



EI-26266  
ICB

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February 15, 2018

Melanie Yasbin  
Louis E. Gitomer, LLC  
600 Baltimore Avenue, Suite 301  
Towson, Maryland 21204

Federal Agency: Surface Transportation Board

Re: Additional information concerning the abandonment of 62.3 miles of rail line between milepost 00Q251.7 (near Bedford) and milepost 00Q314.0 (near New Albany) [STB Docket No. AB-55 (Sub-No. 775X) (DHPA #21934)]

Dear Ms. Yasbin:

Pursuant to Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108) and 36 C.F.R. Part 800, the staff of the Indiana State Historic Preservation Officer ("Indiana SHPO") has conducted an analysis of the materials dated January 18, 2018 and received on January 22, 2018, for the above indicated project in Clark, Floyd, Lawrence, Orange and Washington Counties, Indiana.

Thank you for the additional information.

As previously stated, in terms of archaeology, no currently known archaeological resources eligible for inclusion in the National Register of Historic Places have been recorded within the proposed project area. However, archaeological site 12-Or-0618, a prehistoric campsite, is located immediately adjacent to the proposed project area and should be avoided by ground disturbing activities. It appears that the Adkins Cemetery (CR-10-13), in Carr Township, Clark County, Indiana is adjacent to the project area. Please be aware of the cemetery development plan requirements in Indiana Code 14-21-1-26.5 (<http://www.in.gov/legislative/ic/code/title14/ar21/ch1.html>) regarding any proposed ground disturbance within 100 feet of a cemetery.

Thank you for confirming that no portion of the rail dates to the original construction in 1854. Please clarify if there is any portion of the rail that will be impacted that is over 50 years old. In the original submission, we note that there is mention that "the main track was rebuilt in the 1980s". Does this mean that although portions of the rail were original laid over 50 years ago, they were redone in the 1980's? If portions of the rail line are intact and older than 50 years, then they will need to be documented further prior to removal.

As previously stated, in regard to buildings and structures, we have noted the following structures within the probable area of potential effects, and we believe that they may meet the criteria of eligibility for inclusion in the National Register of Historic Places:

- Bridge 282.2 (site #175-567-26148)
- Bridge 284.9
- Bridge 289.8

Additionally, we have identified the following property within the probable area of potential effects, and we believe that it meets the criteria of eligibility for inclusion in the National Register of Historic Places due to its historical and architectural significance:

B & O Passenger Station (CSX Railroad Office) in Mitchell, (site #093-416-42067)

Furthermore, we have identified the following properties listed in the National Register of Historic Places within the probable area of potential effects:

Orleans Historic District, listed September 24, 2009  
Salem Downtown Historic District, listed October 10, 1997 --[the limestone embankment constructed for the Louisville New Albany and Salem Railroad in the 1850's is the southwest boundary and is a contributing resource to the district representing some of the earliest construction in the district.]

We are pleased to learn that CSXT will consider donating salvageable semaphore signals to a museum. Please see the attached email correspondence from my colleague, John Carr, with several potential locations for CSX to contact. Please provide our office with information regarding the salvaged materials and correspondence with a museum, when available.

Once the indicated information is received, the Indiana SHPO will resume identification and evaluation procedures for this project. Please keep in mind that additional information may be requested in the future.

*A copy of the revised 36 C.F.R. Part 800 that went into effect on August 5, 2004, may be found on the Internet at [www.achp.gov](http://www.achp.gov) for your reference. If you have questions about archaeological issues please contact Rachel Sharkey at (317) 234-5254 or [rsharkey@dmr.IN.gov](mailto:rsharkey@dmr.IN.gov). If you have questions about buildings or structures please contact Kim Marie Padgett at (317) 234-6705 or [kpadgett@dmr.IN.gov](mailto:kpadgett@dmr.IN.gov). Additionally, in all future correspondence regarding the above indicated project, please refer to DHPA #21934.*

Very truly yours,



Mitchell K. Zoll  
Deputy State Historic Preservation Officer

MKZ:KMP:RAS:ras

Enclosure

cc: David C. Navecky, Environmental Protection Specialist, Surface Transportation Board

## Padgett, Kim Marie

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**From:** Carr, John  
**Sent:** Friday, February 02, 2018 12:51 PM  
**To:** Padgett, Kim Marie  
**Subject:** RE: CSX rail line abandonment project

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Kim,

I have several museums to suggest, because, as a state government employee, I shouldn't show favoritism. Also, I'm not sure what CSX's expectations are regarding the potential donee, and I don't know about the capability or willingness of any of the museums to accept the former Monon semaphore signals.

It also occurred to me that perhaps the best party to recommend a museum would be the Monon Railroad Historical-Technical Society (<http://www.monon.org/>). I think I asked you once whether the MRHTS is a consulting party, and I think you answered that it is or at least that it was invited. The MRHTS is now headquartered in Salem, Washington County, and operates a Depot Museum, but I don't know how extensive its collection is. Even if the MRHTS could not take the semaphores, I'd think it would be in a good position to make a recommendation of another museum to CSX.

Linden Depot Museum (<http://www.lindendepotmuseum.org/>) in Montgomery County, because it's actually on a part of the Monon that's still in use by CSX. However, it's probably a pretty small operation, and, from their website, it appears they already have at least three of the semaphore signals, two of which are of the upper quadrant type used by the Monon. The other one in the top photo is of a lower quadrant semaphore, and it seems to be set up along the abandoned Nickel Plate R/W, so that's probably the type the Nickel Plate used. The website indicates the local historical society that operates the museum is a 501(c)(3) (i.e., tax-exempt, charitable) organization. I don't know for sure, but that might be important to CSX.

French Lick Scenic Railway/Indiana Railway Museum (<http://www.frenchlickscenicrailway.org/Information-Station.html>) in Orange County. It's at the historic depot in French Lick, which served both a branch of the Monon that came down from Paoli and a branch of the Southern Railway that came up from Huntingburg. The Monon branch has long been abandoned, but the museum runs tourist trains on part of the Southern branch. Even though the Monon no longer reaches French Lick, my recollection is that the museum also collects Monon memorabilia and freight cars. I haven't found anything on its website to indicate it's a not-for-profit, so it's probably for-profit.

Monon Connection Museum (<http://mononconnection.com/>) just north of Monon in White County. Its focus is the Monon, but it also has an impressive collection of railroad cars and other artifacts and equipment from other railroads, as well. It's associated with a restaurant, and I'm pretty sure the museum is owned by one or more private individuals and is a for-profit. The Monon Connection is across US 421 from what's left of the Monon line from Monon to Michigan City.

Indiana Transportation Museum (<http://itm.org/>) in Forest Park on the edge of Noblesville, Hamilton County, has numerous railroad cars, locomotives, and memorabilia from a variety of railroads, mostly those operating in Indiana, as I recall. ITM is a 501(c)(3) not-for-profit. However, ITM may soon be forced to leave its home in Forest Park in Noblesville (<https://www.indystar.com/story/news/local/hamilton-county/2017/12/20/noblesville-evicts-indiana-transportation-museum-after-52-years/969387001/>), so I'm not sure ITM is in a position to be acquiring more equipment right now, but perhaps CSX should determine that.

Hoosier Valley Railroad Museum (<http://www.hoosiervalley.org/visit/schedules/>) at North Judson in Starke County is not on former Monon trackage or R/W, but it's within about 6 or 7 miles of the former Monon line to Michigan City. It is a 501(c)(3).

Whitewater Valley Railroad (<http://www.whitewatervalleyrr.org/>), based in Connersville, Fayette County, has collected railroad cars and a few structures from various railroads, although I don't think it features Monon memorabilia. I think the Whitewater Valley Railroad Heritage Fund is a 501(c)(3) organization.

Fort Wayne Railroad Historical Society (<https://fortwaynerailroad.org/>) says its focus is on Midwest railroads, although I don't think the Monon ever ran anywhere near there. Its museum apparently is in nearby New Haven in Allen County. It's a 501(c)(3).

National New York Central Railroad Museum (<https://www.elkhartindiana.org/department/?fDD=54-0>) says one can make a tax-deductible contribution. I don't know whether it's a 501(c)(3) or a local government entity, however, because its page is on the City of Elkhart's website. Since its focus is the New York Central, I don't know whether it would be interested in Monon semaphores.

There are other museums in Illinois and Kentucky that might take the semaphores, but CSX is probably aware of them, and I'd rather the semaphores stay in Indiana, if possible.

Perhaps the best thing would be to give all these links to CSX and let it decide which one or ones to contact.

John

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**From:** Padgett, Kim Marie  
**Sent:** Friday, February 02, 2018 10:37 AM  
**To:** Carr, John <[JCarr@dnr.IN.gov](mailto:JCarr@dnr.IN.gov)>  
**Subject:** CSX rail line abandonment project

John,

Remember the CSX rail line abandonment project in Clark, Floyd, Lawrence, Orange and Washington Counties that I talked with you about recently? Do you have any recommendations of which railroad museum CSX could contact to discuss donating salvageable historic semaphore signals to?

Thanks!

Kim