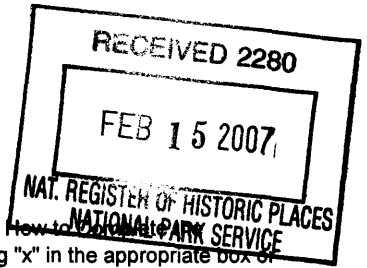


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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Register a Property in the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Spring Street Freight House

other names/site number Cleveland, Cincinnati, Chicago & St. Louis Railroad 019-305-61007

2. Location

1030 Spring Street

street & number _____ N/A not for publication

city or town Jeffersonville N/A vicinity

state Indiana code IN county Clark code 019 zip code 47130-3641

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature]
Signature of certifying official/Title

2/8/2007
Date

Indiana Department of Natural Resources

State or Federal agency and bureau

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

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

entered in the National Register.

See continuation sheet.

determined eligible for the National Register

See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other, (explain:) _____

[Signature]
Signature of the Keeper

Date of Action

Edson H. Beall

3-29-07

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)

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

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

- building
- district
- site
- structure
- object

Name of related multiple property listing

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

Number of contributing resources previously listed in the National Register

N/A

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: Rail-Related

Current Functions

(Enter categories from instructions)

VACANT

7. Description

Architectural Classification

(Enter categories from instructions)

19th & 20th c. AMER.: Bungalow/Craftsma

Materials

(Enter categories from instructions)

foundation OTHER

walls WOOD: Weatherboard

roof ASPHALT

other

Narrative Description

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

Spring Street Freight House
Name of Property

Clark IN
County and State

10. Geographical Data

Acreeage of Property Less than 1 acre

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

1	16	609610	4237450	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			

See continuation sheet

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

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

11. Form Prepared By

name/title Susan Branigin, Historian
organization Indiana Department of Transportation date 09-01-2006
street & number 100 N. Senate Avenue, Room 642 telephone 317/ 234-0142
city or town Indianapolis state IN zip code 46204

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

Photographs

Representative **black and white** photographs of the property.

Additional items

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

Property Owner

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

name Indiana Department of Transportation
street & number 100 N. Senate Avenue, Room 642 telephone 317/ 232-5533
city or town Indianapolis state IN zip code 46204

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

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

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

9. Major Bibliographic References

Bibliography

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

Previous documentation on file (NPS):

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

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE _____

TRANSPORTATION _____

COMMERCE _____

Period of Significance

c.1925-1956 _____

Significant Dates

c.1925 _____

Significant Person

(Complete if Criterion B is marked above)

N/A _____

Cultural Affiliation

N/A _____

Architect/Builder

Cleveland, Cincinnati, Chicago & St. Louis /New _____

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National Park Service
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Continuation Sheet

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Spring Street Freight House,
Clark County, Indiana

The one-and-one-half-story wooden Craftsman-style freight house building at 1030 Spring Street in Jeffersonville, Indiana, was erected circa-1925 by the Cleveland, Cincinnati, Chicago & St. Louis (CCC & St. L.), also known as the "Big Four" railroad company. (The CCC & St. L. Railroad lines were leased in February, 1930 to the New York Central Railroad.)¹

The freight house sits on an angle near the southeast corner of Tenth and Spring streets. Located in an industrial/commercial neighborhood, it is bounded on the south by a broken asphalt parking lot, by a gravel parking lot on its north side and by a metal storage building on its east side. Spring Street serves as its western boundary. In order to prevent vandalism and entry by vagrants to the building, its windows were recently covered with plywood. Despite its age, the building is in good condition and retains many of its original components.

The freight house's roofing material appears to be asphalt shingle, with several modern, plastic-piped vent openings evident on the south elevation. A brick chimney straddles the roof's ridgeline near its western end. Open soffits under the overhang feature shiplap paneling upheld by a system of plain rafter tails, angle-cut where they meet the building's guttering system and walls. Large triangle (or "knee-brace") brackets with chamfered members are interspersed among the rafter tails, joined together by a support beam that runs the length of each elevation's soffit area. Two of these brackets are in place at each of the building's four corners, straddling the fascia boards in these locations. The brackets, bolted into the building's walls, feature bird's-mouth notches that accommodate the support beam. The use of these large, exposed bolts is ornamental as well as functional—a testament to the building's industrial purpose and simple Craftsman style.

Modern metal gutters are in place around the building's perimeter; however, smooth-faced, squared downspouts at the northwest, northeast, and southwest (partial) corners appear to be original. The decorative rainwater heads of these downspouts are keystone-shaped, and the downspouts themselves are enframed by two heavy, angle-cut rough timbers, reminiscent of rail timbers. These are bolted into the wall. (Possibly due to the addition of a small room onto the building's east end, the southeast downspout is missing. At the southwest corner, the enframing rails were cut off at water table level.) The rainwater heads and square downspouts are of unknown metal composition. The modern metal gutter system exhibits rust in several locations around the building's roofline.

From the building's open soffit area to its approximate midsection, wide, horizontal, beaded shiplap siding is in place. At its midsection, the shiplap siding abuts a projected molding (or chair rail) feature that separates it from the vertical novelty board siding—sometimes referred to as "car siding"—that extends from below the molding to the building's water table. (These two siding types are in place around the entire structure.) The water table appears to be a rough-sawn rail timber, bolted to the other framing members. (This bolting is more easily observed on the north elevation.) On the south elevation, the water table

¹ Richard Simons and Francis Parker, Railroads of Indiana (Bloomington, IN: Indiana University Press, 1997), 102-103.

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Spring Street Freight House
Clark County, Indiana

timber is covered by a decorative, bevel-edged facia board. This facia board is in turn flush with plain skirting board-believed to be modern paneling board material-that extends to the ground on the south and west elevations. On the east elevation, both features have been covered by the newer construction. On the north elevation, the rail-timber-water-table feature is uncovered and the sheet skirting is set back farther underneath the building. (It is not flush with the timber where they meet.) The sheet skirting was installed around the building's perimeter to cover what would otherwise be open basement/foundation areas. It is missing in several places around the building.

South Elevation:

Five openings exist in the south elevation: four windows and one door. (Note: To prevent vandalism, the windows were boarded-over in the spring of 2006.) On the south/southwest side of the south entry doors, two wood-frame, double-hung windows are in place, their lower sashes at approximately the same height on the structure as the previously mentioned projecting molding (chair rail) feature. The southwestern-most of these windows is a tall, narrow four-over-four, double-hung window that is situated slightly higher on the wall than is its eastern counterpart. The four-over-four window's framing is abutted on its east side by a triangle/knee-brace bracket. Along the inside (west) of this bracket, near the top of the window frame, are two large knob-and-tube-like conductors that could have served as the entry point for telegraph or electricity connection. The southeastern-most of these windows is slightly smaller and is situated lower on the wall than the previously mentioned window. Unlike the window to its west, this second window is a two-over-two [double-hung] window. Both of these windows are believed to be original; however, it is not known why they are different from one another. They lack storm windows, and have deteriorated from exposure to the elements.

Currently, a piece of unknown modern signage material is nailed to the wall east of the aforementioned two-over-two window. This material rests atop the projecting molding feature.

The south elevation's historically double-door opening is oriented to the parking lot and currently serves as the structure's main entrance/exit. The opening has been modified, possibly to accommodate the building's post-1970 uses as several retail businesses, and currently accommodates a ledged diagonal batten door on the west, and a slightly inset, modern glass and metal retail door with sidelight on the east. (It is believed that the missing original east-side ledged diagonal batten door is stored in the metal storage shed/garage located at the property's east/northeast end.) An eight-light, vertical-glass-panel transom is located over the double-door opening, its glass obscured by paint. (The same knob-and-tube-like conductors as in place near the previously described southwest window are visible on the upper right (east) of this transom opening.) To the east of the double-door opening, a single, modern, double-hung window (with metal storm sash) is in place, and to its east is located another single, modern, double-hung window opening. The upper and lower sash glass is missing from this eastern-most window. An elevated concrete porch, having rails of modern dimensional lumber, is in place at the south entry. It is supported by a structural system of small metal "I" beams. Five steps (composed of modern dimensional lumber) lead down from the porch to two wide concrete pad steps at parking lot level, and a concrete ramp leads from porch level to the building's southeast corner. The age of the ramp is not known; however, it is not believed to date from the building's original construction. The ramp's inside handrail, again composed of modern dimensional lumber, is nailed to the structure's south wall. Currently, those portions of the porch and ramp that face the south parking lot are covered with modern diagonal-wood-lattice material.

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Spring Street Freight House
Clark County, Indiana

East Elevation

A very small addition was built onto the building's eastern elevation circa 1976,² but this addition has not damaged the freight house's original east wall. Since the southeast corner is the location of soffit-area knee-brace brackets, as well as the modern electric meter, the east addition was nestled under the roof overhang a few feet north of the southeast corner. The addition, composed of modern dimensional lumber, sits up a few feet off of ground level, seemingly upon its framing members. The area underneath the addition is open. The addition's south-facing wall is sided with what appears to be modern vertical paneling material. Its east-facing wall is built of a combination of particle board and the aforementioned paneling material. Some of the particle board material is missing at the top where abuts the gutter line, exposing a hollow area at the top of the room's outer construction. The room's east-facing wall features an inset, modern metal door with a small, centered, square window. To the north of this door is a narrow-louvered garage door opening. Both of these openings are inset-not flush with-the east-facing wall. The north-facing elevation of the addition is composed of additional paneling that extends from its gutter line and enframes another modern metal door with square window. This north-facing doorway sits atop a small wooden porch. A double porch rail, composed of modern dimensional lumber, runs along the east side of five wooden stair risers that lead from the porch to ground-level. From the metal door to the building's northeast corner, it appears that the shiplap siding described on the south elevation has been covered by the previously mentioned modern paneling.

North Elevation

Two knee-brace brackets uphold the overhang at the building's northeast corner, and an original keystone-shaped rainwater head downspout is in place at this location. The downspout itself is-as are the other intact downspouts-flanked by two heavy, angle-cut timbers (reminiscent of rail timbers) bolted into the wall. West of this downspout, a metal hopper of unknown composition is affixed to the wall. This piece of equipment could be related to the building's long history as a freight house, or to its subsequent incarnation as R.A. Alms & Sons Feed Wholesalers, which lasted from 1970-1975.³ Immediately west of the hopper, a rusty, modern chain link fence abuts the building at approximately the same height as the previously mentioned projecting molding/chair-rail feature.

Approximately three feet west of the fence, the north elevation's ledged diagonal-batten double-door opening is intact. Inverted triangular hardware is visible at the top corners of both doors. It is probable that this hardware provided the manner in which the doors opened and closed, for no handle hardware is visible on the doors' exteriors. It appears that these doors could have been "pocket doors," sliding either as one unit or separately into the walls. (This same type of hardware is exhibited on the previously mentioned original south diagonal batten door that is currently stored in the metal outbuilding. Empty half-round openings-which probably accommodated now-missing roller wheels-are visible at the top of the stored door.) The transom opening above the north double doors has been enclosed with modern paneling material.

² "Phase I Environmental Site Assessment Baseline Report for the Louisville-Southern Indiana Ohio River Bridges Project, Vol I, 2000." Internal INDOT report. "Land Ownership and Usage Review" page.

³ Ibid., Section 5.37.2.

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Spring Street Freight House
Clark County, Indiana

A modern, double-hung window with metal storm sash is located a few feet west of the north elevation's double-door opening,. As is the case on the south elevation, the lower sash of this window is even with the building's projecting molding/chair rail feature. Possible cuts from the original window's removal can be seen in the horizontal shiplap siding above the replacement window and on its east side.

Another of the keystone-shaped, rainwater-head downspouts is located a few feet west of the double-hung replacement window. Like the others, the downspout is enframed by two thick, angle-cut rail timbers where it meets the projecting molding feature. Approximately fifteen feet west of the downspout, near the building's northwest corner, another tall, narrow wood-frame, double-hung window is in place. This two-over-two light window is located inside what appears to have been at one time a large [door] wall opening of some type. The horizontal shiplap siding inside this former opening is framed by plain, thin, bevel-edged wooden border strips. These strips [seem intended to] obscure cut marks in the original wall siding made to accommodate the opening in the original siding boards. The replacement siding within the framing differs slightly from the original siding in place outside the border strips; that is, the ends of these siding pieces do not align. It is possible that the window presently located here was moved from elsewhere on the structure when the large opening was enclosed. Like the south windows it resembles, this wood-frame, double-hung window lacks weather protection and has deteriorated due to exposure. Also, one of the lower glass panes has been broken. At the northwest corner of the building, another keystone-shaped rainwater head downspout is in place.

West Elevation

A small wooden porch, composed of modern dimensional lumber, is in place at the northwest corner and provides access to the west elevation. An original keystone-shaped rainwater head downspout is located at the porch's northwest corner.

A wooden door featuring six inset, bevel-edged, horizontal panels is located at the structure's northwest corner. A metal mail slot is positioned in this door's approximate midsection. The door, set back into the wall and framed with plain wood trim, features generic, late-twentieth-century brass replacement hardware. Above this door, three wide horizontal louvers that do not appear to be original have been installed, possibly to cover an original transom feature. Above the louvers and slightly to their south, a small attic vent that appears modern in design is in place under the roof's wide overhang. Near the building's southwest corner, two double-hung, four-over-four, wood-framed windows are in place. The window closest to the aforementioned door is slightly smaller and is situated slightly higher on the wall than the window located at the building's southwest corner. These windows could be original to the building, like those previously described windows in place at the southwest and northwest locations. A small, rectangular ghost mark, evocative of a sign, exists at the southwest corner atop the projecting molding/chair rail feature.

The previously mentioned west porch is situated on the building at the same height as the earlier-mentioned water table feature. This porch is surrounded by six open, molded-metal posts. Around the porch's south, west, and north sides, two plain, hollow metal bars are threaded through these beam-like posts. At the porch's north and south ends, the hollow rails are secured into the posts' ends by mushroom-shaped, metal button features. The porch floor is composed of modern dimensional lumber that is oriented north-to-

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Spring Street Freight House
Clark County, Indiana

south, parallel to the building's west wall. The floorboards are placed on the joists so that a small opening exists between them. At the porch's southwest corner, the metal post ties into the wall. At the northwest corner, the post is affixed to the wooden porch railing that leads down the stairs to ground level. The porch's structural support rests upon thick-cut blocks of rail timber, and the underside of the porch is open, except for two rows of wood clapboarding in place on the west face.

Interior

As was previously mentioned, access is gained to the building through the south entrance. The interior's eastern half appears to have been extensively reconfigured from an [probable] originally open space. The space now consists of several rooms created through the construction of new walls, as well as the use of partitions, false walls, and a dropped ceiling. The building has been roughly divided in half along an east/west axis.

East Half Northeast/South/Southeast Rooms:

To the left (west) of the front door, a modern closet contains the building's [non-functional] HVAC unit, while to the right (east) of the entry way, the south/southeast/northeast rooms can be accessed. The south wall of the south room, or "scale room," extends eastward from the front door opening approximately twenty feet. The wall features two two-over-two, double-hung replacement windows that are framed with modern, molded wood trim. Walls are covered with sheet rock and the ceiling is dropped-panel with inset fluorescent lighting. The floor is covered by low-pile, all-weather carpet.

The building's most distinctive feature, a large commercial floor scale, is located between the south wall windows, slightly west of the southeastern opening (Photo 11). This intact, decorative metal scale, painted glossy black, has been incorporated into the floor of the room. It appears to have been well-cared-for over the years, and still seems to function, although it is not known how accurately. The upright portion of the scale, which measures approximately five feet high by three feet across, recalls the classic Greek Doric column order; however, the slender columns support an empty architrave/frieze element, and the arrangement lacks the customary cornice portion of the classical entablature. A small metal plate—possibly a company inventory plate—lightly stamped "CCC & St. L." in faint lettering has been bolted into the center of the scale's frieze feature.

The measurement platform, built into the floor, is composed of wooden planks surrounded by metal framework. Raised lettering at the north end of the metal frame reads "Fairbanks Patent No. 4." The Fairbanks Scales Company, which observed its 175th anniversary in 2005, was the country's chief producer of commercial scales from the post-Civil War period through the early part of the twentieth century. The company sold a wide variety of scales, from small, desk-top pharmaceutical scales to very large agricultural scales specifically designed to measure the weight of farm animals. By 1867, the company was producing 4,000 scales annually, and by 1897 held 113 patents for improvements and inventions in weighing. Fairbanks offered its customers 2,000 standard model scales, yet made as many as 10,000 different models and custom systems.⁴

⁴ Fairbanks Scales Company website, <http://www.fairbanks.com/history.asp> . Search conducted June 26, 2006.

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Spring Street Freight House
Clark County, Indiana

The scale in the Jeffersonville freight house resembles two examples of what the company identifies on its website as “warehouse” or “hopper” scales. The Fairbanks website features historic scales, included in a photograph collection entitled “Oldest Scale in Operation Gallery.” The collection was assembled for the company’s 175th anniversary, and showcased scales that date from the late 1800’s to the early 1900s. An original “Fairbanks Company Supply Catalogue” from 1900, which included selected photographs of catalog pages, was located on the internet auction website “Ebay.” A scale similar to the one located in the Jeffersonville freight house was pictured and identified as a “Grain or Coffee Warehouse Scale.”⁵

The freight house scale provides tangible linkage between the building’s probable purpose/ function and the city’s economy. It likely would have been used to weigh the “LCL,” or “less than carload lot” loads that came through the freight house.⁶ It is interesting to note that the scale type present in the freight house could pre-date the building’s construction date by 20-25 years.

A modern partition wall, constructed to contain a small bathroom, is located directly east of the Fairbanks scale. This wall does not reach the dropped ceiling, and the small southeast-corner bathroom features a toilet and sink as well as a closet that contains the structure’s electrical and phone connections. Outside this bathroom, a small east/west hallway leads to the building’s east-facing door, which in turn leads into the modern eastern addition (Photo 12, edge of outside door visible at center).

Across the hall (north/northeast), an additional small office room has been created through the construction of an east-west partition wall. (This does not extend fully to the ceiling.) (Photo 12; left center.) Although, as observed from the outside, this northeast room should be the location of the building’s two remaining original ledged, diagonal-batten door panels, no interior access to these doors is apparent in the room. Instead, sheetrock appears to have been installed over the original door opening. This “false” north wall extends westward into the next room. There, a north-facing, double-hung replacement window has been situated in a deep sill necessitated by the built-out wall construction. Plain wooden baseboard trim is in place around the room’s perimeter, and the floor is, as elsewhere in the building, covered by low-pile, all-weather carpet.

To the west of the northeast corner room, an additional, fully enclosed room has been created through the [modern] construction of floor-to-ceiling walls. (This room is accessed through a south-facing door that is directly aligned with the front door.) The exterior surface of the room’s south-facing wall is faced with modern, painted paneling material, as is its interior side. A fixed-pane, square-glass service window has been centered to the east of the door opening. Framed with modern, molded trim identical to that which surrounds the previously described north-facing replacement window, this opening features a circular “customer-greeting” service window in its center and a semi-circular counter-level opening. The window is not believed to be original to the building.

Other wall surfaces in this office room are painted sheetrock (Photo 10). Like the other rooms in the building’s eastern “half,” this space features a dropped-panel ceiling with inset fluorescent lighting. (The attic space

⁵ Ebay auction website, www.ebay.com. Search conducted June 26, 2006.

⁶ Francis H. Parker, *Indiana Railroad Depots: A Threatened Heritage* (Muncie, IN: Ball State University, 1989), 9.

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Spring Street Freight House
Clark County, Indiana

can currently be informally accessed through a hole in this dropped ceiling, revealing the roof's bar-joint construction.) As previously mentioned, one two-over-two, double-hung replacement window is located in the north wall. The deep window sill of this opening, framed by modern, molded wooden trim, extends from approximately three to four inches inside the room to the exterior (north) wall. The north office United States Department of the Interior room's floor is not visible, due to the aforementioned low-pile, all-weather carpet. Plain, narrow wooden baseboard trim is in place around the office room's perimeter.

As was previously mentioned, the freight house's interior space is divided roughly in half by new construction. (Parker notes that freight depots built during the 1985-1900 period were "usually frame...a long narrow structure with a series of freight doors and a small office space at one end."⁷) In the building's "center," a small north-south hall runs behind (west side) the previously mentioned utility closet. A utility sink is in place directly behind the closet, while a small enclosed bathroom is adjacent the sink along the building's south wall. (All openings in this hall space are surrounded by modern, molded wood trim, and the ceiling is dropped-panel.) The bathroom is approximately at the interior location where, on the building's south-facing exterior, the piece of unknown modern signage material is nailed to the south-facing wall.

Immediately adjacent the south-wall bathroom, a doorway leads into the southwest room. On the other (north) side of the doorframe, the corbelled brick edging of the building's brick fireplace/chimney is visible. A wooden built-in cabinet, approximately seven feet tall, has been situated over the fireplace/chimney opening, completely obscuring it on the east-facing side. On its west side, the fireplace/chimney is covered by sheetrock.

The sheetrock-covered, western-facing side of the fireplace is located in the freight house's southwestern room, which is accessed through the previously mentioned south-wall bathroom door. Although sheetrock appears to cover all walls in this room, the original beaded-board, painted ceiling material remains in place. (Fluorescent panel lighting, however, has been affixed to the ceiling.) Window openings in the southwest room are framed with plain wood trim—possibly original. Plain wood "crown" molding trim is in place around the room's perimeter, and plain wood baseboard trim is in place at floor level (Photo 9). These elements, too, are possibly original features. Low-pile, all-weather carpeting covers the floor in this room. In the room's center, an east-west partition wall, approximately five feet in height, divides the southwest room from the northwest room. (Architects believe this partition wall to be original to the structure.)

On the other side of the partition wall, the northwest room mirrors the southwest (Photo 8). The original ceiling is intact, but features fluorescent panel lighting. In the room's northwest corner, a wooden door with six inset, horizontal panels is in place. This door, which features a metal letter slot at its midsection, could be original to the building; however, current door hardware is modern replacement brass. The door and windows in the northwest room are framed with plain wood trim, while plain wood "crown" molding is in place around the ceiling. Plain wood baseboard trim is also in place around the floor, which is covered by the same low-pile, all-weather carpeting as utilized elsewhere.

⁷ Ibid., 9.

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Spring Street Freight House
Clark County, Indiana

While the building's interior has been altered, most of the changes could be reversed and do not threaten the overall integrity. Obscured original features such as the chimney/fireplace and north double door access could be uncovered in future restoration efforts. The Fairbanks Scale is particularly unique.

Exterior alterations include the removal of some original windows and the original roof, as well as a small addition. Overall, however, a great deal of the original fabric remains that could in the future be used to replicate missing elements, such as the windows. The continued existence of such distinctive architectural features as the decorative car/beaded board siding, open soffit areas, knee-brace brackets and carved rafter details, original downspouts, and original windows and doors make the freight house a unique survivor of its type and style.

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Spring Street Freight House
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Statement of Significance: The Spring Street Freight House in Jeffersonville, Indiana, meets Criteria A and C. This c. 1925 building is significant as a symbol of the railroads' vital role in the city's economic growth, as well as that of the state. In addition, the building is architecturally significant as a rare, extant example of a standard depot type developed by the Cleveland, Cincinnati, Chicago & St. Louis (CCC & St. L.)/New York Central Railroad.

Historical Context:

The Indiana Territory was created in July of 1800 through terms of the Northwest Ordinance of 1787, with William Henry Harrison the appointed territorial governor. The territory's white population in 1800 was 5,641, and nearly half of these settlers lived in Clark's Grant (land that George Rogers Clark had received from the State of Virginia following the American Revolution) on the Ohio River and in the Vincennes area on the Wabash.⁸ One year later (and fifteen years before Indiana statehood), Clark County was organized and named for George Rogers Clark. Jeffersonville, located across the Ohio River from Louisville, Kentucky, was officially platted in 1802 by Territorial Governor William Henry Harrison, and was named Clark County seat. (It was not until 1878, after several county-seat changes, that Jeffersonville was finally declared the permanent county seat.) In 1808, Jeffersonville became the location, along with Vincennes, of a federal land sales office.⁹ The territorial population in 1810 was 24,520.¹⁰

From its intentional founding on the banks of the Ohio River, the town of Jeffersonville was associated with and prospered from the transport of people and goods on the river. Prior to statehood, settlement of the Indiana Territory had progressed and increased from the south to the north. This pattern, historians note, was a combination of general American westward migration, of historical timing, and of the fact that most who settled early in Indiana came from the upland south.¹¹ Historian James H. Madison notes that "the fundamental factor in town location and growth in the early nineteenth century was transportation. Nearly all pioneer towns were located on rivers."¹² The site for Jeffersonville was chosen because of the natural river features in that location, just above the "Falls of the Ohio." These limestone outcroppings in the river channel created dangerous currents and whirlpools that required exceptional navigational ability on the part of river pilots. A report from the 1833 *State Gazetteer* describes the site location:

...On a high bank above the highest water-mark, and extends from the head of the Falls up the river so as to include a deep eddy, where boats of the largest size can approach, at all states of the water, within cable length of the shore...It also affords the most advantageous landing for boats descending the river and intending to pass the Falls through the Indiana chute. It is laid out in a large and liberal plan and must, from

⁸ James H. Madison, *The Indiana Way: A State History* (Bloomington and Indianapolis: I.U. Press, 1986), 37.

⁹ *Ibid.*, 42.

¹⁰ *Ibid.*, 37.

¹¹ Madison, *The Indiana Way: A State History*, 59.

¹² *Ibid.*, 93.

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its local advantages, become a place of great commercial importance...¹³

The above account also records that in 1833-era Jeffersonville the following were present: the state prison, two steam mills, a shipyard, an iron foundry, six mercantile stores, three taverns, a grist mill, saw mill, and numerous mechanics of all trades. In addition, several river ferries also operated in Jeffersonville. The article records that the town's population in 1833 was "600-700, three of whom are doctors."

Rivers and streams were obvious travel routes in the early days, but they were not always reliable, and early water travel technology had its limitations. Flat boats were one-way options; that is, they could only go down-river with the current. James Madison describes the inherent logistical and geographical obstacles to the early transport of Indiana's goods to other markets:

The natural routes that brought pioneer families to Indiana were suited also for trade, but not ideally so. Blocking movement of goods eastward, especially bulk goods such as corn and pork, were the Appalachian Mountains and the generally south-westward flow of the rivers and streams. As a consequence, Indiana products did not reach markets in Philadelphia or New York by moving eastward. Rather, early trade from Indiana flowed southward and in a counterclockwise, roundabout direction via the Ohio and Mississippi river system to New Orleans and then via sailing vessel to the Atlantic seaports.¹⁴

Improvements in speed and directional mobility on the rivers came via steamboat technology; in fact, high-quality steamboats were manufactured for nearly 100 years in Jeffersonville by the Howard Company/Howard Shipyards, which was founded by James Howard in 1834. (Today, the Howard Steamboat Museum is housed in the Edmunds Howard Mansion on Market Street.) Steamboats, however, were not the perfect transportation alternative. They could not move easily in times of summer/fall low-water levels or during icy periods in winter. Other problems included river obstructions (natural or man-made) and exploding boilers.

As Indiana's agricultural production (and later, manufacturing) capacity grew along with the population, additional transport methods were necessary to reliably move goods to market and people from place to place. Private entity funding and state and federal monies were dedicated toward financing the construction of such early infrastructure as dirt highways (Michigan Road, National Road), plank roads, canals, and, finally, railroads. "Evolution, not revolution" is the manner in which Madison characterized Indiana's

¹³ Captain Lewis C. Baird, Baird's History of Clark County, Indiana, (Indianapolis: B.F. Bowen & Company, 1909), 88-89.

¹⁴ Madison, The Indiana Way: A State History, 75.

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very gradual progression towards creation of the infrastructure that would enable, develop, and support its burgeoning economy. He further notes that early rail technology complemented the importance of river travel/commerce:

Nothing was so important to Indiana's transportation in the period 1850 to 1920 as the railroad. Nothing else so symbolized progress to late nineteenth century Hoosiers, or did so much actually to alter the way they lived. Indiana's first railroad was the Madison and Indianapolis, completed from the Ohio River to the capital city in 1847. Its location is indicative of two primary determinants of railroad development at mid-century: first, early railroads like the Madison and Indianapolis were feeder lines intended to supplement rather than supersede river transportation; and secondly, a major destination of many was Indianapolis, a magnet drawing lines to or through the center of the state and thus promoting the development of a hub with iron spokes. With the pioneering example of the Madison and Indianapolis, other railroad companies began a boom of construction in the early 1850s...¹⁵

Indiana railroad historian Victor C. Bogle similarly noted the complementary early relationship between river transport and Indiana's first railroad systems:

When the railroad fever first hit the Hoosier State, waterways were the accepted mode of transporting bulky materials over long distances. The initial purpose of the railroad was to supplement the waterway system. Since the state's population was weighted toward the Ohio River, towns along its banks had a strong priority as terminals for the earliest chartered roads. Of the hundred or so authorized before 1850, twenty-five were to have points on the Ohio as one of their terminals...¹⁶

Jeffersonville continued to benefit and grow from the Ohio River's primacy as the state's commercial travel route and the advent of the railroads proved no obstacle to further growth and success. Jeffersonville's first railroad was the Jeffersonville Railroad Company, which was started in 1852, and which connected the town with Columbus, Indiana, 67 miles due north. The Jeffersonville Railroad Company's ultimate goal, like that of its direct competitor-and the state's first railroad-the Madison and Indianapolis Railroad, was to reach Indianapolis. Circumstances in 1866 facilitated a merger of these two formerly competing rail lines, forming the Jeffersonville, Madison and Indianapolis Railroad. In 1871, this railroad was leased by the Pittsburgh, Cincinnati, Chicago, and St. Louis Railroad, and merged with it in 1890 to form the PCC & St. L (Pittsburgh, Cincinnati, Chicago & St. Louis).¹⁷ (It should be duly noted that

¹⁵ Ibid., 154.

¹⁶ Simons and Parker, Railroads of Indiana, 10-11.

¹⁷ Ibid., 115.

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the Jeffersonville Railroad Company and those formed by subsequent mergers were not connected with the CCC & St. L Railroad Company that constructed the Spring Street Freight House; in fact, the PCC & St. L. and the CCC & St. L. were major competitors in Indiana.)¹⁸ The Cleveland, Cincinnati, Chicago and St. Louis Railroad (also known as the "Big Four Railroad") was formed in 1889 by the merger of: Cincinnati, Indianapolis, St. Louis & Chicago Railroad; Indianapolis & St. Louis Railroad; and Cleveland, Columbus, Cincinnati and Indianapolis Railroad.)¹⁹

Jeffersonville developed a thriving, diverse economic base capable of producing a variety of goods that could in turn be distributed to markets via its river port and the new railroads. During the mid-to-late nineteenth century, Baird's *History of Clark County, Indiana* records that Jeffersonville was the location of industries that produced the following products: castings, ice, bread, cripplers, lumber, saddle trees, cement, hominy; harnesses; flour; meal; spokes; grist; baking powder; extracts; carriages; wagons; cigars; canned goods, steamboats, small boats, chains; stoves, hollow ware, brick, kitchen cabinets, porch columns, wall plaster, brooms, tin and ironware goods, fruit boxes, lard-oil, tile, wooden novelties, staves, cheese, hoops, steam engines, reed and rattan furniture, and locomotive cars.²⁰

The mid-nineteenth-century emergence of the railroads in Jeffersonville, as in other Indiana communities, served to connect the local economy with the state, and with the future growth and expansion of the railroad system, a national economy was being tied together:

Growing railroad networks fostered the growth and transformation of Indiana, and tied its economic fortunes more tightly to the national economy. A historian has noted: "In general, the early railroads commercialized existing local economies and broadened them into regional economies.. They largely accomplished this in the 1850s. After the Civil War, the railroads forged the regional economies into a national one."²¹

The railroad company that came to locate its rail yard, switch system and depot/freight house on Spring Street was, as previously mentioned, the CCC & St. L. Railroad Company ("The Big Four"), one of the biggest rail lines in the state of Indiana. At the time of its 1930 merger with the New York Central Railroad, the CCC & St. Louis's Indiana system added greatly to the NYC's potential service coverage area in the central and southern parts of the state:

The core of the New York Central's operations, the Big Four's trackage in Indiana was more than double that of the other NYC components combined. Contrasted with the LS & MS and Michigan Central lines, which were mostly in the north, the Big Four covered the central and southern parts of the state. Its rails radiated in six directions from

¹⁸Ibid., 114.

¹⁹ Simons and Parker, *Railroads of Indiana*, 102-103.

²⁰ Baird, *Baird's History of Clark County, Indiana*, 428.

²¹ Simons and Parker, *Railroads of Indiana*, 21.

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Indianapolis, and during peak years it dominated travel by operating 50 trains daily, as well as nearly 60 trains in other parts of the state.²²

The Spring Street Freight House, at 1030 Spring Street (also identified on Sanborn Fire Insurance maps as East Eaken Avenue) is part of Jeffersonville City Block No. 116. Newspaper accounts indicate that this particular block and the area around it were purchased by "The Big Four" in 1890.²³ At the time of its purchase by the railroad, some old buildings may have been clustered around natural springs located on the property. These were the remnants of the old "Jeffersonville Springs" resort, with the springs being the apparent inspiration for the street's name.

The mineral springs, described as "chalybeate," or "iron-containing," sprang from the ground "northwest of today's Eleventh and alongside namesake Spring Street."²⁴ Around the early 1800s, a Swiss immigrant named John Fischli purchased thirteen acres, including City Block No. 116, and developed the area into an early tourist attraction ("a health and pleasure resort"), based on the believed-curative powers of the mineral springs.²⁵ One source described the resort as follows:

Fountains were arranged, bath-houses were erected, bowling alleys were established and all the attractions possible were made to catch the public. Cottages were built at various places in the grounds, where visitors and their families could spend the season and enjoy the brilliancy and attractiveness of the society which repaired to this mecca from all over the South. In the summer season, it was the gayest [sic] place in this part of the world... There were rooms for faro, poker, and every other conceivable sort of game... All of these games were public and visitors were welcome to view or participate as they chose. The great men of the South in those days and until 1850 were wont to repair here for rest and pleasure. R.M. Johnson, Vice President under Van Buren; Henry Clay; Thomas Marshall; Humphrey Marshall; Ben Hardin; General Jackson, and many other celebrities of the day... added to the gaity [sic] of the resort... In 1838 the owners built a big hotel at the foot of Broadway, near the river bank, and it was the finest hotel in Indiana or Kentucky when completed. A good wharf was built and Broadway was graded out to the Springs. Carriages were always waiting to transport the seeker for health or pleasure to his goal, and many a dollar did the lucky owner of a rig gather in during a season...²⁶

²² Ibid., 104-105.

²³ "Old Springs Property Now a Rail Yard." Jeffersonville National Democrat, February 7, 1901.

²⁴ Garry Nokes, Images of America: Jeffersonville, Indiana (Charleston, S.C.: Arcadia Publishing), 10.

²⁵ Ibid., 10.

²⁶ Baird, Baird's History of Clark County, Indiana, 75.

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A Dr. McMurtrie of Louisville described the Jeffersonville Springs in his 1819 history of Louisville:

About a mile from this town are several valuable springs, mineralized by sulphur and iron, where a large and commodious building has lately been erected by the proprietor, for the reception of those who seek either relief from physical disposition or their own thoughts, or the disagreeable atmosphere of cities during the summer season...It is, however, one of the most powerful natural chalybeate waters I have ever seen or tasted, and will no doubt prove very serviceable in many complaints, particularly in that debility attended with profuse cold sweats, which are constantly experienced by the convalescent victim of a bilious fever, so common to the inhabitants of this neighborhood.²⁷

An 1837 map of Jeffersonville shows a cluster of buildings surrounding the springs, which is clearly marked. The map shows the springs emanating from the ground in the middle of Block No. 116, between 13th Street and Eleventh streets (Spring Street running diagonal). Property owner John Fischli died in 1838. Research indicates that a Swiss relative of Fischli's named John Zulauf came to the United States in 1846 as executor of Fischli's estate. Zulauf went on to figure prominently in the Jeffersonville community and in Clark County history.²⁸

One county history records that the Jeffersonville Springs resort was purchased by the Methodist Church in 1852:

The Methodist Church purchased the Springs property, where formerly the beauty and society of the South were wont to disport itself and where gambling and conviviality were the pastimes of gentlemen. The "Palaces of Sin" were torn down and converted into school buildings, and quite a number of young ladies were enrolled as students in the new "seminary." It prospered but short time. Soon after the lapse of gaiety [sic] at "The Springs," the hotel which had stood at the foot of Broadway burned (1857).²⁹

Information on the property's history between 1857 and its circa-1890 purchase by the Cleveland, Cincinnati, Chicago and St. Louis Railroad/"Big Four" (CCC & St. L) is sketchy. A map of "The City of Jeffersonville and Vicinity in 1876" clearly shows the springs.³⁰ Although researched sources differ in their timelines, all seem to agree that the springs were still in existence at the railroad's purchase time. In fact, an 1890 newspaper article indicates that "The Big Four" initially planned to restore the springs for public use:

²⁷Ibid., 5.

²⁸Ibid., 793-794.

²⁹Baird, *Baird's History of Clark County, Indiana*, 109.

³⁰Nokes, *Images of America: Jeffersonville, Indiana*, frontispiece.

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The Bridge Company has purchased the Spring Hill property and proposes to fit it up for the convenience of the public. All three of the springs will be inclosed [sic] in stone basins. This water has medicinal properties and is being used by a large number of citizens who have been carrying it away in jugs for family use for years. Years ago these springs were the principal watering resort in the Southwest. Walk ways have been put down from the top of the hill to the springs and additional improvements will be made from time to time, and when the bridge is completed Spring Hill will be as fine and healthy location as can be found around the Falls.

The Springs were originally opened as a resort by John Fischli, a Swiss, who owned nearly all of Jeffersonville at the time. It was next run by Mrs. Goodall, who laid out magnificent gardens...Kingsbury and Jackson had charge of it about 1850 when it was sold to the Methodists who proposed to erect a female college there but were forestalled by DePauw, of New Albany. James Mitchell, of Atlanta, next got ahold of the property and up to now it was allowed to go to waste.³¹

Apparently, the company's plans for the springs changed sometime between 1890 and 1907. Baird records the springs' destruction by the railroad:

In November, 1907, the Chalybeate Springs, which once made famous the "Springs" in Jeffersonville, in the forties and fifties, were destroyed by the Big Four Railroad in making improvements.³²

The 1898 Sanborn Fire Insurance Map of Jeffersonville, Indiana showed no buildings or structures standing on the block; however, the CCC & St. L railroad tracks were located near the northwest corner of Eleventh and Spring streets. (On the 1904 Sanborn map, similarly situated tracks are identified as "CCC & St. L. and B & O SW RR.") A 1900 "City of Jeffersonville" map shows City Block No. 116 marked as the "CCC & St. L. Yard," but with no erected buildings or structures indicated on the property. Baird makes note of "Big Four Railroad" holdings in Clark County in his discussion of the "Big Four Bridge" construction on the Ohio River between Jeffersonville, Indiana and Louisville, Kentucky. In addition to highlighting the importance of the new bridge to Jeffersonville, his comments provide a timeline for "Big Four" activity in the city and establish a relationship between the Spring Street freight house and this important bridge:

³¹"Olden Times Revue, Taken from 1890 Files." Jeffersonville Evening News, March 20, 1940.

³²Baird, Baird's History of Clark County, Indiana, 135.

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This colossal structure, which is Jeffersonville's chief outlet to the south, was completed in August, 1895, seven years having been occupied in its construction. It is a single-track railroad bridge and is used by the Big Four Railroad, the Louisville & Southern Interurban Company, and the Indianapolis and Louisville Traction Company, for their interurban traffic...In 1885 began the long fight for the new bridge...the first work was done in 1888...it was completed and thrown open for business in September, 1895. The Big Four Railroad owns no property in Clark County except the bridge and a yard. This yard...is one of the largest railroad yards around the Falls and contains about nine miles of track in its switches. The freight depot and switch at Spring Street and the bridge crossing completes the property...³³

Garry Nokes, in Images of America: Jeffersonville, Indiana, adds this interesting fact of "The Big Four's" activity in Jeffersonville: "The Big Four Railroad owned the Big Four Bridge and the yards behind Jeffersonville's Quartermaster Depot, but it had to use the tracks of the Baltimore and Ohio to reach them both..."³⁴

The addition of the CCC & St. Louis Railroad, a.k.a. "The Big Four" (together with the construction of its "Big Four Bridge") to the Jeffersonville economy was widely anticipated and celebrated, as indicated in Jeffersonville Evening News articles from July and August of 1895:

...The crossing of the first train Saturday night was a great event in Jeffersonville. Hundreds of people lined the river bank, and shouted themselves almost hoarse, which was heard by the men on the cars, who waved hats, handkerchiefs, and torches. Back as far as Spring Hill the train had been warmly greeted and the long-looked-for opening had come... (July 1, 1895)

...Thus at last the long expected advent of the Big Four into Jeffersonville and Louisville has come...On this side the freight depot will be on Spring Hill and this will doubtless require the improvement of some of the streets leading from Spring Street to the Big Four freight stations in this city, as the locality would be inaccessible in the winter. (August 19, 1895)

Due to the increasing weight of rail traffic, a new "Big Four Bridge" was built in 1929 on the piers of the old "Big Four Bridge." (The support piers for the 1929 bridge's approach spans are concrete, and those in the center are the original bridge's masonry piers.)³⁵ The "Big Four Bridge" of today is known as "the bridge to nowhere" due to the removal of its approaches following the 1968 merger (between the New York Central and the Pennsylvania railroad lines) that created Penn-Central Railroad. The remainder of the bridge still stands, and was documented by Historic American Engineering Record (HAER) in 1984. The

³³ Ibid., 362-363.

³⁴ Nokes, Images of America: Jeffersonville, Indiana, 35.

³⁵ Library of Congress website, <http://www.loc.gov/index.html>, HAER collection, accessed May 31, 2006.

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cities of Jeffersonville and Louisville plan in the future to use the bridge as a pedestrian/bicycle structure as part of Ohio River waterfront improvements.

In 1925, a building identified on the Sanborn Fire Insurance Map as the "J & L Bridge & RR Freight House" is in place at 1030 Spring Street. (The name is an abbreviation of the "Jeffersonville and Louisville Bridge and Railroad" company, which constructed "The Big Four Bridge" between Jeffersonville and Louisville.) A platform is indicated around the building's perimeter. It is adjacent the New York Central elevated lines, which lie to its southeast, while a railroad/loading spur is located on the building's north side, behind which is a coal yard.³⁶ (Simons and Parker note that the formal merger of CCC & St. L. and New York Central RR did not take place until 1930, although New York Central had been purchasing CCC & St. L stock for many years prior.)³⁷ Also located on Block 116 in 1925 are a filling station (at the exact corner of Spring and 10th streets) and "Service Ice Company," located in the block's southeast corner.³⁸

The Spring Street Freight House is believed to be an example of a standard-plan freight building frequently produced by the major railroad companies. According to Indiana Railroad Depots: A Threatened Heritage, by Francis H. Parker:

Many depots were built during the rapid railroad expansion of 1865-1900. During this era railroad practice became stabilized around a series of functional depot types, each suited to a specific series of functional depot types, each suited to specific contexts or locations. Individual railroads designed their own versions of each type, drawing on popular architectural styles of the period. The combination of functional needs and Victorian architectural elements created the building type that we most readily picture today as a depot...The depots built during this period can usually be placed in one of the following functional types: 1.) Shelters; 2.) Combination depots; 3.) Local passenger depots; 4.) Terminal passenger depots; 5.) Freight houses...³⁹

Examination of the Jeffersonville freight house by architects revealed a floating foundation on timber skids. They noted that this construction could well have been intended "to facilitate adjustment to rail car elevations as track ballast was adjusted."⁴⁰ Such buildings could also be easily moved on rail lines from one location to another. The practice was not unusual; as Parker states, "Depots also seem to have been moved to new sites, a task made relatively easy by the availability of locomotives and heavy railroad cranes."⁴¹

³⁶ City of Jeffersonville, Indiana Sanborn Fire Insurance Map, 1925. Indiana State Library Microfilm Collection.

³⁷ Simons and Parker, Railroads of Indiana, 105-106.

³⁸ City of Jeffersonville, Indiana Sanborn Fire Insurance Map, 1925. Indiana State Library Microfilm Collection.

³⁹ Parker, Indiana Railroad Depots: A Threatened Heritage, 5-9.

⁴⁰ "Louisville Southern Indiana Ohio River Bridges Project (LSIORBP)." Internal INDOT report, December, 2005, 2.

⁴¹ Parker, Indiana Railroad Depots: A Threatened Heritage, 9.

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Parker further explains the purpose and function of freight houses:

Freight houses served for the transfer of small freight shipments from railroad boxcars to local delivery wagons and trucks, and vice versa. This freight was termed “less than carload lot” or LCL freight, and required sorting, shelter, and temporary shelter.⁴²

In 1914, 312 New York Central Railroad depots of all [standardized] types existed in the state of Indiana. In 1989, the total number of surviving Indiana depots (from all rail lines) was 295. Of these, 52 depots from the New York Central line, mostly combination depots/freight houses, remained standing.⁴³ It can be safely assumed that fewer stand today. Parker’s survey did not record any other New York Central Railroad freight houses in the area surrounding Clark County.

According to Clark County Historian Jeanne Burke, the City of Jeffersonville—once the location of numerous depot buildings—today retains only three, including the Spring Street Freight House. The others are: 1) at Ninth and Spring streets (heavily altered to serve as a retail establishment), 2) on West Court Alley (moved in 1986 from its original location on Mitchell Street).⁴⁴ This depot was constructed by the Pennsylvania Railroad Company in 1929.⁴⁵

Architecturally, the Spring Street Freight House features simple Craftsman detailing that includes a hipped roof with wide overhang to provide protection from the weather. This stylizing follows the general railroad trend of the times:

...In the 1865-1900 period, freight depots were usually frame, even when the passenger depot was brick or stone. A board-and-batten, gabled roof was typical—a long narrow structure with a series of freight doors along each side and a small office space at one end. Pennsylvania System freight depots shared some Stick-style details with their standard combination and passenger depots, but most freight depots were relatively plain...The New York Central lines did not use standardized depots to the same extent as the Pennsylvania.⁴⁶

The building served as a freight house from its year of construction until sometime between 1963 and 1970.⁴⁷ 1946 property records indicate that “the old New York Central Railroad bounds the property to the

⁴² Ibid., 9.

⁴³ Ibid., 10, 20.

⁴⁴ Information obtained from Clark County Historian, Jeanne Burke, July 20, 2006.

⁴⁵ Parker, *Indiana Railroad Depots: A Threatened Heritage*, 35.

⁴⁶ Ibid., 9, 20.

⁴⁷ “Phase I Environmental Site Assessment Baseline Report, Vol. I,” Sec. 5.37.2.

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northwest, and a railroad spur bounds the property to the south and east.”⁴⁸ Today the building shares the property upon which it is situated with a metal storage garage. The metal garage, located at the southeast corner of the lot, was constructed sometime between 1970 and 1976.⁴⁹

Property research reflective of the years 1937-1995, conducted as part of the “Phase I Environmental Site Assessment Baseline Report,” indicates that the property continued to function as a freight house/depot in the New York Central Railroad system from 1937-c.1963, when the railroad track spur was removed. Land usage from 1970-1975 is classified as “feed wholesale,” and from 1976-1995 as “commercial.” Other property-specific information is as follows:

A 1946 aerial photograph indicates that “a building is depicted approximately 23 meters northeast of the station. The old New York Central Railroad bound the property to the northwest, and a railroad spur bounds the Property to the south and east.” 1952 records indicate that the property has not changed since 1946; however, “the building located to the northeast of the station has been expanded and is labeled as ‘Feed and Oil Storage.’ In 1963, “the railroad spur previously located to the south and east of freight station has been replaced by an access road and parking lot.”⁵⁰

For nearly fifty years, the Spring Street Freight House served the Jeffersonville economy as part of a vital national railroad system. Indeed, even after the railroads stopped using the property, the building served the local economy for another twenty years through continuous retail function. Fortunately, a great deal of the freight house’s original architectural fabric has survived over the years, and it continues to house a unique railroad artifact in the form of the Fairbanks Scale. The freight house stands today as a fine example of bygone construction traditions and architectural details (even on standardized designs) that could convey a sense of dignity to even the most humble service building. The building remains on Spring Street as a symbol of the railroads’ very significant contributions to the city of Jeffersonville, as well as to the State of Indiana.

⁴⁸ Ibid, Table 5.31.

⁴⁹ Ibid, Table 5.37.1.

⁵⁰ “Phase I Environmental Site Assessment Baseline Report, Vol. I,” Sec. 5.37.2.

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Verbal Boundary Description: Beginning at a point approximately 10 feet north of the northeast corner of the building; proceeding west toward Spring Street approximately 85 feet to a point approximately 10 feet west of the northwest corner of the building; proceeding south toward Tenth Street approximately 35 feet to a point approximately 10 feet south of the southwest corner of the building; proceeding east approximately 85 feet to a point approximately 10 feet south of the southeast corner of the building; proceeding north approximately 10 feet to the place of beginning.

Boundary Justification: The building sits on .52-acre. The boundary includes that part of Jeffersonville City Block 116 that remains to convey the historic significance of the freight house building. Since no historic fabric of associative (railroad) value remains on the lot, due to the many physical alterations undergone by the lot and Jeffersonville City Block 116, as well as the surrounding neighborhood/environs, the freight house alone retains historic integrity and significance. The boundary must then be confined to the building's physical dimensions.

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Spring Street Freight House
Clark County, Indiana

List of Photographs:

All photographs are of the Spring Street Freight House, Jeffersonville, Clark County, Indiana. Photos 1, 5-7, and 10-12 were taken by Susan Branigin in June 2006. Photos 2-4 and 8-9 were taken by Mary Kennedy in December 2005. A copy of the CD of photographs in original digital format is in the possession of the Indiana Department of Transportation (INDOT), Office of Environmental Services, 100 N. Senate Avenue, Rm. 642, Indianapolis, IN 46204. The digital file names for each photo are included below.

- Photo 1: West elevation, showing modern porch. Camera facing north/northeast.
"IN_ClarkCounty_SpringStreetFreighthouse1.tif"
- Photo 2: South elevation, showing freight door entrance. Camera facing north/northwest.
"IN_ClarkCounty_SpringStreetFreighthouse2.tif"
- Photo 3: South elevation, detail of triangular knee-brace brackets. Camera facing east/southeast.
"IN_ClarkCounty_SpringStreetFreighthouse3.tif"
- Photo 4: East elevation, showing addition. Camera facing south/southwest.
"IN_ClarkCounty_SpringStreetFreighthouse4.tif"
- Photo 5: North elevation, detail of double freight doors. Camera facing south.
"IN_ClarkCounty_SpringStreetFreighthouse5.tif"
- Photo 6: North elevation, showing downspout, double freight doors, and metal hopper. Camera facing east/southeast.
"IN_ClarkCounty_SpringStreetFreighthouse6.tif"
- Photo 7: North elevation/northwest corner, showing downspout and porch stairs. Camera facing south/southwest.
"IN_ClarkCounty_SpringStreetFreighthouse7.tif"
- Photo 8: Interior view of northwest room. Camera facing north/northwest.
"IN_ClarkCounty_SpringStreetFreighthouse8.tif"
- Photo 9: Interior view of southwest room. Camera facing west/southwest.
"IN_ClarkCounty_SpringStreetFreighthouse9.tif"

United States Department of the Interior
National Park Service

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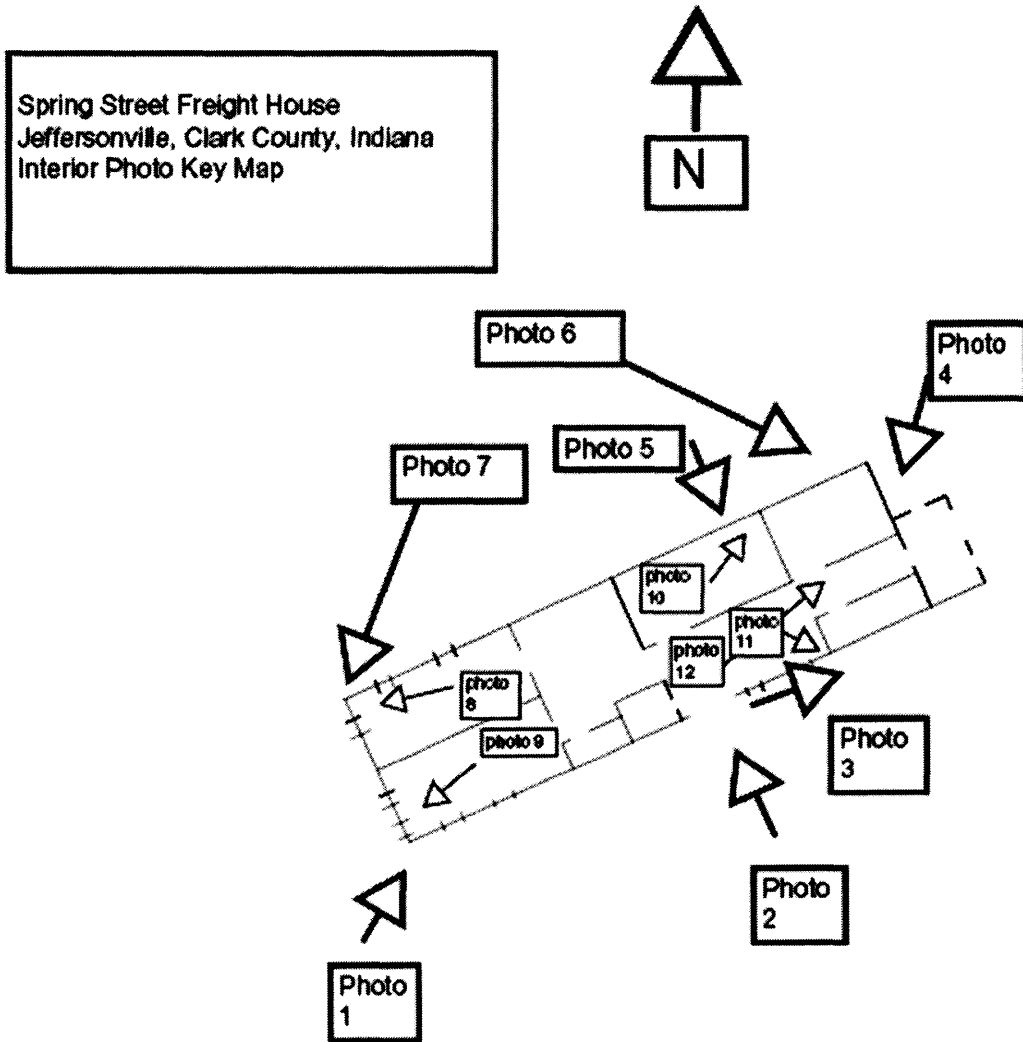
Spring Street Freight House
Clark County, Indiana

- Photo 10: Interior view of north center room. Camera facing north/northeast.
"IN_ClarkCounty_SpringStreetFreighthouse10.tif"
- Photo 11: Interior view of south center room and Fairbanks Scale. Camera facing south.
"IN_ClarkCounty_SpringStreetFreighthouse11.tif"
- Photo 12: Interior view of south center room. Camera facing east/northeast.
"IN_ClarkCounty_SpringStreetFreighthouse12.tif"

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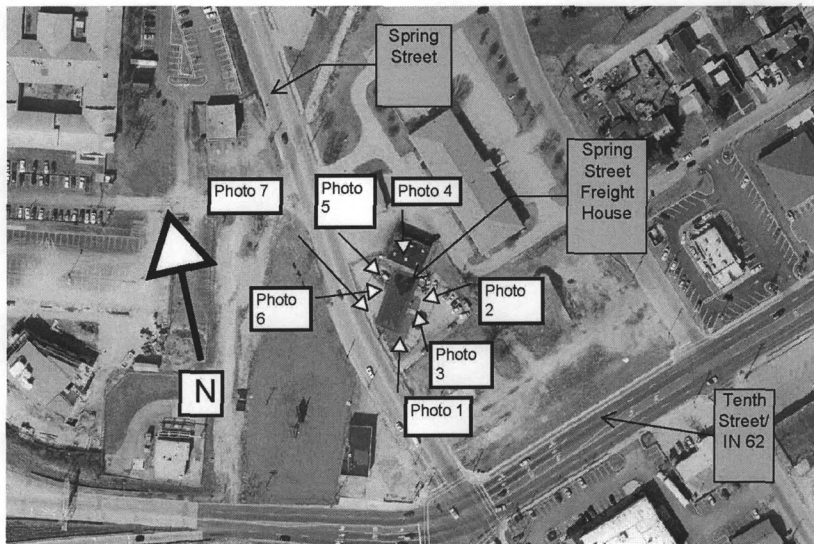
Spring Street Freight House
Clark County, Indiana



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Spring Street Freight House
Clark County, Indiana



Spring Street Freight House
Jeffersonville, Clark County, Indiana
Location of Exterior Photographs