photograph and number: Standing on the south side of Walnut Street looking southwest toward 9195 Walnut Street.

1 of 26.

Date Photographed: November 9, 2011

Description of Photograph and number: Standing on Walnut Street at Kelly Avenue looking west toward 9150, 9170, 9190 Walnut Street on the north side and 9195 Walnut Street on the south.

2 of 26.

Date Photographed: November 9, 2011

Description of Photograph and number: Standing on the south side of High Street at Martin Drive looking northwest toward 9210, 9220, and 9250 High Street.

3 of 26.

Date Photographed: November 9, 2011

Description of Photograph and number: Standing on the north side of High Street at Kelly Avenue looking northeast toward 9130, 9136, 9120, 9100, and 9090 High Street.

4 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on High Street at Engleman Drive looking east toward 9054, 9050, 9030, 9000 High Street on the north side and 9025 and 9001 High Street on the south side.

5 of 26.

Date Photographed: November 9, 2011

Description of Photograph and number: Standing on the south side of SR 64 at Georgetown-Lanesville Road looking northeast toward 1305 and 1300 Georgetown-Greenville Road, and 9190, 9180, 9162 SR 64 on the north side and 9205 SR 64 on the south side.

6 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the north side of SR 64 looking northwest toward 9172 SR 64.

7 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the north side of SR 64 looking northwest toward 9164 SR 64.

8 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the north side of SR 64 looking northwest toward 9150 SR 64.

9 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the north side of SR 64 looking northwest toward 9110 SR 64.

10 of 26.

Date Photographed: September 28, 2011

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Description of Photograph and number: Standing on the north side of SR 64 looking northwest toward 9110, 9130, 9140, and 9150 SR 64 on the north side.  
11 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the south side of SR 64 looking southwest toward 9125 SR 64.  
12 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the south side of SR 64 looking southwest toward 9093 SR 64.  
13 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the south side of SR 64 looking southeast toward 9025 SR 64.  
14 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the north side of SR 64 looking north toward 8985 SR 64.  
15 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the south side of SR 64 looking southeast toward 8965 SR 64.  
16 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the south side of SR 64 looking southwest toward 8935 SR 64.  
17 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the north side of SR 64 looking southeast toward 8905, 8875, 8835, 8725, 8815, and 8795 SR 64.  
18 of 26.

Date Photographed: November 9, 2011

Description of Photograph and number: Standing on the south side of SR 64 just east of Ferber Lane looking northwest toward 8810, 8820, 8830, and 8840 SR 64.  
19 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Looking northeast at 8800 High Street from the property's southwest corner.  
20 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the south side of SR 64 looking southeast toward 8705 SR 64.  
21 of 26.

Date Photographed: November 9, 2011

Description of Photograph and number: Standing on the south side of SR 64 looking northeast toward 8670, 8650, and 8630.  
22 of 26.

Date Photographed: November 9, 2011

Description of Photograph and number: Standing on the south side of SR 64 looking northwest toward 8605 SR 64.  
23 of 26.

Georgetown Historic District  
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 County and State

Date Photographed: November 9, 2011

Description of Photograph and number: Standing on the north side of SR 64 looking northwest toward 8420, 8430, and 8450 SR 64.  
 24 of 26.

Date Photographed: November 9, 2011

Description of Photograph and number: Standing on the south side of SR 64 looking northeast toward 8415, 8425, and 8435 SR 64.  
 25 of 26.

Date Photographed: September 28, 2011

Description of Photograph and number: Standing on the west side of Georgetown-Lanesville Road looking west toward the Railroad Trestle.  
 26 of 26.

**Property Owner:**

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

name Multiple  
 street & number N/A telephone N/A  
 city or town Georgetown state IN zip code 46140

**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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

**Georgetown Historic District Resources List:**

Property No.	Number	Street	C/NC Primary Resource	C/NC Secondary Resource		Primary Resource Type
				Building	Structure	
1.	9190	Walnut Street	C	C-garage		Building
2.	9170	Walnut Street	C			Building
3.	9150	Walnut Street	C	NC-garage		Building
4.	9120	Walnut Street	C	C-garage		Building
5.	9195	Walnut Street	C	C-garage		Building
6.	9045	Walnut Street	C			Building
7.	9250	High Street	C	C-garage		Building
8.	9220	High Street	NC			Building
9.	9210	High Street	C	C-garage		Building
10.	9196	High Street	NC			Building
11.	9190	High Street	C	NC-garage		Building
12.	9180	High Street	C	NC-pole barn		Building
13.	9160	High Street	C	NC-garage		Building
14.	9136	High Street	NC	NC-garage		Building
15.	9130	High Street	C			Building
16.	9120	High Street	C	C-garage; C-shed		Building
17.	9100	High Street	NC			Building
18.	9090	High Street	C			Building
19.	9070	High Street	NC			Building

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20.	9060	High Street	C	C-Barn		Building
21.	9054	High Street	C	NC-garage		Building
22.	9050	High Street	NC			Building
23.	9030	High Street	NC			Building
24.	9000	High Street	C	C-chicken coop		Building
25.	8800	High Street	C			Building
26.	9205	High Street	C	NC-garage		Building
27.	9185	High Street	NC			Building
28.	9175	High Street	NC			Building
29.	9165	High Street	NC			Building
30.	9149	High Street	C	NC-garage		Building
31.	9135	High Street	NC			Building
32.	9105	High Street	NC			Building
33.	9101	High Street	NC			Building
34.	9085	High Street	NC	NC-garage		Building
35.	9075	High Street	C	NC-garage		Building
36.	9065	Engleman Drive	C			Building
37.	9055	High Street	C	NC-garage		Building
38.	9025	High Street	NC			Building
39.	9001	High Street	C	C-barn		Building
40.	1300	Georgetown-Greenville Road	C	C-garage (2); NC-garage		Building
41.	1305	Georgetown-Greenville Road	C			Building
42.	9190	SR 64	C	NC-garage		Building
43.	9180	SR 64	C			Building
44.	9172	SR 64	C	NC-garage; C-shed		Building
45.	9164	SR 64	C			Building
46.	9162	SR 64	C			Building
47.	9150	SR 64	C	C-garage		Building
48.	9140	SR 64	NC	NC-garage		Building
49.	9130	SR 64	C	C-garage		Building
50.	9110	SR 64	C			Building
51.	9094	SR 64	C			Building
52.	9090	SR 64	C	C-garage		Building
53.	9080	SR 64	C	C-barn		Building
54.	9070	SR 64	NC			Building
55.	9060	SR 64	C	NC-garage		Building
56.	9030	SR 64	C	NC-garage		Building
57.	9020	SR 64	C			Building
58.	9010	SR 64	NC	NC-garage		Building
59.	8985	Kepley Road	C	NC-garage		Building
60.	8960	SR 64	C	C-garage		Building
61.	8950	SR 64	NC			Building
62.	8940	SR 64	NC			Building
63.	8930	SR 64	C			Building
64.	8924	SR 64	C	C-garage		Building
65.	8920	SR 64	C	C-garage; C-summer kitchen		Building
66.	8910	SR 64	NC			Building
67.	8860	SR 64	C	C-garage		Building
68.	8850	SR 64	C			Building
69.	8840	SR 64	C	C-garage		Building
70.	8830	SR 64	C	C-barn		Building
71.	8820	SR 64	C	C-garage		Building
72.	8810	SR 64	C	NC-garage		Building
73.	8780	SR 64	C	NC-garage		Building
74.	8750	SR 64	C	C-garage		Building
75.	8710	SR 64	C	C-barn		Building
76.	8704	SR 64	C	C-chicken coop		Building
77.	8670	SR 64	C	C-garage		Building
78.	8650	SR 64	C	NC-garage		Building
79.	8630	SR 64	C			Building
80.	8620	SR 64	NC	C-shed		Building

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81.	8610	SR 64	C	C-privy		Building
82.	8590	SR 64	NC	NC-garage		Building
83.	8560	SR 64	NC			Building
84.	8510	SR 64	C	C-garage		Building
85.	8450	SR 64	C			Building
86.	8430	SR 64	NC			Building
87.	8420	SR 64	C			Building
88.	8410	SR 64	C			Building
89.	8408	SR 64	C			Building
90.	9225	SR 64	C	C-garage		Building
91.	9215	SR 64	C			Building
92.	9205	SR 64	C			Building
93.	9201	SR 64	NC			Building
94.	9195	SR 64	NC			Building
95.	9177	SR 64	C			Building
96.	9173	SR 64	NC			Building
97.	9165	SR 64	NC			Building
98.	9161	SR 64	C			Building
99.	9145	SR 64	NC	NC-garage		Building
100.	9135	SR 64	NC			Building
101.	9125	SR 64	C			Building
102.	9105	SR 64	C			Building
103.	9093	SR 64	C			Building
104.	9085	SR 64	C			Building
105.	9075	SR 64	C			Building
106.	9065	SR 64	NC			Building
107.	9055	SR 64	C			Building
108.	9045	SR 64	NC			Building
109.	9035	SR 64	C			Building
110.	9025	SR 64	C	C-garage		Building
111.	9015	SR 64	C			Building
112.	9005	SR 64	C	C-shed (2)		Building
113.	8965	SR 64	C			Building
114.	8955	SR 64	C	NC-garage		Building
115.	8945	SR 64	C	C-carriage house; C-wash house	C-wrought iron fence	Building
116.	8935	SR 64	C	C-garage		Building
117.	8925	SR 64	NC			Building
118.	8917	SR 64	C	C-garage		Building
119.	8911-13	SR 64	NC			Building
120.	8905	SR 64	C			Building
121.	8875	SR 64	C			Building
122.	8835	SR 64	C	C-shed; C-barn		Building
123.	8825	SR 64	C	C-garage; C-privy; C-workshop		Building
124.	8815	SR 64	C	NC-garage		Building
125.	8795	SR 64	C	C-shed; C- carriage house		Building
126.	8791	SR 64	C	C-garage; NC- garage		Building
127.	8785	SR 64	C	NC-garage		Building
128.	8775	SR 64	NC			Building
129.	8705	SR 64	C			Building
130.	8695	SR 64	C			Building
131.	8655	SR 64	C	NC-garage		Building
132.	8635	SR 64	C			Building
133.	8615	SR 64	C	C-garage; C-shed		Building
134.	8605	SR 64	C	C-garage		Building
135.	8585	SR 64	NC	NC-pole barn (2)		Building
136.	8575	SR 64	C	NC-garage		Building
137.	8465	SR 64	C	C-garage; C-shed		Building
138.	8435	SR 64	C	C-garage; C-shed		Building
139.	8425	SR 64	C	C-barn		Building
140.	8415	SR 64	C	NC-garage		Building
141.	8401	SR 64	C			Building

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142.	Railroad Trestle	Georgetown-Lanesville Road	C			Structure
143.	1650	Georgetown-Lanesville Road	C	C-workshop	C-wrought iron fence	Building
144.	1665	Waits Road	C	NC-garage; C-barn		Building

Georgetown Historic District

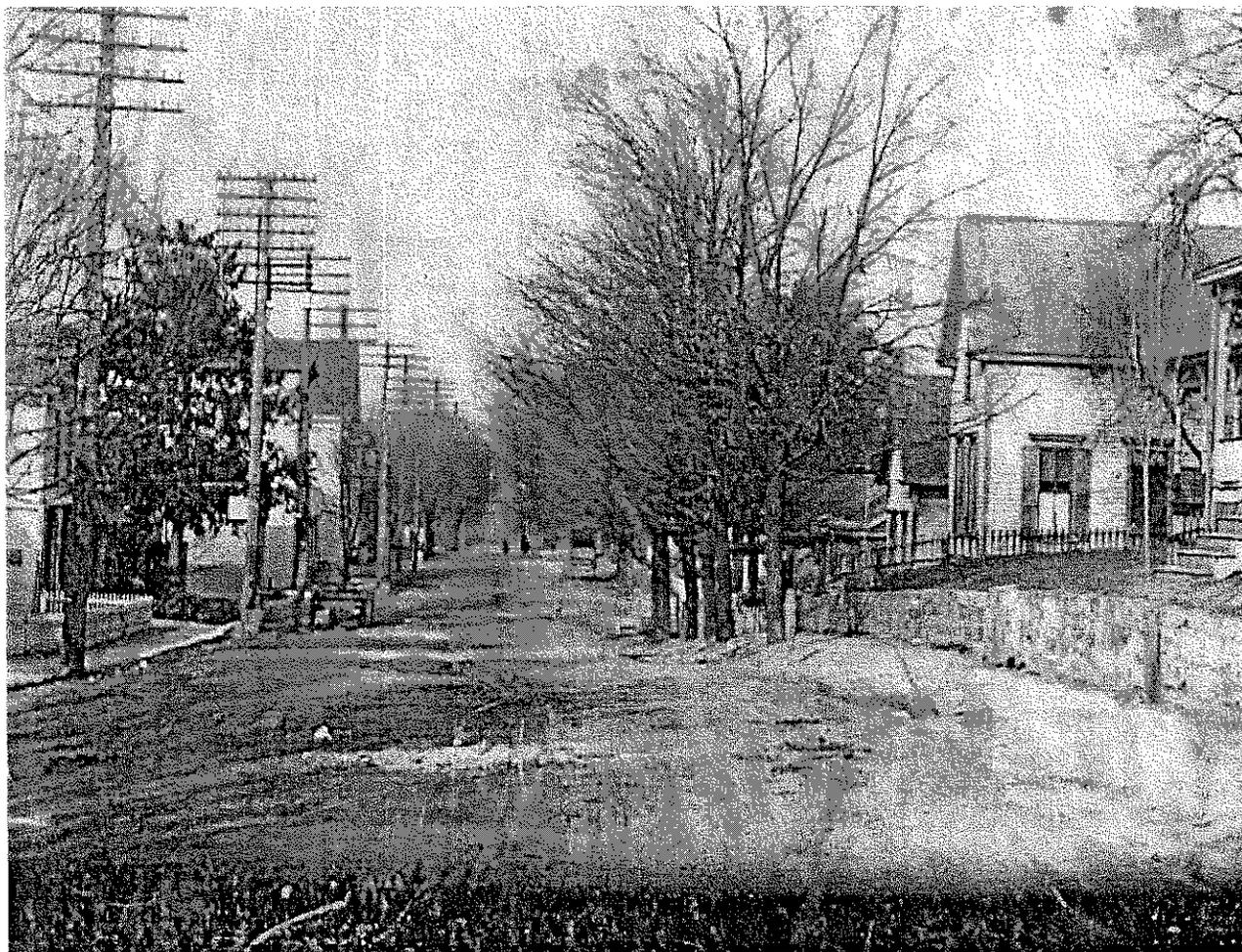
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*An undated photo of the c. 1890 George R. Fox Saloon, located at 8605 SR 64*



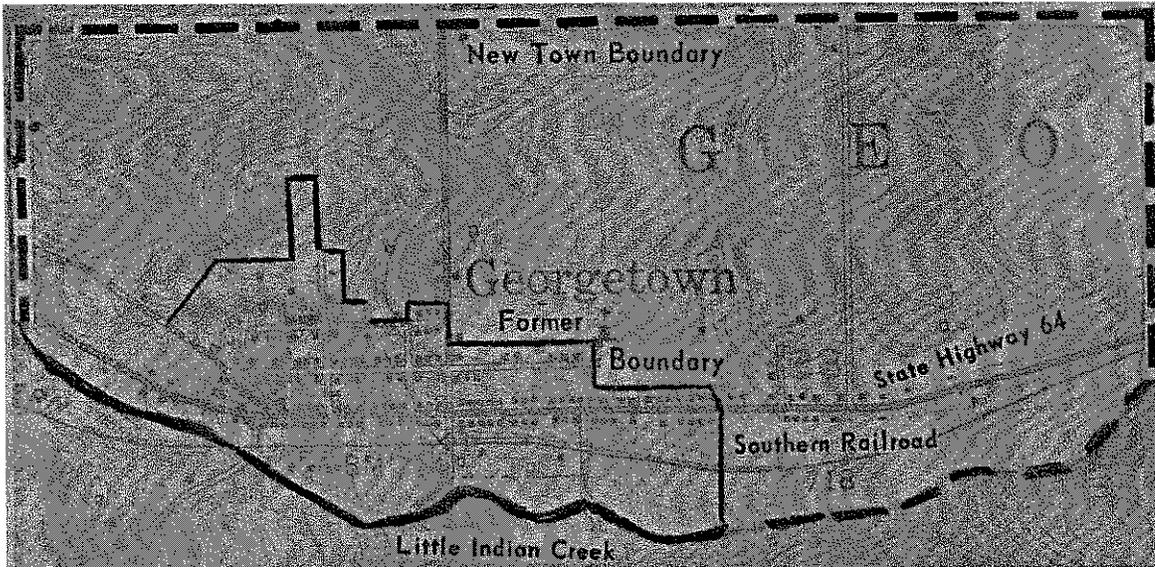
*1912 photograph of Main Street in downtown Georgetown*

Georgetown Historic District  
Name of Property

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1957 newspaper photograph of the 1835 Wolfe Hotel, located at 9150 SR 64

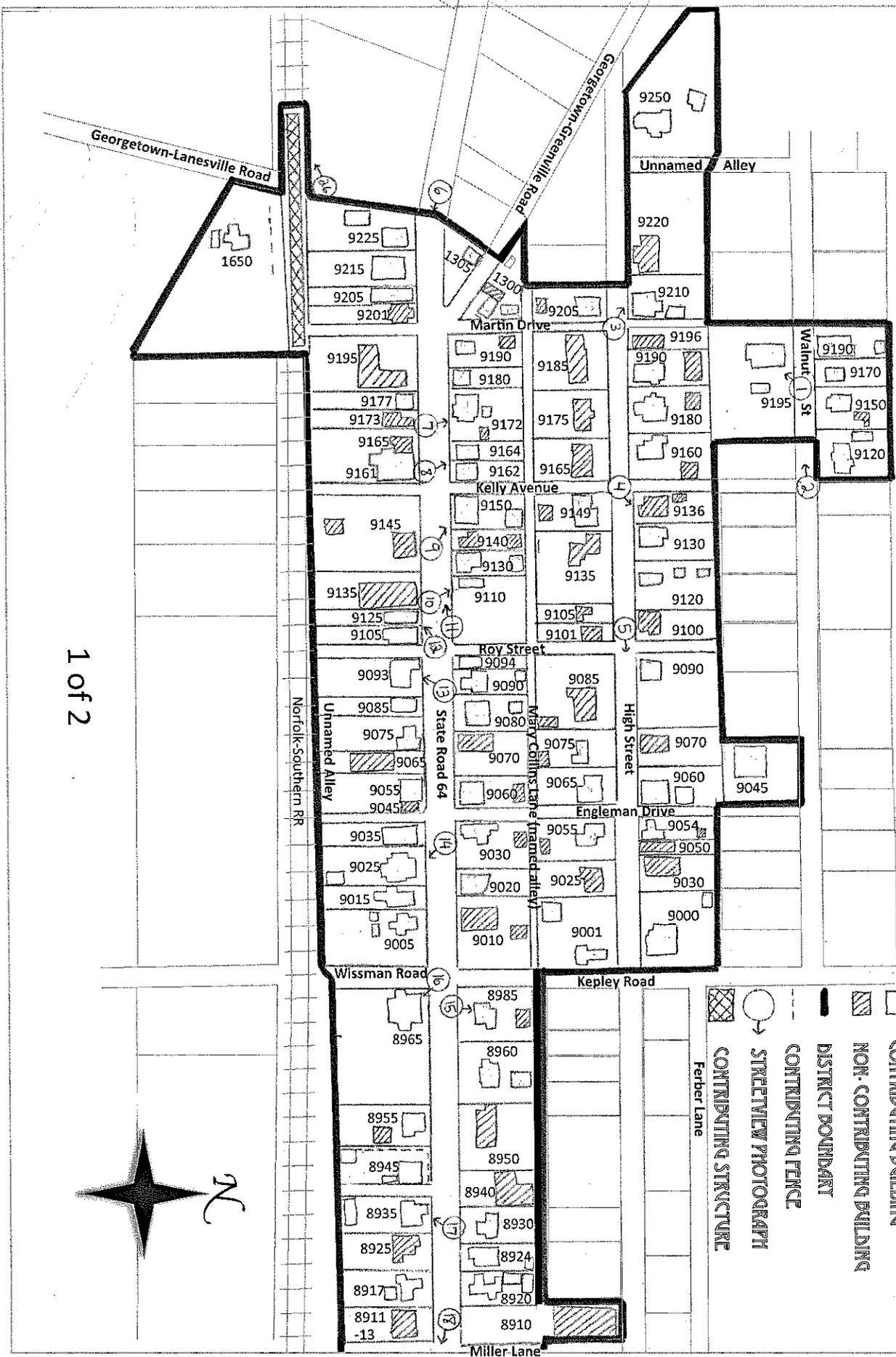


January 1960 map showing the enlarged Georgetown town boundaries as compared with the former town boundary, which until that time had not changed much since the town's founding in 1833

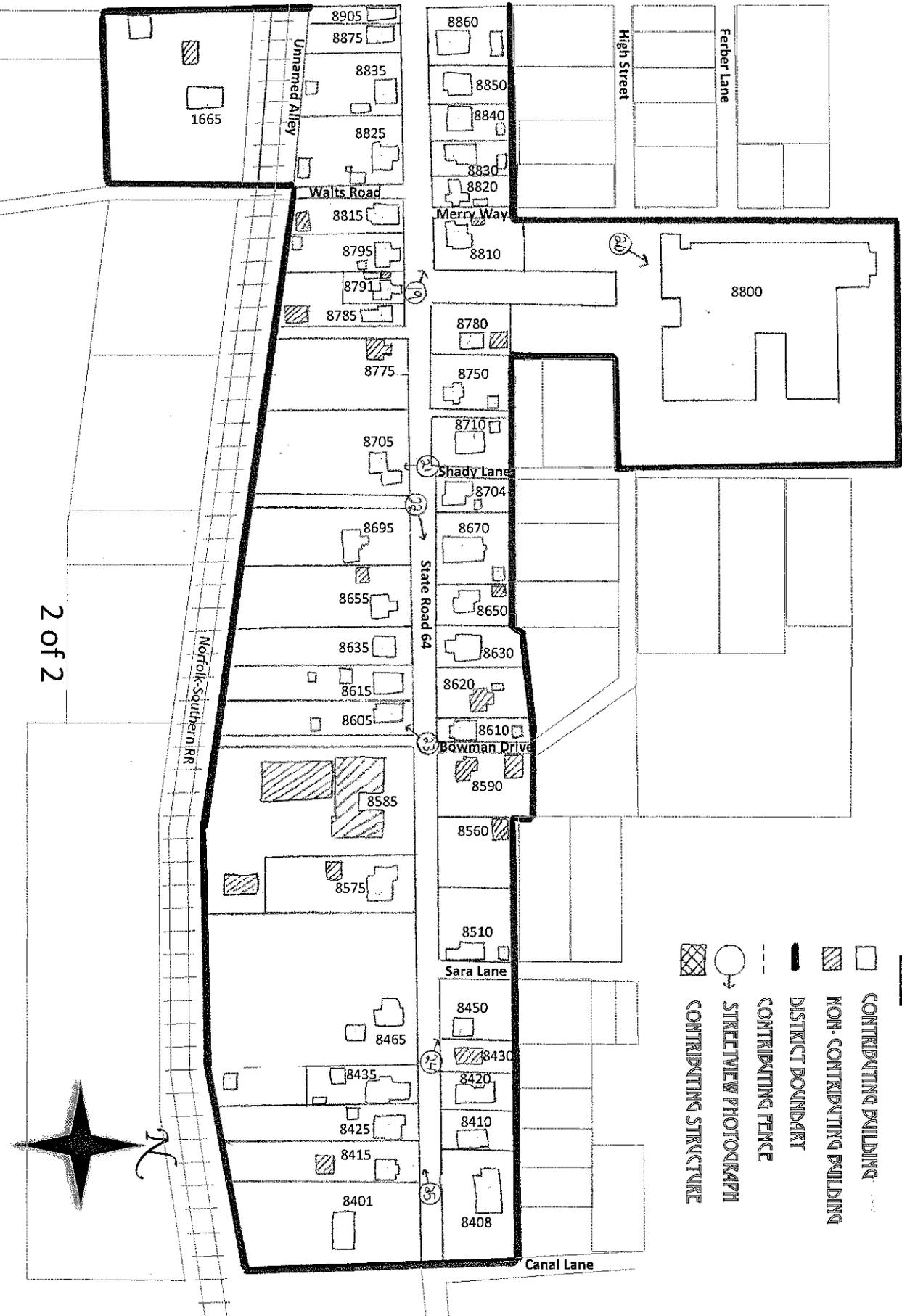
GEORGETOWN HISTORIC DISTRICT, FLOYD COUNTY, INDIANA  
 PREPARED 15 JANUARY 2012 BY H&H ASSOCIATES, LLP

KEY

-  CONTRIBUTING BUILDING
-  NON-CONTRIBUTING BUILDING
-  DISTRICT BOUNDARY
-  CONTRIBUTING FENCE
-  STREETVIEW PHOTOGRAPH
-  CONTRIBUTING STRUCTURE



GEORGETOWN HISTORIC DISTRICT, FLOYD COUNTY, INDIANA  
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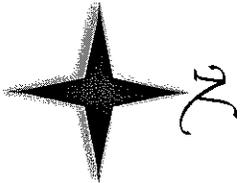
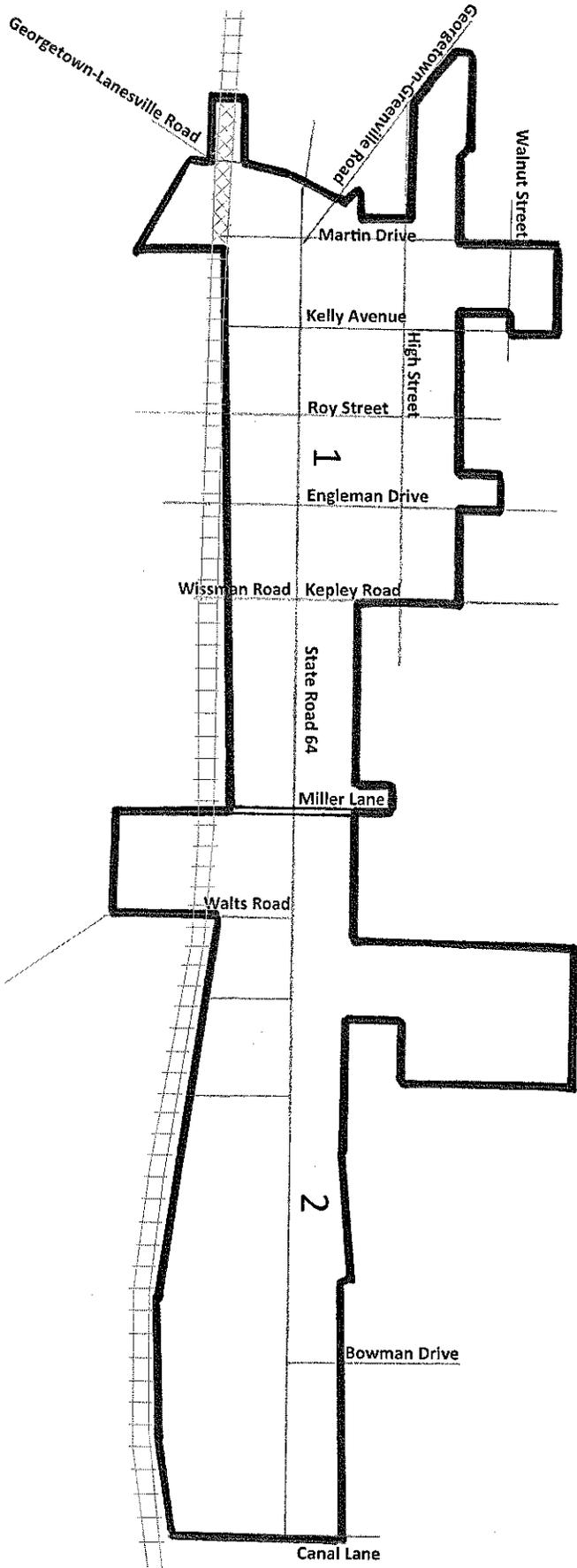


**KEY**

- CONTRIBUTING BUILDING
- ▨ NON-CONTRIBUTING BUILDING
- DISTRICT BOUNDARY
- - - CONTRIBUTING FENCE
- → STREETVIEW PHOTOGRAPH
- ▩ CONTRIBUTING STRUCTURE

GEORGETOWN HISTORIC DISTRICT, FLOYD COUNTY, INDIANA  
KEY MAP

PREPARED 15 JANUARY 2012 BY H&H ASSOCIATES, LLP





North Side of High Street at Kelly Avenue, Georgetown HD #004



9172 State Road 64, Georgetown HD #007



North side of State Road 64, Georgetown HD #011



9093 State Road 64, Georgetown HD #013



8965 State Road 64, Georgetown HD #016



South Side of State Road 64, Georgetown HD #018