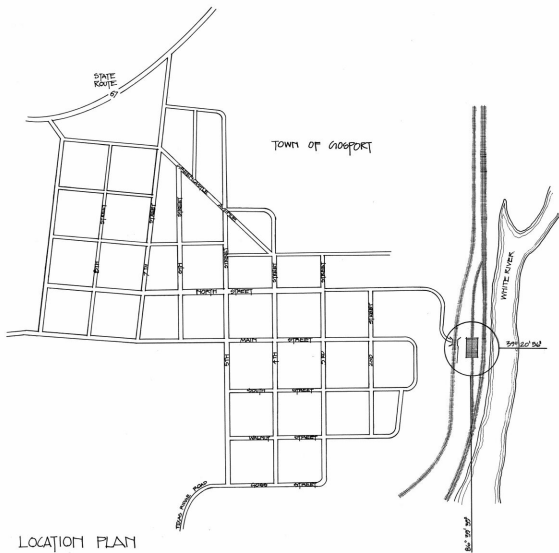
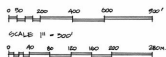


NEW ALBANY & SALEM RAILROAD: GOSPORT STATION

GOSPORT, INDIANA



LOCATION PLAN



THE GOSPORT STATION IS A FINE AND WELL-SERVED EXAMPLE OF A TYPE OF STATION WHICH WAS FAIRLY COMMON IN THE EARLY DAYS OF AMERICAN RAILROAD BUILDING, BUT WHICH BECAME OBSOLETE LONG BEFORE THE END OF THE NINETEENTH CENTURY. IN ADDITION TO PASSENGER ROOMS THIS TYPE OF STATION INCLUDED A LARGE OPENING WHICH ALLOWED TRAIN CARS TO ENTER FOR LOADING AND UNLOADING. PRESENT IN SOME STATIONS, ONLY ONE END WAS OPEN. AT OTHERS, LIKE GOSPORT, THE TRACKS LEAD THROUGH THE STATION AND OUT THE OTHER END.

THROUGH-STATIONS APPEAR TO BE A CLOSE CASE OF THE ADAPTATION OF AN EARLIER, VERNACULAR TYPE OF BUILDING TO A NEW INDUSTRIAL SITUATION. THE FORM AND CONSTRUCTION OF THE BUILDING SEEM TO BE DEDUCED DIRECTLY FROM THE TRUCK BARN WITH WOOD TRUSS ROOFS. THERE IS EVIDENCE THAT AT LEAST EARLY EXAMPLES OF THROUGH-STATIONS (OR TRAIN BARN) WERE ACTUALLY CONSIDERED TO BE "BARNLES FOR THE IRON HORSE." THEY Housed ENGINES AND HAD DOORS WHICH COULD BE SHUT AT NIGHT.

AT LEAST FIVE OTHER STATIONS OF THE TRAIN BARN TYPE ARE KNOWN TO HAVE EXISTED IN INDIANA. HOWEVER, SINCE ENGINES PASSED DIRECTLY UNDER THEIR WOOD ROOFS, THEY WERE EXTREMELY LIKELY TO CATCH FIRE, AND THEY ALSO QUICKLY BECAME INADEQUATE TO HANDLE THE INCREASING VOLUMES OF FREIGHT CARRIED BY RAILROADS. THE GOSPORT STATION, BUILT IN THE 1850'S EITHER AT THE TIME THE NEW ALBANY AND SALEM TRACKS PASSED THROUGH THE TOWN IN 1854 OR SHORTLY THEREAFTER, IS THE ONLY KNOWN EXAMPLE WHICH REMAINS INTACT. IT BROUGHT A BOOM TO GOSPORT, BUT THE RAILROAD WAS NEVER A GREAT FINANCIAL SUCCESS AND THE TOWN STARTED ITS SLOW DECLINE BEFORE THE LAST QUARTER OF THE CENTURY.

THIS SURVEY IS PART OF A LONG-RANGE PROGRAM BY THE HISTORIC AMERICAN ENGINEERING RECORD (HAER) TO DOCUMENT ENGINEERING AND INDUSTRIAL WORKS IN THE UNITED STATES. THE INDIANA SURVEY OF HISTORICALLY SIGNIFICANT STRUCTURES WAS CO-SPONSORED DURING THE SUMMER OF 1970 BY THE NATIONAL PARK SERVICE (HAER), THE HISTORIC LANDMARKS FOUNDATION OF INDIANA, AND THE INDIANA HISTORICAL SOCIETY. FIELD HEADQUARTERS WERE LOCATED AT THE DEPARTMENT OF FINE ARTS, INDIANA UNIVERSITY, BLOOMINGTON, INDIANA.

THE FIELD WORK, MEASURED DRAWINGS, HISTORICAL DATA, AND PHOTOGRAPHS WERE PREPARED UNDER THE GENERAL DIRECTION OF DOUGLAS L. GRIFFIN, CHIEF HAER, AND DONALD E. SACRHEIM, HISTORIAN, HAER, PROJECT DIRECTOR.

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