



## Travels in Time Railroading in Indiana

The sites included in this itinerary are in some way recognized by programming that filters through the DHPA—the State or National Registers, the Historic Theater Initiative, the Cemetery Registry, the Underground Railroad Initiative, and others. The itinerary are by no means a comprehensive list of sites in Indiana related to each theme.

### Stations and Depots

#### New Albany and Salem (Monon) Railroad Station (Floyd County)

In 1851, the New Albany and Salem Railroad Station was constructed in New Albany, IN as a stop along the railroad, otherwise known as the Monon Railroad. This station was the most elaborate stop on this important early Midwestern line. Other than fueling the economic development of New Albany, the Monon Railroad was also a significant point of controversy during the 1850s in the southern Indiana region as fugitive slaves who crossed the Ohio River would utilize the rail line as a way to escape and hopefully find their freedom in the north.



The Monon Station was listed on the National Register in 1984, but was later demolished. In 2007, the Indiana Historical Bureau, Caesars Foundation of Floyd County, and Floyd County Historical Society partnered together and installed a marker at the former site to commemorate its historical significance for the state of Indiana and the city of New Albany.

#### Located at:

Corner of Bank Street and Culbertson Avenue in New Albany, IN

## Junction Railroad Depot (Shelby County)

The construction in 1866-67 of the Junction Railroad, which extended from Hamilton, Ohio to Indianapolis, Indiana, provided the first great impetus to Morristown, IN's growth. The railroad later became part of the Cincinnati, Hamilton, and Indianapolis, and a county history written in 1887 states that Morristown was the third most important shipping point on the entire line.

The depot itself was constructed soon after the railroad was completed under the supervision of Samuel McGrew Johnson, with its pinned beam, barn-like construction reflecting the agrarian nature of the area. It served as the town's center of transportation, moving lots of grain and livestock as well as passengers.



The Junction Railroad Depot served as the local railroad center until about 1950, which was then used for storage until 1975, when it was targeted for demolition. To avoid this, it was purchased and removed its current location along U.S. Highway 52. The building was then placed on the National Register in 1979. It stands today as a treasured local landmark.

## Scottsburg Depot (Scott County)

The town of Scottsburg, Indiana is a railroad town that was platted out in 1870 to take advantage of the Jeffersonville branch of the Jeffersonville, Madison, and Indiana Railroad, which connected Hoosiers to the large and developing market of Louisville. The town's depot was erected in 1872 at a cost of \$1,492. The Scott County seat was even moved from Lexington, Indiana to Scottsburg to take advantage of the railroad access. The community's transportation activity was centered on the depot, which served as a combination passenger and freight depot.



Scottsburg became the chief market center for the shipment of agricultural products, canned goods, livestock, and dairy products in Scott County.

The depot served its purpose continuously until 1954, when it was purchased by Vail Lumber Company and converted to a lumber storage shed. Although it was listed on the National Register in 1991, the depot was eventually, moved a block north along the railroad tracks, and restored in an effort to preserve its history. In 1996, it was renamed the Scottsburg Heritage Station and now houses the Scott County Visitors Commission.

**Located at:**

90 N Main Street, Scottsburg, IN 47170

**Pleasant Lake Depot (Steuben County)**

Though the town of Pleasant Lake was originally platted in 1846, it did not see much growth until 1870 when the it was replatted to the west so as to be closer to the tracks for the Fort Wayne, Jackson, and Saginaw Railroad. The depot itself was constructed in 1882 by Lake Shore and Michigan.

At its height, the line carried six daily passenger trains. Some of these were excursion trains that brought tourists for visits to a resort at Pleasant Lake. Much of the traffic on the line, however, was devoted to carrying grain and livestock from the farms of northeastern Indiana to markets in Chicago and the east. The depot was placed on the National Register in 2001.



**Located at:**

1469 W. Main Street, Pleasant Lake, IN 46779

## Carmel Monon Depot (Hamilton County)



The Carmel Monon Depot was built in 1883 in Carmel, Indiana and abuts the path where the Monon Railroad ran until 1974. The building served as both a passenger and freight depot until the services were discontinued in 1961 and 1974, respectively. Over time, the Monon Railroad (also known as “The Hoosier Line”) became the go-to line for transporting people and goods across Indiana, influencing the state’s geography and economic opportunity.

This was highly significant for Carmel, Indiana as the depot immediately became a local landmark and allowed the town to develop its connections with Indianapolis, northern Indiana, and Chicago.

Located on a lot in the middle of downtown Carmel, the depot now sits just west of its historic spot. The building is currently owned by the Carmel Clay Historical Society and serves as the Monon Depot Museum. In 2013, it was listed on the National Register.

### **For more information:**

<http://www.carmelclayhistory.org/programs>

Monon Depot Museum

211 1<sup>st</sup> Street, Carmel, IN 46032

## **Wabash Railroad Depot (Allen County)**

The Wabash Railroad Depot in New Haven, Indiana was built in 1890 and served a locally significant role in the history of transportation. It is a prime example of a small town, wood framed, Stick style depot. It's also the only small town combination depot left in Allen County.

The depot was an important factor in the development of New Haven. The railroad replaced the canal upon which the town got its commercial start, but had seen a decrease in prosperity since the beginning of the Civil War. Now, the railroad connected New Haven with points throughout the United States. The construction of the depot and the entry of the railroad into the town marked a new beginning. Instead of dying with the canal, New Haven would thrive with the railroad. It provided a method of sending agricultural produce and manufacturer's goods to market until the depot eventually closed in 1964. It was listed on the National Register in 2003.



### **Located at:**

530 State Street, New Haven, IN 46774

# Locomotives

## **The Reuben Wells Locomotive (Marion County)**

The Reuben Wells is a 55-ton wood-burning steam locomotive which was designed and built in 1868 at \$18,345.40 by Reuben Wells, master mechanic of the Jeffersonville, Madison, and Indianapolis Railroad. After around 30 years of service, it was donated to Purdue where it remained until 1940 to be studied and preserved. After its stint as a resident in West Lafayette, the Reuben Wells was controlled by the Pennsylvania Railroad from the '40s until the '60s for restoration purposes. In 1968, it was loaned to the Children's Museum of Indianapolis on a permanent basis where it now resides.

Construction and operation of the engine was an impressive engineering achievement. It was the heaviest and largest locomotive in the world at the time of its first trip up the Madison Hill (which boasted the steepest standard gauge main track in the U.S. – a 5.9% incline!). Both its size and its achievement made the Reuben Wells a sensation in engineering circles and symbolized the innovation of the time period. It also opened up even more commerce for the river port of Madison, IN.



It was listed on the State Register in 1978.

### **For more information:**

<https://thehistory.childrensmuseum.org/collections/iconic-objects/reuben-wells>

The Children's Museum of Indianapolis  
300 N Meridian St, Indianapolis, IN 46254  
(317) 335-4000

## **Nickel Plate Road Steam Locomotive No. 587 (Hamilton County)**

Nickel Plate Road No. 587 is perhaps the best remaining example of a United States Administration (USRA) light Mikado steam locomotive, an outstanding design developed during World War I rearmament. This versatile and universally successful locomotive design was utilized in both freight and passenger service on railroads throughout the United States, and its design elements ultimately served as the basis of larger, more powerful locomotives built during the final three decades of steam locomotive construction in this country. No. 587 escaped major modification during its 37 years of active service and thus represents the essential USRA light Mikado design in virtually original form.

Of the 625 USRA light Mikados constructed between 1918 and 1920, it is one of only six known to exist by 1984, and, of its original group of 15, it is the sole survivor.



Running under Lake Erie and Western on the Nickel Plate system (one of America's most respected and well-remembered railroads), No. 587 was based out of Ohio during the '30s before

later becoming based out of Frankfort, Indiana. From Frankfort, it was known to make trips to Delphos, Peoria, St. Louis, Indianapolis, and Michigan City. Prior to its 1955 donation to the City of Indianapolis, its grandest moment had been its assignment to a campaign train of then-Vice Presidential candidate Richard M. Nixon. No. 587 pulled the candidate and future President from Lafayette to Frankfort, Indiana on October 14, 1952. The locomotive was listed on the National Register in 1974, and it now resides at the Indiana Transportation Museum.

### **For more information:**

<http://itm.org/museum/restoration/nickel-plate-road-587/>

Indiana Transportation Museum

825 Park Dr, Noblesville, IN 46060

(317) 773-6000

## **New York, Chicago, & St. Louis Railroad Steam Locomotive No. 765 (Allen County)**

Built in September 1944 at the Lima Locomotive Works in Lima, OH, this coal burning steam locomotive was designated part of the S-2 class. No. 765 was delivered to the New York, Chicago, and St. Louis Railroad (popularly known as the Nickel Plate Road) and powered passenger and freight trains until its retirement in June 1958. It was eventually donated to the city of Fort Wayne in 1963 and chosen to be displayed in Lawton Park on the city's south side.

In 1974, No. 765 was retrieved from Lawton Park by the Fort Wayne Railroad Historical Society and returned to operating trim. From 1980 to 1993, the locomotive campaigned throughout the eastern United States pulling passenger excursion trains on many of the major railroads. These immensely popular trains introduced many to the excitement and rich history of American steam railroading. Though still based out of the Fort Wayne Railroad Historical Society, it is currently in the midst of a second excursion campaign. It was placed on the National Register in 1996.



**For more information:**  
<https://fortwaynerailroad.org/>



To learn more about the National Register of Historic Places, preservation, or historic buildings or other program administered by the DNR-DHPA, visit us at [www.in.gov/dnr/historic](http://www.in.gov/dnr/historic)

