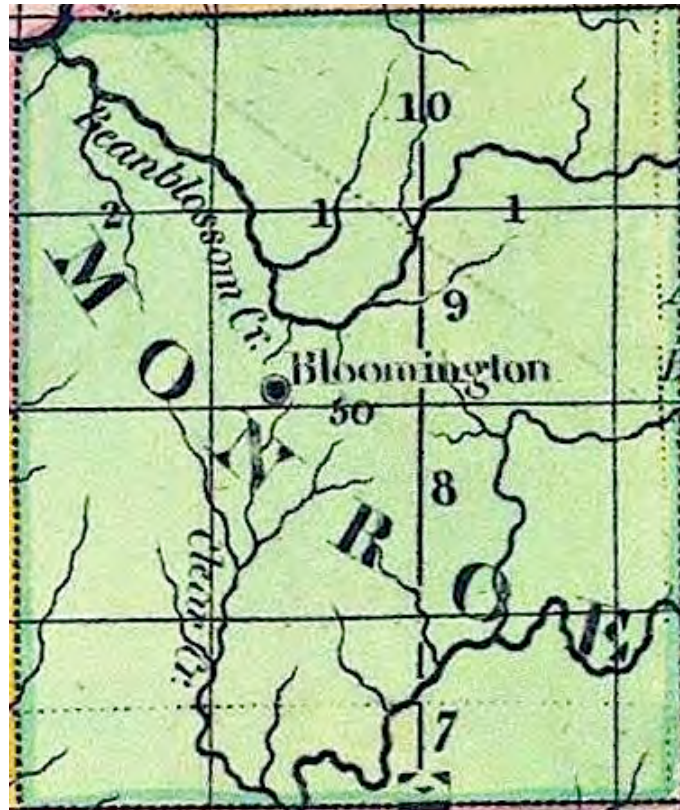


Mapping Monroe County, Indiana

—An Annotated Bibliography—
1815–1941



— Monroe County, Indiana —
detail from
Ohio and Indiana, H.S. Tanner, A New American Atlas, 1825

David Paul Nord
Indiana University

Monroe County History Center
Bloomington, Indiana
2021

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Part I: Public Land Survey System / 7

The maps in this part describe the survey system that was used to map Indiana and Monroe County in the early 19th century and is still in force today. Several historic maps appear along with current online mapping applications to help the reader understand and use the Public Land Survey System (PLSS).

Part II: Indiana Maps / 11

The maps in this part include early state maps, railroad maps, geological maps, and early 20th-century motoring maps. Because there are so many surviving historic maps of Indiana this part must be very selective. It is merely a sampling of state maps that have useful portrayals of Monroe County. The entries appear in chronological order.

Part III: Monroe County Maps / 23

This part seeks to be as comprehensive as possible. It includes nearly every pre-1942 Monroe County map that I know about. Most, but not all, of these maps are accessible online. Those that are not online are held in paper form by the Monroe County History Center, the Monroe County Public Library, the Indiana State Library, Indiana University-Bloomington libraries, the IUPUI library, and other libraries and government archives. The entries appear in chronological order.

Part IV: City and Town Maps / 48

This part consists mainly of maps of Bloomington, plus a few maps of other places. These come in several forms, including plat maps, street maps, stone industry maps, topographic maps, railroad property maps, insets in county maps, and fire insurance maps. The entries appear in chronological order.

Part V: Indiana University Campus Maps / 68

Most maps of Indiana University were made for students, but some are planning maps, fire insurance maps, parts of city maps, or historical reconstructions. Some were published separately; some were included in university publications. Most maps in this part of the bibliography are available at the IU Office of University Archives and Records Management, in paper form and often online. The entries appear in chronological order.

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Introduction

In 1815 Arthur Henrie, a surveyor employed by the United States government, drew a set of maps of a part of Indiana Territory lying between the west and east forks of the White River. Those maps, based on systematic, on-the-ground surveys, were the first professional maps of the land that became Monroe County in 1818.

Henrie's assignment was to lay out, on paper and on the land itself, the rectangular grid survey of federal public lands that had been created by the Land Ordinance of 1785. That framework—called the Public Land Survey System (PLSS)—is still in use today. The purpose of the PLSS was legal and commercial: to establish in law a procedure for the possession, privatization, sale, and resale of public property. But the cartographic contribution of the PLSS was nearly as significant. The federal land surveys laid the basis for thousands of maps of the trans-Appalachian West, based on careful, standardized measurement, rather than estimate and imagination. This bibliography explores some of those maps, including the first simple maps sketched by Arthur Henrie in 1815.

The early history of Monroe County coincides with a golden age of American cartography. The information subsidy provided to mapmakers by the public land surveys is part of the story. Also the large publishing houses of New York, Philadelphia, and other major cities in the early 19th century were developing new technologies for printing illustrations, including maps. Perhaps most important, the demand for maps was soaring, as millions of Americans moved west. By the end of the century, hundreds, perhaps thousands, of maps had been drawn and published that, in one way or another, touched on Monroe County, Indiana.

We live in another golden age of American cartography. Most obvious is the recent development of Geographic Information Systems (GIS), which link mapping to digital informatics. GIS uses digital technology to integrate a wide variety of data and to overlay those data onto interactive, spatial representations—that is, maps. Another element of the current golden age of cartography involves the presentation of historic maps, the kinds of maps included in this bibliography. Libraries have collected maps for centuries, but in recent years public access to historic maps has been revolutionized. Libraries, government agencies, and private collectors have begun to scan their maps at high-resolution and to make those scans available online. Digital maps are now easy to use in interactive displays and are often downloadable in large files.

These are transformative technological developments. In paper form, maps are typically large-format documents. In the past, the details of large historic maps were often lost in the microfilming or digitization process. That's no longer true. Now big maps can be found online and studied in their original sharp detail. In other words, any reader who has an Internet connection now has access to high-quality scans of many—though not all—of the extant historic maps of Indiana and Monroe County.

Throughout history, maps have performed many different kinds of work. They were created for armies, government officials, surveyors, road and railroad builders, migrants and shippers, property buyers and sellers, mineral prospectors, farmers, postal workers, insurance companies, tourists, geography scholars and students, and many others. Some map genres that appear in this bibliography are:

U.S. atlases
county atlases
state atlases
forest service maps
road maps

railroad maps
planning maps
fire insurance maps
postal maps
plat maps

geological maps
topographic maps
soil maps
industry maps
college campus maps

This bibliography depends on the new universe of digital maps. My aim is to provide, wherever possible, links to online sources. *Mapping Monroe County, Indiana* exists in digital format (PDF) as well as a printed booklet. The PDF version is freely available online as an e-book at the Indiana Historical Society, the Indiana State Library, Indiana University-Bloomington, and other library collections. It has clickable links to individual maps listed, if they are posted online. If you are using the bibliography in print, you can track down the digitized maps by searching for their titles and dates at the Web sites of the libraries and collections listed below and at the end of each entry. Many are available in more than one collection. I have usually listed only the collection that has the best scan. Here are the names and the full URLs of the online map collections cited and linked to in the pages that follow:

ArcGIS, PLSS Map Viewer

<https://www.arcgis.com/apps/View/index.html?appid=019dd6f39fda4d3b811abfab0878b63b>

Ball State University, Indiana Natural Resources Maps

<http://libx.bsu.edu/cdm/landingpage/collection/InNatRes>

Boston Public Library, Norman B. Leventhal Map Center

<https://www.digitalcommonwealth.org/collections/commonwealth:41688024w>

David Rumsey Map Collection

<http://www.davidrumsey.com/>

Hathi Trust Digital Library

<https://www.hathitrust.org/>

Historic Map Works

<http://www.historicmapworks.com/>

Indiana Academy of Science, *Proceedings*

<https://journals.iupui.edu/index.php/ias/issue/archive>

Indiana Department of Geology and Natural Resources, *Annual Reports*, at IUScholarWorks

<https://scholarworks.iu.edu/dspace/handle/2022/3298>

Indiana Department of Transportation, Historic Maps

<https://www.in.gov/indot/resources/historic-maps/>

Indiana Geological and Water Survey

<https://igws.indiana.edu/>

Indiana Historical Society, Digital Images Collection

<http://images.indianahistory.org/cdm>

IndianaMap

<https://www.indianamap.org/>

Indiana State Library, Digital Collections

<https://indianamemory.contentdm.oclc.org/digital/collection/p15078coll8>

Indiana University Archives, Photograph Collection

<http://webapp1.dlib.indiana.edu/archivesphotos/>

Indiana University, Digital Library

<https://iucat.iu.edu/catalog/advanced>

Indiana University-Bloomington Libraries, Indiana Historic Maps
<http://webapp1.dlib.indiana.edu/images/splash.htm?scope=images/VAC3073>

Indiana University-Bloomington Libraries, Topographic Maps
<https://libraries.indiana.edu/topographic-maps>

Indiana University-Bloomington Libraries, Union List of Sanborn Maps
<https://libraries.indiana.edu/union-list-sanborn-maps>

Internet Archive
<https://archive.org/>

IUPUI Library, Historic Indiana Atlases
<http://www.ulib.iupui.edu/collections/HistAtlas>

IUPUI Library, Historic Indiana Plat Books
<http://www.ulib.iupui.edu/collections/indianaplat>

Library of Congress, Geography and Map Division
<https://www.loc.gov/maps/collections/>

Library of Congress, Sanborn Maps Collection
<https://www.loc.gov/collections/sanborn-maps/?q=bloomington+indiana>

Monroe County History Center, Indexes and Resources, Maps
<https://monroehistory.org/indexes-and-resources/>

Monroe County Public Library, Local & Family History eLibrary
<https://mcpl.info/categories/local-family-history>

Monroe County Surveyor, GIS Division
<https://www.co.monroe.in.us/department/division.php?structureid=150>

Monroe County Surveyor, Survey Records
<https://www.co.monroe.in.us/topic/subtopic.php?topicid=273&structureid=72>

Monroe County Surveyor Collection, at Internet Archive
https://archive.org/details/@monroe_county_surveyor_apos_s_office

Monroe County Surveyor Collection, Monroe County Railroads, at Internet Archive
https://archive.org/details/MC_Railroads/CSX_RailroadTrackMaps/mode/2up

Newberry Library, *Atlas of Historical County Boundaries*, Indiana
<https://digital.newberry.org/ahcb/downloads/states.html>

ProQuest, Digital Sanborn Maps
<https://proquest.libguides.com/dsm/browse>

United States Geological Survey, TopoView
<https://ngmdb.usgs.gov/topoview/viewer/#10/39.1732/-86.5022>

United States National Archives and Records Administration
<https://catalog.archives.gov/>

Part I

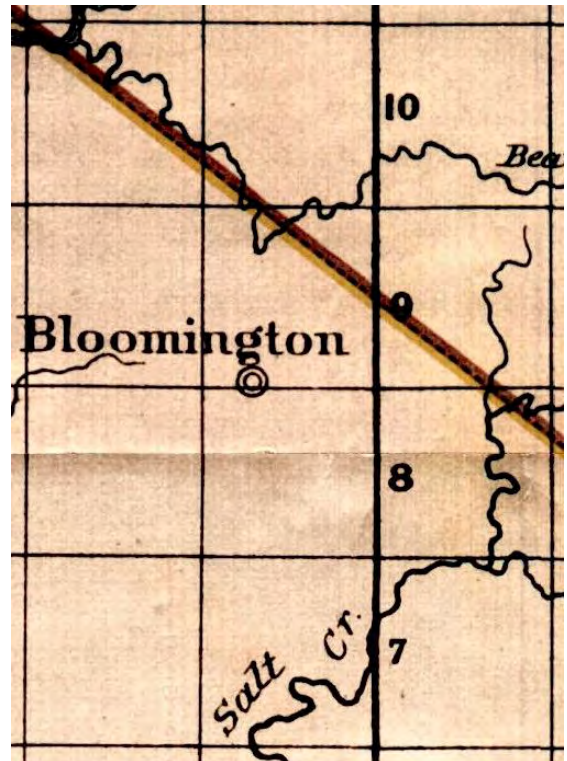
Public Land Survey System

The systematic mapping of Monroe County has its roots in the Public Land Survey System (PLSS) created in the 1780s for the possession and settlement of the Northwest Territory ceded by Great Britain to the United States at the end of the American Revolution. The decades-long process of settlement required the dispossession of the native Indian tribes, who actually owned and occupied the land, followed by the privatization and sale of millions of acres of real estate to American settlers and speculators. A series of Indian treaties made that process possible; the Public Land Survey System (PLSS) made it reality. Indiana Territory was organized in 1803, the State of Indiana in 1816, and Monroe County in 1818.

The maps in Part I, unlike those in the other parts of this bibliography, are not necessarily historic maps or in chronological order. They are included to help the reader understand the land survey system and to use PLSS and Geographic Information Systems (GIS) resources to explore the cartographic history of Monroe County, including the historic maps that follow. In the PDF version of this bibliography, the name of the map or GIS service at the foot of each entry is a clickable hyperlink.

Cessions of Land by Indian Tribes to the United States,
by C.C. Royce. Washington, D.C.: Smithsonian Institution, 1881. Map and Pamphlet.

The U.S. Government acquired the land that became Indiana and Monroe County through more than a dozen treaties with Indian nations over the first half of the 19th century. Though called treaties, these legal documents were not really instruments of diplomacy; they were essentially contracts of adhesion: the Indians had no choice and no alternative. Two of those treaties—the Treaty of Fort Wayne in 1809 and the Treaty (or treaties) of St. Mary’s, Ohio, in 1818—involved the land that became Monroe County. The diagonal line that divided the Fort Wayne and the St. Mary’s cessions was the original northern border of Monroe County in 1818. The townships north of that line were added to the county in 1821 from the “New Purchase” area ceded to the United States at St. Mary’s. The image here is the Monroe County area taken from an 1881 Smithsonian Institution map of the Indian Treaties in Indiana. The diagonal colored lines divide the Fort Wayne and St. Mary’s cessions.



Many libraries, including IU-Bloomington, hold maps of the 19th-century Indian treaty lines in Indiana. The map listed here and its companion pamphlet are held by the Indiana Historical Society.

[Indiana Historical Society, Digital Images Collection](#) (map)
[Indiana Historical Society, Digital Images Collection](#) (pamphlet)

Map Showing the Principal Meridians and Base Lines in the United States, by Pinkney & Brown. Philadelphia: F. Bourquin, 1897.

After control of the land had been wrested from the Indians, government surveyors went to work. Almost all surveys in Indiana were based on a north-south Principal Meridian and an east-west Base Line drawn in 1805. Those lines intersected at a so-called pivot point six miles south of Paoli. From that point, the land was surveyed and divided into a grid

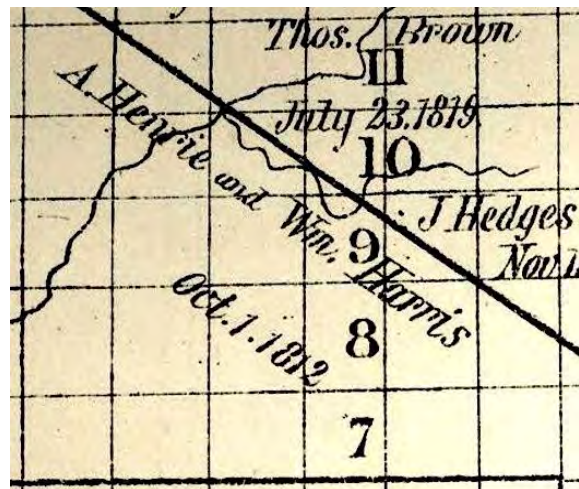


of “townships” six-miles square, which were labeled according to their distance north or south of the Base Line and east or west of the Meridian. Each township was then divided into square-mile “sections” numbered 1–36. The surveyors recorded their work in field notes and hand-drawn maps for each township. This was the Public Land Survey System (PLSS) applied to Indiana. The image here is a detail from a map of the United States that appeared in many state and county atlases in the late 19th century. It shows the Second Principal Meridian and Base Line that guided the Indiana surveys, including those conducted in the area that became Monroe County. The David Rumsey Map Collection has an excellent scan online.

[David Rumsey Map Collection](#)

An Outline Map of Indiana, Showing the Districts as Subdivided by the U.S. Surveyors, by John Collett. Indianapolis: Department of Geology and Natural History, 1883.

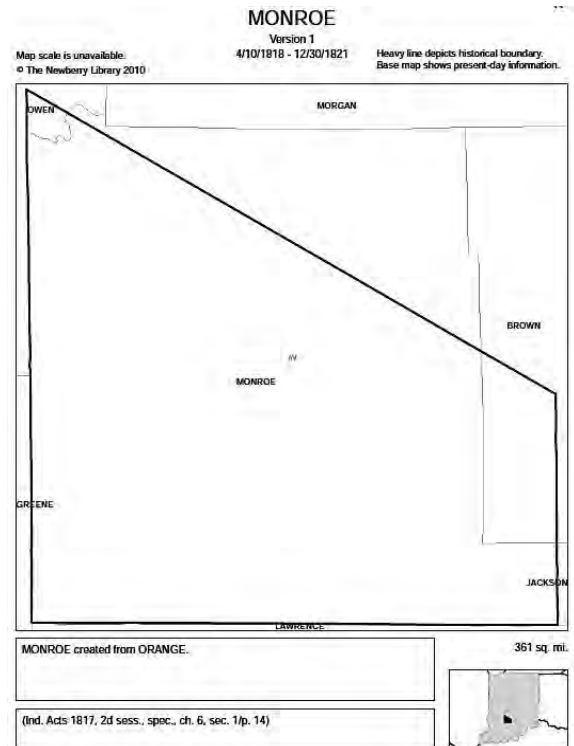
The Treaty of Fort Wayne in 1809, negotiated by William Henry Harrison, governor of Indiana Territory, sparked war with the Shawnees, who opposed it. After the Indians were routed by Harrison’s militia in 1811, PLSS survey work began in the area that would become Monroe County. The most active surveyor in southern Indiana was Arthur Henrie, whose maps appear in Part III, page 23, of this bibliography. The image here is from an Indiana map that names all the U.S. government surveyors, their fieldwork areas, and the beginning dates of their surveys. The numbers on the map are printed along the Principal Meridian and number the “townships” north of the Base Line. On this map, the twelve survey townships that became Monroe County were those numbered 7–10 north, with two townships west of the Meridian and one township plus two sections east of the Meridian. The distance east or west from the Meridian is called the “range.” The diagonal line is the Fort Wayne Treaty boundary; the streams shown are the west fork of the White River and Bean Blossom Creek. This map was published with the *Twelfth Annual Report*, Indiana Department of Geology and Natural History. It is accessible online in the Indiana Historic Maps collection at Indiana University.



[IU-Bloomington, Indiana Historic Maps](#)

***Atlas of Historical County Boundaries: Indiana*, ed. by John H. Long. Chicago: Newberry Library, 2009.**

Monroe and Lawrence counties were created in 1818 from a then-much-larger Orange County. Monroe's southern border was the line between Township 6 north (T6N) and Township 7 north (T7N). Its western border was between Range 2 west (R2W) and Range 3 west (R3W). Its northern border was the diagonal Fort Wayne Treaty line. Its eastern border was more complicated. It included Range 1 east (R1E) plus two sections from Range 2 east (R2E). (This is the current eastern border only of Polk Township.) The eastern border, northern border, and area along the White River were altered from time to time by the Indiana General Assembly. The biggest change came in 1836 when both Monroe and Bartholomew counties lost land in the creation of Brown County. Monroe's complicated border history is documented and mapped in *Atlas of Historical County Boundaries: Indiana*. This atlas, which exists in print and digital formats, is part of a major historical mapping project of the Newberry Library of Chicago. Maps, GIS applications, and county chronologies can be accessed for every county in every state. The map shown here is the first of five maps depicting the principal changes in Monroe County's boundaries over time.



[Newberry Library, Atlas of Historical County Boundaries](#)

***PLSS Map Viewer*, by ArcGIS Online. Redlands, Calif.: Environmental Systems Research Institute.**

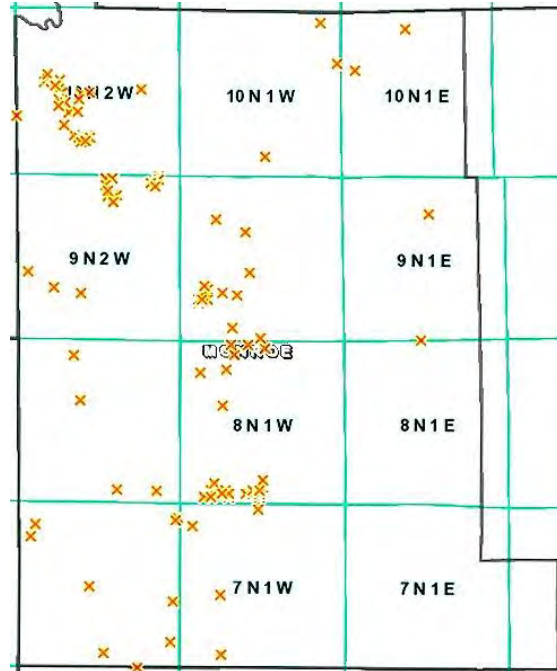
ArcGIS is a geographic information system maintained by the Environmental Systems Research Institute. ArcGIS licenses proprietary software but also supports open access to mapping systems online. A handy ArcGIS resource is the PLSS Map Viewer. It allows for the overlay of a variety of maps onto the PLSS grid. Maps can be searched by PLSS township and range numbers, counties, towns and villages, even individual property addresses. Shown here is an image from the PLSS Map Viewer of Section 10 in Van Buren Township in Monroe County. In the PLSS numbering scheme, that township is denoted T8N-R2W—that is, eight townships north of the Base Line and two townships west of the Principal Meridian. (Often civil townships don't quite match survey townships, but Van Buren Township does.) Much of Section 10 in Van Buren is now part of the Monroe County Airport. With the online app, a reader can zoom out to counties and states or zoom into individual sections with a variety of map overlays. For another example of an ArcGIS map project, see page 52.



[ArcGIS, PLSS Map Viewer](#)

IndianaMap, Open Data Hub. Bloomington: Indiana Geological and Water Survey, Indiana University.

Another useful resource for GIS map data for Indiana is IndianaMap, a service maintained by the Indiana Geological and Water Survey at IU-Bloomington and linked with ArcGIS. IndianaMap allows for overlaying current and historical data onto interactive PLSS maps, topographical maps, road maps, etc. Most of the data overlays are current or recent statistics, but some are historical, such as population change by township. The example here is a detail of Monroe County cropped from a PLSS base map of Indiana. It shows the survey townships of Monroe County overlain with a map of abandoned quarries (yellow x).



[IndianaMap](#)

GIS Division, Monroe County Surveyor. Bloomington: Monroe County Government.

The Monroe County Surveyor's office maintains excellent online resources for exploring the history of property surveys and mapping in the county. Those resources, which are described in Part III of this bibliography, include links to digital scans of the oldest PLSS records for Monroe County. The Surveyor also provides online access to recent property records through a GIS application developed in Bloomington by Elevate by 39 Degrees North, a software company that creates mapping applications and GIS platforms for local governments. Elevate was acquired by Schneider Geospatial of Indianapolis in 2020. At the Surveyor's Web site, Elevate can be used to search for individual property records via interactive maps. For example, the image here shows the north portion of Benton Township as it appears on one of the Elevate maps. Much of the property on this map is in the Morgan-Monroe State Forest. Lake Lemon lies in the southeast corner. Online, a reader can click on any spot on the map to access a variety of property information, names of owners, legal documents, and historical records.



[Monroe County Surveyor, GIS Division](#)

Part II

Indiana Maps

The land that became Monroe County appears on early maps of North America and the Northwest Territory, but those maps are typically impressionistic renditions, with little more than the two forks of the White River marking the territory of south-central Indiana. In the decades after 1805, as the work of the U.S. government surveyors became available to commercial mapmakers, maps of the heartland of Indiana improved dramatically.

After the second war with Great Britain ended in 1815, ever-increasing numbers of Americans moved west of the Appalachian Mountains. Whether Americans were moving or staying put, they all wanted maps of the new states and territories. And maps they got—ranging from small, fold-out maps in cheap travelers' guidebooks to large, beautifully engraved, hand-colored, leather-bound atlases. Hundreds of Indiana maps were published in the 19th century; more in the 20th. After 1818, all of them included Monroe County, and many are accessible online. This part of the bibliography lists just a handful of those maps to illustrate how Monroe County evolved and was depicted on Indiana maps over time.

Three common types of maps are sampled: *Indiana State Maps*, *Indiana Railroad Maps*, and *Indiana Automobile Motoring Maps*. Within each section, the maps are listed in chronological order. Most are held in multiple collections. I have listed the most accessible and readable online source for each map. In the PDF version of this bibliography, the name of the collection at the foot of each entry is a clickable hyperlink to the map.

* * * * *

Indiana State Maps

Surveyor Map of Southern Indiana, 1815. Washington, D.C.: Office of the U.S. Surveyor General, [1815].

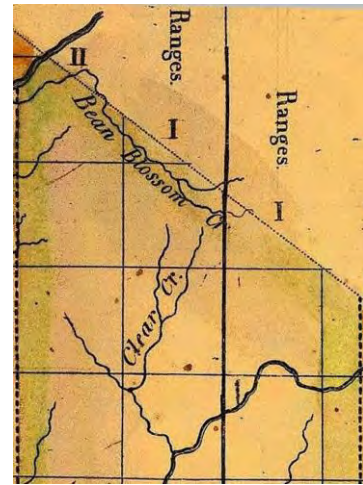
This may be the earliest map of the whole of southern Indiana based on U.S. government surveys. It is a composite of the PLSS township maps drawn by the surveyors from their field notes and sketches. (One of those manuscript maps appears in Part III, page 23, of this bibliography.) This 1815 map shows the Second Principal Meridian and Base Line, the six-mile-square townships, the rivers and creeks. The detail reproduced here includes the survey townships that later became Monroe County. The main streams depicted are the west fork of the White River, Bean Blossom Creek, Clear Creek, and Salt Creek. The dark line is the Principal Meridian. The broken line is the Fort Wayne Indian Treaty line. The original or an early copy of the map is held by the Library of Congress. The Indiana State Library also has a copy, which is posted online.



[Indiana State Library, Digital Collections](#)

***Shelton & Kensett's Map of the State of Indiana*, by W. Shelton and T. Kensett. [Connecticut]: Shelton & Kensett, 1817.**

This accurate, nicely engraved, hand-colored map is one of the earliest state maps of Indiana to be based on the U.S. government surveys. (Indiana became a state in 1816.) Along with the Range and Township grid, the map shows the main streams, towns, and roads of that era. No roads appear north of Paoli or Vincennes. The detail reproduced here shows the part of Orange County that would become Monroe County in 1818. The dark vertical line is the Second Principal Meridian. In this area, five streams are named on the map: White River, Bean Blossom Creek, Clear Creek, Salt Creek, and Indian Creek. That's Little Indian Creek in the southwest corner of township T7N-R2W, which would become Indian Creek Township in 1818. The David Rumsey Map Collection has an excellent scan.



[David Rumsey Map Collection](#)

***A Map of the State of Kentucky, from Actual Survey, also Part of Indiana and Illinois*, by Luke Munsell and Hugh Anderson. Frankfort: n.p., 1818.**

This is the first large-format map of Kentucky and the most accurate map of that state at that time. It also is an excellent map of the southern third of Indiana, and it is the earliest published map of any kind to show Monroe County by name, though, curiously, the name is misspelled. Monroe County was organized in 1818. Munsell, a Frankfort surveyor, was most concerned with Kentucky, but the Indiana portion of the map is also detailed and accurate. For Monroe County, which is cut off at the top, the map shows the Principal Meridian and the townships, numbered north of the Base Line. Clear Creek and Salt Creek appear, but no roads or towns. The Library of Congress holds a good copy of this splendid map.



[Library of Congress, Geography and Map Division](#)

***Map of Indiana*, by John Melish. Philadelphia: John Melish, 1819.**

This is a revised edition of John Melish's 1817 map of Indiana, which is usually considered the first map of the state. The 1819 edition is the first Indiana state map to show Monroe County by name. Melish was a rising Philadelphia mapmaker and publisher of popular travelers' guides. Like most large maps of the era, this one was engraved on copperplate and is hand colored. The map detail here is Monroe County, showing Bean Blossom Creek, Clear Creek, and Salt Creek. The Roman numerals mark the townships east and west of the Principal Meridian. Though the township lines, the Indian treaty line, and the east border of Monroe County are correct, the southern boundary is not. It includes in Monroe parts of three townships that were actually in Lawrence County. The Indiana Historical Society has a good online scan of this 1819 edition; the Boston Public Library has a good scan of the 1817 first edition.



[Indiana Historical Society, Digital Images Collection](#)
[Boston Public Library, Leventhal Map Center](#)

***Geographical, Historical, and Statistical Map of Indiana*, by Fielding Lucas. Philadelphia: Carey & Lea, 1822.**

This map of Indiana by Fielding Lucas appeared in several forms including in an atlas of the United States published by Carey & Lea of Philadelphia, one of the leading publishing houses of that era. This was the first American atlas to surround the engraved and hand-colored state maps with typeset historical and statistical information. Though the name of Monroe County is misspelled, the detail here is an accurate rendering of the county's borders and its townships in 1821, including the extra two sections in Range 2 East along the eastern border. Bean Blossom Creek and Salt Creek are shown fairly accurately, but Indian Creek is misplaced. This is one of the earliest Indiana state maps to show the new town of Bloomington. The David Rumsey Map Collection has excellent digital versions of both the atlas and the Indiana state map.



[David Rumsey Map Collection](#)

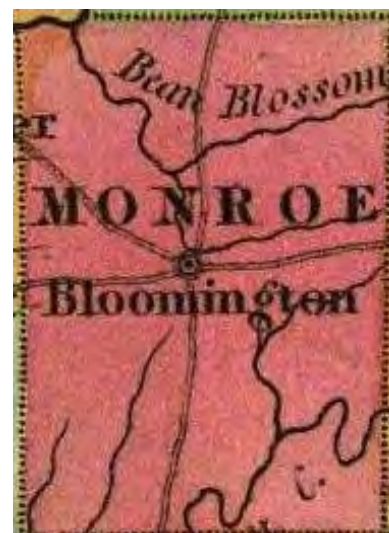
***Ohio and Indiana*, by H.S. Tanner. Philadelphia: Henry Tanner, 1825.**

The map of Monroe County on the cover and title page of this bibliography is from Henry Tanner's 1825 map of Ohio and Indiana. Tanner was a skilled engraver and prolific publisher of maps and atlases in the 1820s and 1830s. This is the most accurate map of Monroe County at that time, showing the county's new territory acquired at the end of 1821 in the "New Purchase" (St. Mary's Treaty) north of the Fort Wayne Treaty line. It also shows the sliver of land on the north bank of the White River that Monroe lost to Owen County in 1821. The numbers printed along the vertical line are township numbers north of the Base Line; those printed along the horizontal line are the Range numbers east and west of the Principal Meridian. The number 50 near Bloomington marks the distance in miles from Bloomington to the new state capital, Indianapolis.

[David Rumsey Map Collection](#)

***Ohio, Indiana & Illinois, and Part of Michigan Territory*, by Samuel Augustus Mitchell. Philadelphia: S.A. Mitchell, 1831.**

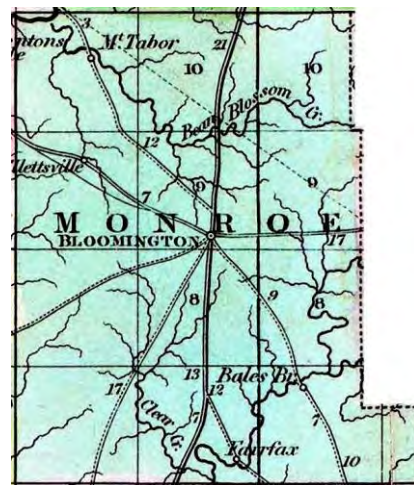
Although not detailed, this 1831 atlas map has one significant virtue: It shows roads in Monroe County. This map is the earliest accurate depiction of the primitive roads that would become the main roads in the county. The most important was the north-south road that linked Bloomington with Martinsville and Indianapolis to the north and with Bedford, Paoli, and the Ohio River to the south. This was one of the state roads authorized by the Indiana General Assembly in 1821 to connect the new state capital, Indianapolis, with the settled parts of the state. Its route became roughly the route of State Road 37 in the 20th century. The east-west roads traversing the county by 1831 connected Bloomington with Columbus to the east and with Bloomfield/Vincennes and Spencer/Terre Haute to the west. Those roads evolved into State Roads 46 and 45.



[David Rumsey Map Collection](#)

Map of Ohio and Indiana, Exhibiting the Post Offices, Post Roads, Canals, Rail Roads, &c, by David H. Burr. London: John Arrowsmith, 1839.

Several good Indiana maps appeared in the 1830s; the best is this one by David Burr, a former topographer of the U.S. Post Office Department. It depicts Monroe County in its final form after the county lost land on its eastern border in the creation of Brown County in 1836. The map's chief purpose was to show post roads. The main north-south road in Monroe County was considered a "4 Horse Mail Post Coach Road." The roads to Ellettsville and to Nashville/Columbus were "2 Horse Stage" roads. The others were "1 Horse or Sulkey" roads. This map also shows Rockport Road, a road authorized by the state in 1821. That road never became a through link from Bloomington to Rockport, but the name remained. Three small villages appear: Mt. Tabor, Ellettsville, and Fairfax. All three were sites of early water-powered mills. Jacob Bales' toll bridge is shown on the road to Salem, crossing Salt Creek about where State Road 446 crosses Lake Monroe today.



[David Rumsey Map Collection](#)

Indiana, by Sidney E. Morse and Samuel Breese, in Morse's North American Atlas. New York: Harper & Brothers, 1845.

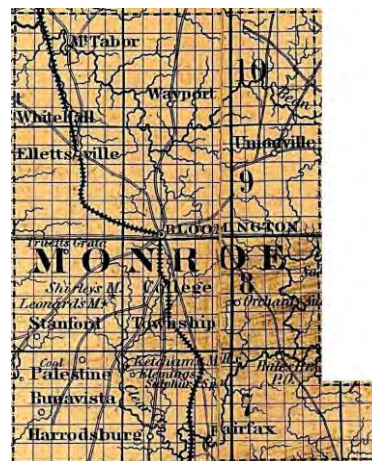
This map is from the first Cerographic atlas printed in America. Cerography was a mapmaking process that was cheaper than engraving on copperplate or steel, though not as aesthetically pleasing. It was efficient for placing text onto maps. This Indiana map has no roads but shows more towns than earlier maps. For example, in Monroe County it is one of the earliest maps to show Harrodsburg and Stanford. It also traces the route of the Central Canal, which was part of Indiana's grand plan to connect Lake Erie to the Ohio River by water. The Central Canal would have passed through the northwest corner of Monroe County along the White River. Monroe did not get its canal. Except for a 13-mile segment through downtown Indianapolis, the Central Canal was never completed.



[David Rumsey Map Collection](#)

Colton's Map of the State of Indiana, by Joseph Hutchins Colton. New York: J.H. Colton, 1860.

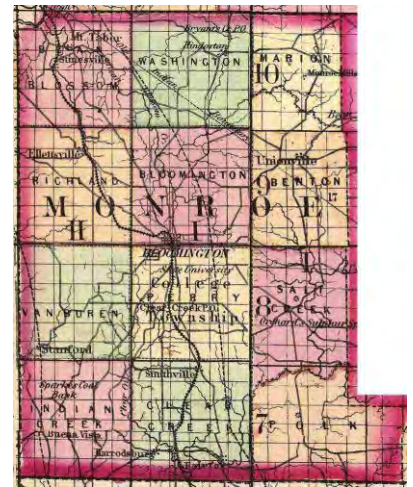
J.H. Colton was a leading New York mapmaker who produced excellent maps of Indiana in the mid-19th century. The Monroe County detail here shows roads, creeks, townships, sections, and a dozen villages and hamlets. The map also shows the locations of several grist mills, including Ketcham's Mill on Clear Creek, an early and important mill for southern Monroe County, and the Leonard Spring and Shirley Spring mills southwest of Bloomington. The most important feature of the map is the New Albany & Salem Railroad (later called the Monon), which was completed to Bloomington in 1853 and from the Ohio River to Lake Michigan in 1854.



[Library of Congress, Geography and Map Division](#)

***New Topographical Atlas and Gazetteer of Indiana*, by Asher, Adams & Higgins. Indianapolis: Higgins & Ryan, 1870.**

This early atlas of Indiana includes ten hand-colored maps, one of Monroe and nearby counties. That map is nicely detailed, showing towns, villages, creeks, civil townships, sections, railroads, roads, and the “state university” in Bloomington. Though “topographical” is in its title, there is little topography in it. There are some examples of what was then called economic geology—i.e., mineral deposits. In Monroe County, the map shows a supposed coal bank in Indian Creek Township and a sulfur works in Salt Creek Township. Neither coal nor sulfur paid off for Monroe County. Drawing on 1860s data, this map did not yet consider limestone to be a major resource in Monroe County. That would soon change.



[David Rumsey Map Collection](#)

***Post Route Map of the States of Ohio and Indiana*, by C. Roeser, Jr. Washington, D.C.: U.S. Post Office Department, 1884.**

In the decades after 1865, the U.S. Post Office published scores of post route maps. These maps show the intimate connection between postal service and rail service. In Monroe County in the 1880s, only towns and villages along the Monon Railroad had mail delivered six days a week. The other villages were served by routes from railroad stations. On this map, the blue lines show three-times-a-week routes originating in Bloomington; the yellow lines show twice-a-week routes originating in Harrodsburg, Guthrie (Lawrence County), and Martinsville (Morgan County). Over the decades, post offices in hamlets such as Dudley and South Granger opened and closed. Wayport appears on this map as a discontinued post office. It opened in 1877, closed in 1879.



[David Rumsey Map Collection](#)

***Geological Map of Indiana: Showing Location of Stone Quarries and Natural Gas and Oil Areas*, by S.S. Gorby. Indiana Department of Geology and Natural History, c.1890.**

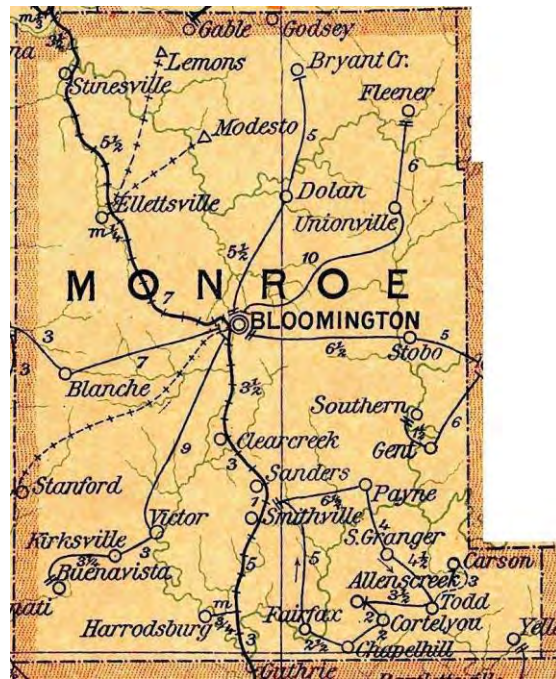
Geological maps published by state and federal agencies became more common, more accurate, and more colorful in the late 19th century. This was the era of a natural gas boom in Indiana, so this map focuses on the gas fields in the Anderson, Marion, and Kokomo region. But it also highlights the geological industry that was beginning to boom in southern Indiana: stone quarrying and milling. The green shaded area on the map indicates “Sub Carboniferous—Limestone.” The red circles mark limestone quarry areas. The limestone industry began near Stinesville in 1827 but did not take off until the age of rail. By 1890 quarries and stone mills had spread along the Monon Railroad, and limestone for building had become a major Monroe County industry.



[Ball State University, Indiana Natural Resources Maps](#)

Post Route Map of the State of Indiana, Showing Post Offices, by A. Von Haake. Washington, D.C.: United States Post Office Department, 1903.

This postal map marks the end of one age of postal service and the advent of another. Never again would Monroe County have so many post offices. Fifteen of the post offices on this map were closed by 1911. The cause of this postal revolution was Rural Free Delivery (RFD), a federal program that began experimentally in the 1890s and gradually became a permanent nationwide service after 1902. With RFD, rural people no longer needed to ride to the post office to get their mail; the postal service would deliver mail to them at home. For example, this map shows a traditional six-day-a-week mail circuit from the rail station at Smithville to the small post offices in Clear Creek and Polk townships. But with the lines marked +--+--+ the map also shows the first RFD routes in the county. By 1940 only seven post offices remained in Monroe County: Bloomington, Clear Creek, Ellettsville, Harrodsburg, Smithville, Stanford, Stinesville, and Unionville.



[Boston Public Library, Norman B. Leventhal Map Center](#)

Railroad Maps

Railroad Map of Indiana, by Thomas A. Morris. New York: George E. Leefe, lithography, 1850.

This map shows an impressive network of fifteen railroads crisscrossing Indiana, nearly all of them imaginary. Indiana actually had just one completed rail line in 1850, the Madison & Indianapolis Railroad, which connected the capital city to the Ohio River at Madison via Columbus. But in 1850 the zest for railroads, if not the actual railroads, was real. And construction was underway on several of the imagined lines on this 1850 map. By 1854 railroad companies had completed 1,400 miles of rail in Indiana; by 1860 more than 2,000 miles had been laid. One of the longest lines was the New Albany & Salem Railroad, which was built through Monroe County in 1853 and was completed from the Ohio River to Lake Michigan in 1854. The map detail here shows the New Albany & Salem (later called the Monon) as well as one of the imaginary railroads that was planned and surveyed but never built: the Columbus, Nashville & Bloomington Railroad. That line was promoted by Madison businessmen hoping to divert traffic from the New Albany & Salem, which served their competitor, Louisville. The rugged hills of Brown County foiled the plan before any tracks were laid. Bloomington would remain a one-railroad town for another half century.



[Library of Congress, Geography and Map Division](#)

***A New and Complete Rail Road Map of the United States,*
by William Perris. New York: Korff Brothers, 1858.**

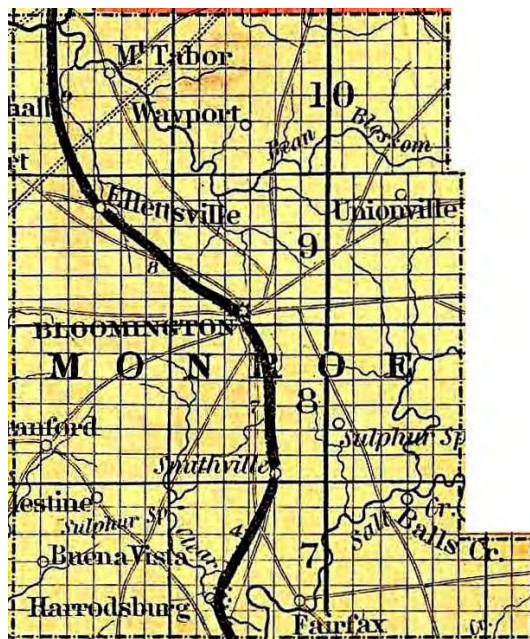
This is a very good railroad map of the entire eastern half of the United States in the late 1850s. The map detail here shows the centrality of Indianapolis as the rail nexus of Indiana. It also suggests the less-than-satisfactory nature of rail service to Bloomington and Monroe County. The New Albany & Salem Railroad (later called the Monon) was a boon to the county, but it did not provide a direct link to Indianapolis or, in its early years, even to Louisville or Chicago. For Indianapolis and for the southern Indiana cities of Columbus and Seymour, the Jeffersonville Railroad was a better link to Louisville and points south. And, with the demise of the Columbus, Nashville & Bloomington Railroad scheme, Monroe County's east-west railroad dreams were unrealized for five more decades.



[David Rumsey Map Collection](#)

***Johnson's Map of Indiana Showing the Railroads and Townships,*
by A.J. Johnson. New York: A.J. Johnson, 1858.**

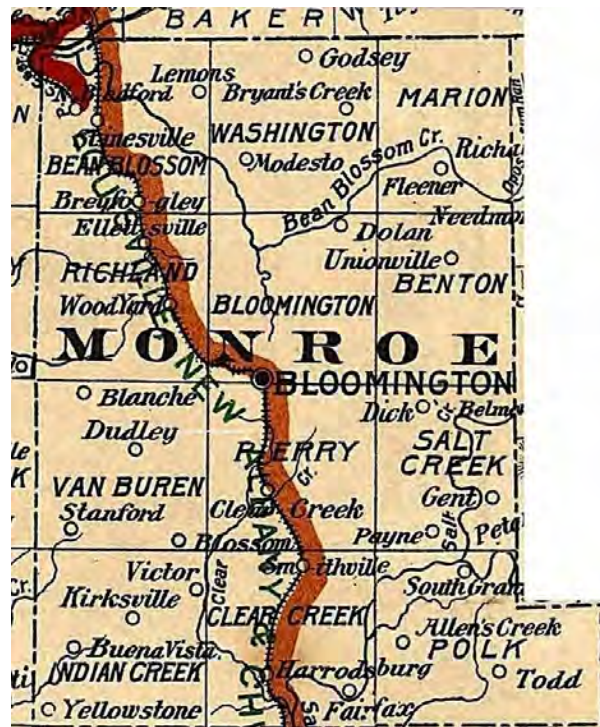
By the late 1850s all Indiana maps were railroad maps, as railroads became the dominant form of long-distance transportation. This 1858 map, for example, sketches the common road network of Monroe County (not entirely correctly), but it is the New Albany & Salem Railroad that merits the dark black line. Early railroads were typically built in river and creek valleys in order to keep the grades easy and the construction costs low. In Monroe County that strategy should have produced a rail line along Clear Creek and Bean Blossom Creek into and out of Bloomington, which lies at the summit between the watersheds of the east fork and the west fork of the White River. Instead, for business rather than engineering reasons, the railroad builders routed the line through Smithville south of Bloomington and through Ellettsville north of Bloomington. That route required two rather steep hills in Monroe County (between Harrodsburg and Smithville and between Bloomington and Ellettsville), instead of just one gradual rise into and out of Bloomington. Those early routing decisions in Monroe County would plague the railroad for the rest of the century.



[Library of Congress, Geography and Map Division](#)

Railroad Map of Indiana, by State Board of Tax Commissioners. Indianapolis: William B. Burford, 1896.

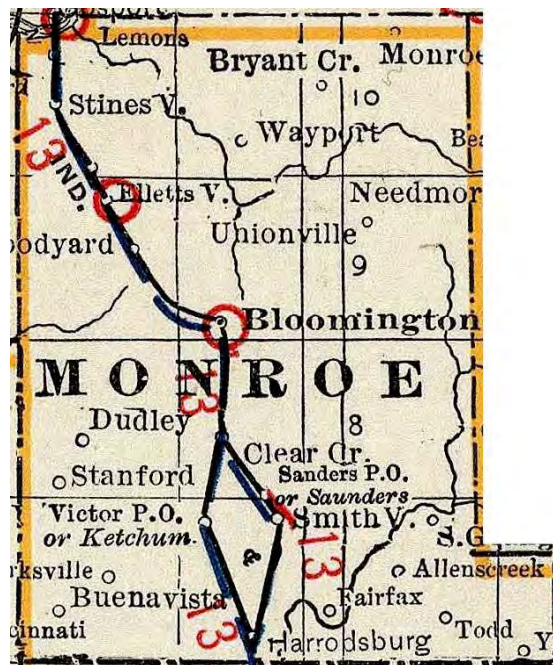
This is a very informative railroad map of Indiana. With color coding, it shows the various lines of dozens of railroad companies operating in the state in 1896. The Louisville, New Albany & Chicago Railroad (Monon) bisects Monroe County with a dark orange line. This map also shows the one other railroad company that operated in Monroe County at that time: a limestone quarry branch of the Indianapolis & Vincennes Railroad (Pennsylvania system) in the northwest corner of the county, shown here in red. Built in 1889, this spur left the I.&V.R.R. mainline west of Gosport, crossed the White River into Monroe County, and followed Big Creek for about four miles to a quarry area then called North Bedford, near Stinesville. The Big Creek quarries and mills folded in the late 1890s, and the track was abandoned by 1906. On this map, this branch line is labeled P.C.C.&St.L.R.R., which stands for Pittsburgh, Cincinnati, Chicago & St. Louis Railroad, a component of the Pennsylvania system that operated several of the Indiana lines. Though this map is good on railroads, not all the towns are correct. It shows Yellowstone in Clear Creek Township. In fact, Yellowstone was a post office in Polk Township, now part of the Hoosier National Forest.



[Library of Congress, Geography and Map Division](https://www.loc.gov/rr/maps/)

Indiana, by George Franklin Cram. Chicago: George F. Cram, 1901.

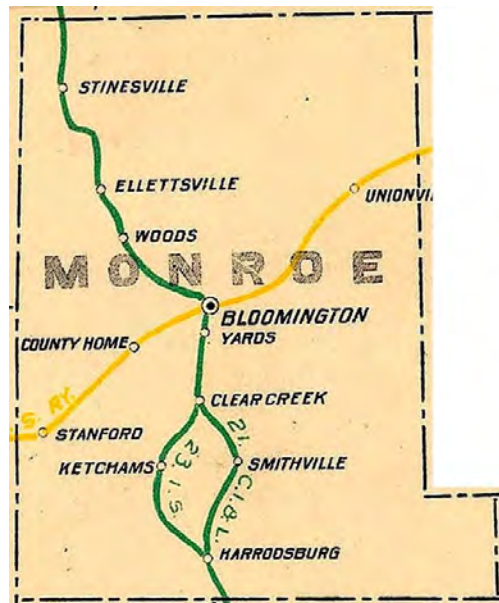
This Indiana map is from an excellent railroad atlas of the world by George Cram, a major map publisher of that era. The detail here of Monroe County shows a major improvement on the Monon line. Reorganized in 1897 and renamed the Chicago, Indianapolis & Louisville Railway (Monon) (13) rerouted its mainline through Monroe County in 1898–99. The new mainline between Harrodsburg and Bloomington avoided the steep grade at Smithville by following Clear Creek instead. That grade improvement also had the advantage of taking the railroad through the developing quarry lands around Victor. The old mainline was maintained until the late 1930s for local passenger service to Smithville and for access to the quarries at Sanders. Both lines appear on this 1901 map. The map also has information on which express services each railroad used, as well as which towns had banks (red circles): Bloomington and Ellettsville.



[David Rumsey Map Collection](https://www.davidrumsey.com/)

Official Railroad Map of Indiana, by Railroad Commission of Indiana. Indianapolis: William B. Burford, 1906.

One of the first projects of the Railroad Commission of Indiana, which was created in 1905, was the publication of a comprehensive railroad map of the state in 1906. Others would follow over the years. This 1906 map traces the routes of 55 steam railroad companies and 32 electric interurban railroad companies operating in the state. One of the newest of the steam railroads was the Indianapolis Southern Railroad, which connected Indianapolis with the Illinois Central branch at Switz City. This line through Monroe County was the east-west railroad that Bloomingtonians had yearned for since the 1840s. The first passenger train from Indianapolis arrived in Bloomington in April 1906. The detail of Monroe County here depicts that line in yellow. The green line is the Monon. Though passenger service on the Indianapolis Southern was important for Bloomington, especially for Indiana University, the more important cargoes for the railroad were coal and limestone. One of the stations on the new railroad, shown on this map, was the Monroe County Home, often called the Poor Farm. That property is now the site of Karst Farm Park.



[Indiana Historical Society, Digital Images Collection](#)

Automobile Motoring Maps

Mendenhall's Guide and Road Map of Indiana, Showing Main Touring Routes & Good Roads, by C.S. Mendenhall. Cincinnati: C.S. Mendenhall, 1906.

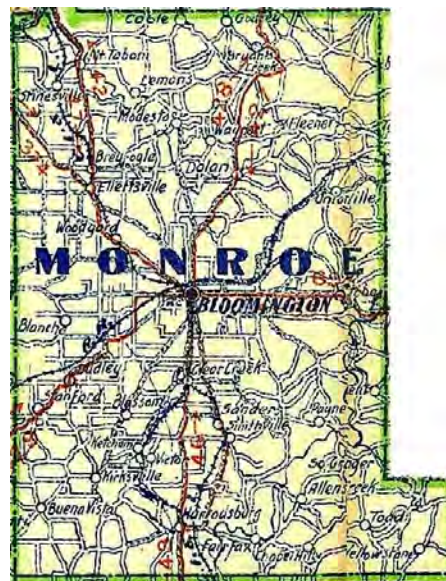
In 1906 the railroad was still the preeminent technology of long-distance transportation, but a new technology was emerging: the motor car. Publishers quickly flooded the market with a new kind of publication: the automobile travel guide. At that time, roads were locally maintained (or not maintained) and rarely had signs, so guides helped the motorist follow landmarks and keep track of mileage. The C.S. Mendenhall Company produced dozens of state automobile guides in this era. This Indiana guide has an excellent road map plus a guide for trips throughout the state by car. The detail of Monroe County shows in red two major automobile routes, which are described in the guide: #11 is the trip from Columbus to Terre Haute; #56 is the trip from Indianapolis to Bedford. In both cases most of the roads are described as "good" or "fair," though "rolling and hilly." These are basically the 19th-century mail coach routes, although Mendenhall routed drivers from Bloomington to Bedford via the Fairfax Bridge rather than along the Bloomington-Bedford Pike through Harrodsburg. Both IU-B and IUPUI have the map; the complete guidebook is available at Internet Archive.



[IU-Bloomington, Indiana Historic Maps](#)
[Internet Archive](#)

***Scarborough's Road Map and Motor Guide of Indiana*, by the Scarborough Company. Indianapolis: Scarborough Company, 1912.**

The text of this popular motoring guidebook runs to 416 pages, and the maps are also dense with detail. Roads are identified by their surfacing: “gravel or improved road” or “ordinary road,” i.e., dirt. The guide lays out mile-by-mile trips highlighted on the maps with red lines and trip numbers. The detail here of Monroe County shows the east-west and north-south trips that are numbered and described. The Bloomington-to-Bedford trip, via Harrodsburg, gets a good review: “Good pike road all the way, very hilly.” The road north to Martinsville was more difficult. The guide lists several dangerous bridges and some “bad, rough clay road.” The road just north of Bloomington, which descended through what is now Lower Cascades Park, was described thus: “This run is very dangerous. It should not be traveled in wet weather.”



[IUPUI Library, Historic Indiana Atlases](#)

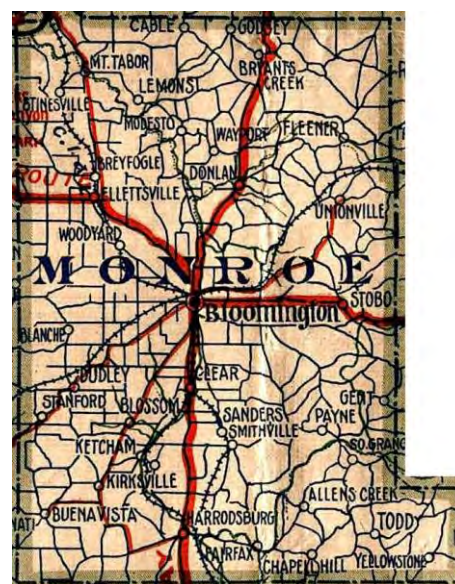
***Indiana State Highway Maps, in Yearbook of the State of Indiana*, by the Legislative Reference Bureau, et al. Indianapolis: Wm. B. Burford, 1917–1950.**

This annual publication includes official state highway maps in the reports of the Indiana State Highway Commission, which was created in 1917. These are not large, full-color maps, but they do show Indiana's developing state highway network. The Highway Commission's reports also include statistical data on highway routes, construction, surfacing, fatalities, etc. IU-Bloomington has posted digital scans of the annual yearbooks as well as separate copies of some of the highway maps, 1917–1950.

[Indiana University, Digital Library IU-Bloomington, Indiana Historic Maps](#)

***Standard Road and Highway Map of Southern Indiana*, by National Map Co. Indianapolis: National Map Co., 1918.**

The National Map Co. was a major player in the map and globe business in the 20th century. This is a good general road map. The thick red lines on the Monroe County detail here trace the main routes between Terre Haute and Cincinnati and between Indianapolis and Louisville. On this map the north-south route is labeled the Dixie Highway, an interstate project promoted by Indianapolis businessman Carl Fisher. Launched with great fanfare in 1915, the Dixie Highway ran via several routes from Chicago and northern Michigan to Miami. Except for some realignments, the Dixie Highway in Monroe County followed the old Indianapolis road that dated back to the 1830s—later to be named State Road 37. From Paoli, the Dixie Highway followed the road that would become U.S. Highway 150 to Louisville. The Bloomington Chamber of Commerce, founded 1915, was a leading advocate of routing the Dixie Highway through Bloomington instead of Columbus.



[Indiana Historical Society, Digital Images Collection](#)

Map of Indiana, 1923, by Kenyon Co. Des Moines, Iowa: Kenyon Co., 1923.

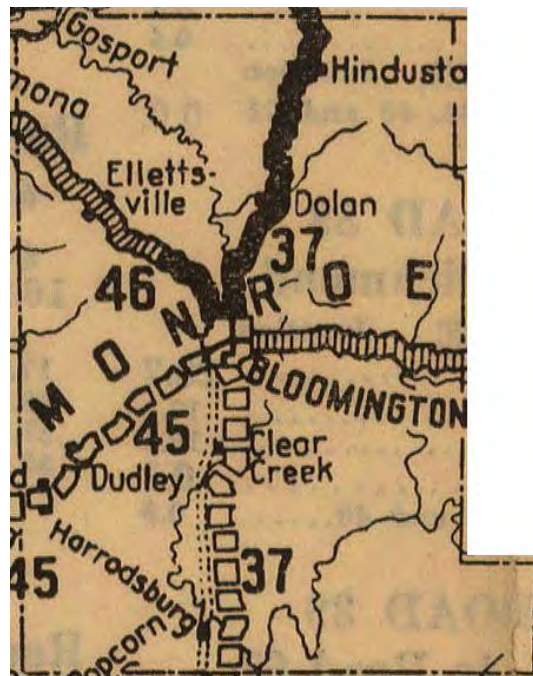
The Indiana State Highway Commission was created in 1917 to help drive Indiana into the automobile age. One of the commission's first steps was to designate state highway routes, which followed existing roads. This 1923 map shows in red three of those state routes through Monroe County: State Road 32 (Bloomington to Lafayette via Spencer), State Road 26 (Bloomington to Madison via Columbus), and State Road 22 (Indianapolis to English via Bloomington). The map also labels named highways, such as the Dixie Highway (G), and points of interest, such as Indiana University (star 26). In the early 1920s, the State Highway Commission launched many construction projects and also began collecting and publishing data on state-designated roads. For example, in 1923 State Road 22 from Indianapolis to English, the predecessor of State Road 37, was about 80 miles long. Outside the cities, nearly all of that road (about 60 miles) was paved with "water-bound macadam" (rolled broken stone) or gravel. Very little was concrete or "bituminous macadam" (like asphalt), but none of it was still "earth," the ubiquitous road surface of the 19th century.



[Indiana State Library, Digital Collections](#)

State Highway System of Indiana, by Indiana State Highway Commission. Indianapolis: Indiana State Highway Commission, 1929.

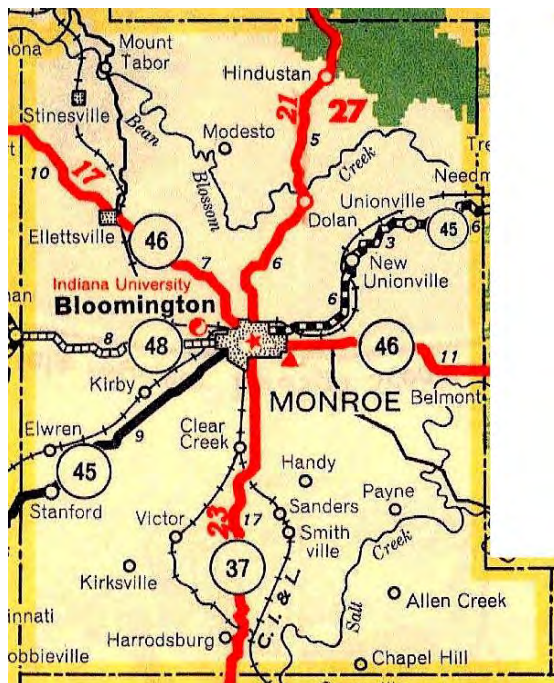
The Indiana State Highway Commission published several large highway maps for public distribution in the late 1920s, including this one from 1929. By 1929 the state roads in Monroe County (State Roads 37, 45, and 46) had been assigned their modern numbers. This map labels state and federal routes and indicates which roads were earth, gravel, or "pavement," a category that included concrete, brick, and bituminous macadam. In the 1920s, the state did a good deal of road construction. This map shows that in 1929 State Road 37 north was paved, while 37 south was under construction between Bloomington and Needmore in Lawrence County. State Road 45 was also under construction between Bloomington and Bloomfield in Greene County. Both the State Library and the Indiana Department of Transportation have posted scans of some of these early highway maps.



[Indiana State Library, Digital Collections](#)
[Indiana Department of Transportation, Historic Maps](#)

Official State Highway System of Indiana, 1939, by Indiana State Highway Commission. Indianapolis: Indiana State Highway Commission, 1939.

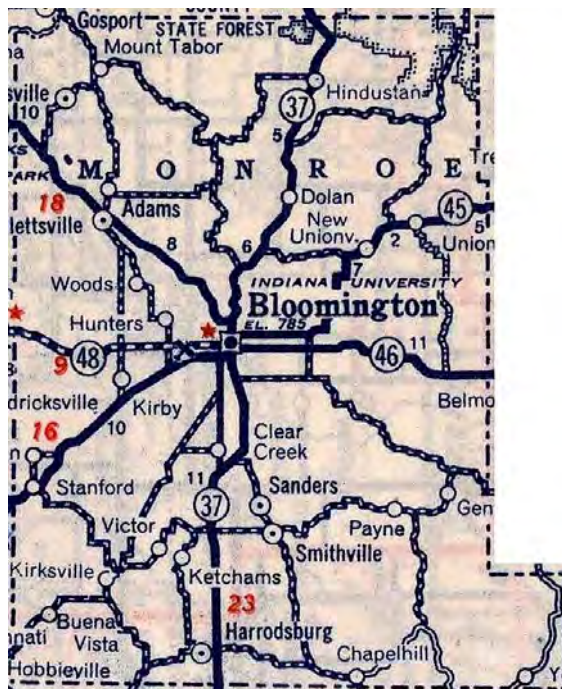
By the late 1930s, the State Highway Commission was issuing maps that had taken on their modern look. This 1939 edition shows how Monroe County's main post roads of 1839 had become principal state highways (red lines) a century later. State Roads 37, 46, and west 45 were paved with a "high type" of pavement: concrete or "high bituminous" (like asphalt). State Road 45 east of Bloomington was paved with oiled broken stone. State Road 48 was untreated broken stone or gravel. The map indicates the miles between towns and labels state properties such as state parks and forests. This detail here shows Morgan-Monroe State Forest (#27), a state conservation project begun in 1929. The map also identifies airports with a red-and-white circle. The Bloomington municipal airport in 1939 was Graham-Brown Field on the east side of Curry Pike just north of State Road 48. This little airport, opened in 1933, was renamed Veterans Airport after World War II. It closed in the early 1950s. (See page 45 of this bibliography.) Land for the current Monroe County Airport on Kirby Road near the Illinois Central Railroad's Kirby Station was purchased by the city in 1939. That new airport was opened for limited service in 1942.



[Indiana State Library, Digital Collections](#)

Road Map of Indiana, by Rand McNally & Co. Bloomington, Ill.: State Farm Insurance Companies Travel Bureau, 1940.

Rand McNally began publishing maps, atlases, and railroad guides in the 1870s. The company produced its first automobile road map in 1904 and soon became a leader in the field. In the late 1930s Rand McNally partnered with State Farm Insurance to produce one of the most popular and long-lived road atlases in the country. This is the Indiana map from an early edition. It includes road numbers and road surfaces as well as travel information such as mileage, city size, state parks, points of interest, etc. The map detail of Monroe County shows that the main state highways—37, 46, and 45—were all considered "Paved Roads, first class, all weather." State Road 48 was "Improved, second class." About 60 miles of state roads in the county in 1940 were concrete or rock asphalt. Unlike the state's official highway map of 1939, this one also shows the main county roads. Interestingly, as an automobile insurance company, State Farm chose to leave railroads out of its travel atlases. For State Farm and its policyholders, this was now the age of the motor car.



[David Rumsey Map Collection](#)

Part III

Monroe County Maps

Unlike Part II on state maps, Part III on county maps seeks to be fairly comprehensive. It includes all the maps of Monroe County published through 1941 that are preserved and catalogued in libraries and online collections, plus some that are archived in government offices. Most of the maps here have been digitized; others survive only in their original paper form or reprints. If they were available online when this bibliography was compiled, clickable links are provided. The entries appear in chronological order.

Part III includes general county maps; plat and property maps; geological and topographic maps; land use and soil maps; limestone industry maps; road and railroad maps; and postal maps. Most were engraved or lithographed and professionally published; a couple were hand-drawn by amateurs. All were made by cartographers, whether professional or amateur, who cared about Monroe County and who left to us a record of the county, preserved graphically and sometimes beautifully in space and time.

Federal Plats & Field Notes, Monroe County. Cincinnati: United States Surveyor General, 1812–1837.

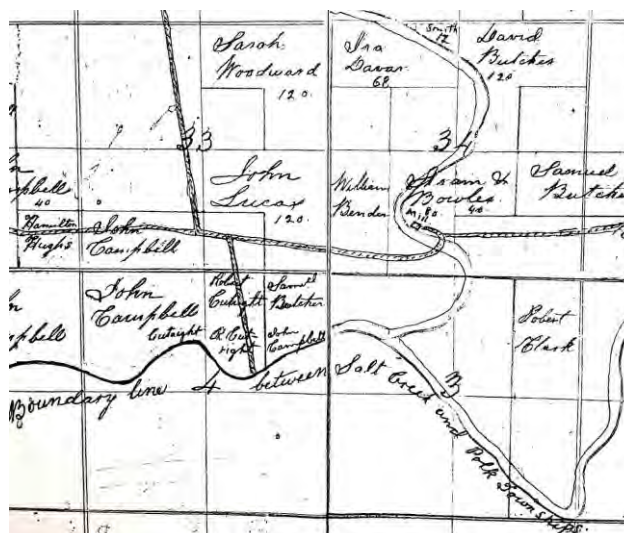
The first professional maps of the land that became Monroe County were drawn by U.S. government surveyors, who began work in this area in 1812. Those surveys, part of the Public Land Survey System (PLSS), are described in Part I of this bibliography. As the surveyors did their work, they recorded it in field notes and hand-drawn maps for each township. Those maps created the survey grids that appear on many of the maps in this bibliography and that still apply today. The first example here is from a map filed in 1815 by surveyor Arthur Henrie for township T7N-R1W—i.e., the township that is seven townships north of the Base Line and one township west of the Second Principal Meridian, which is what the stamp “2 P.M.” means. This survey township became the civil Township of Clear Creek. Both map details here show Sections 27, 28, 33, 34. As the surveyors lugged their survey chains along section lines, they sketched intersecting streams and jotted notes about the countryside. For instance, Henrie wrote of the country bordering Sections 33 and 34: “Land Rolling, Timber Beech, Ash & Hickory.” In 1837 “true copies” of the maps were made by the Surveyor General’s Office, with the stream fragments connected. That’s the second detail here. It shows the confluence of Clear Creek and Salt Creek in Section 34, near today’s Monroe Dam. Voluminous records of the General Land Office are maintained at the National Archives and Indiana State Archives in original volumes, microfilms, and digital files. The maps here come from an online collection at Internet Archive posted by the Monroe County Surveyor’s Office for the townships that later became Monroe and Lawrence counties.



[Monroe County Surveyor, Survey Records](#)
[Monroe County Surveyor Collection, Internet Archive](#)

Township Road District Maps. [Bloomington: Monroe County government, 1851].

These are cadastral (property) township maps, showing roads and creeks as well as properties and property owners. They indicate, by listing section numbers, how each township was divided into several “road districts.” The provenance of these maps is unclear. The map detail here is from the Salt Creek Township map at the Monroe County Public Library. It shows four sections at the confluence of the two branches of Salt Creek, which was then the township’s southern border. The north-south road on this map is the Bloomington–Leesville Road, which crossed Salt Creek at Bales Bridge, later Cuttright Bridge. This is now the approximate location of the Cuttright State Recreation Area and the State Road 446 Lake Monroe causeway. The east-west road shown here crossed Salt Creek near the Bowles gristmill, later the Judah brothers’ mill. The crossing became the Judah covered bridge. This road skirted the north side of a high ridge, now a scenic peninsula jutting into Lake Monroe. Today that area is the Sycamore Land Trust’s Amy Weingartner Branigin Peninsula Preserve. Sections 3, 4, and 34 on this map are now largely under the waters of Lake Monroe. The Monroe County Public Library holds copies of early reproductions of these Road District Maps for six townships: Bean Blossom, Indian Creek, Richland, Salt Creek, Van Buren, and Washington. The Monroe County History Center holds one 1851 original, Washington Township, which is very deteriorated. None of these are available online.



Monroe County Public Library
Monroe County History Center

New Gazetteer Map of Monroe County, Indiana, by R.S. Davis. [Columbus, Ind.]: Davis & Kennedy, 1856.

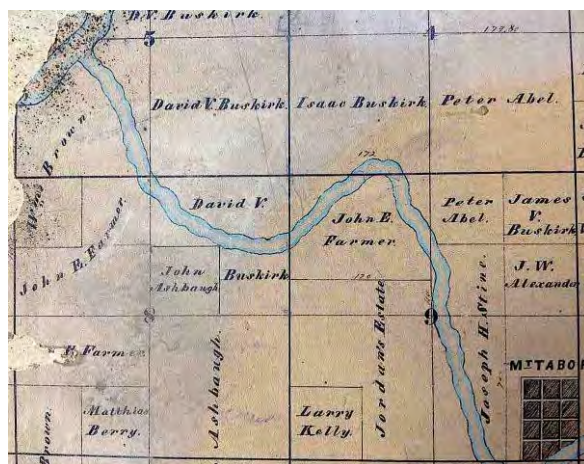
This is the earliest surviving large-format, professionally lithographed map of Monroe County. It is a cadastral map—i.e., a map designed mainly to show properties and property owners. Based on the PLSS grid, it includes townships and sections, as well as villages, creeks, churches, schools, and roads. The main roads are named: Indianapolis, Columbus, Bedford, Rockport, Spencer, and Vincennes. Except in Bloomington, where lots are numbered, the names of property owners appear. (See page 50.) The map detail here shows the Fairfax area on Salt Creek, including the site of Andrew Helton’s mill, one of the early water-powered grist mills in the county. By 1856 Helton had moved into Bloomington, and the map includes a Helton advertisement for his Bloomington grain, grocery, and dry goods businesses. A reprint of this map, titled *Atlas of Monroe County, 1856*, was published in 1975, with an index of property owners that appear on it. That reprint edition is held by several Indiana libraries. Good scans of the original 1856 map are posted online at IU-B, Monroe County Public Library, and the Indiana Geological and Water Survey.



[IU-Bloomington, Indiana Historic Maps](#)
[Monroe County Public Library eLibrary](#)
[Indiana Geological and Water Survey](#)

Township Property Maps. [Bloomington: Monroe County government, 1860].

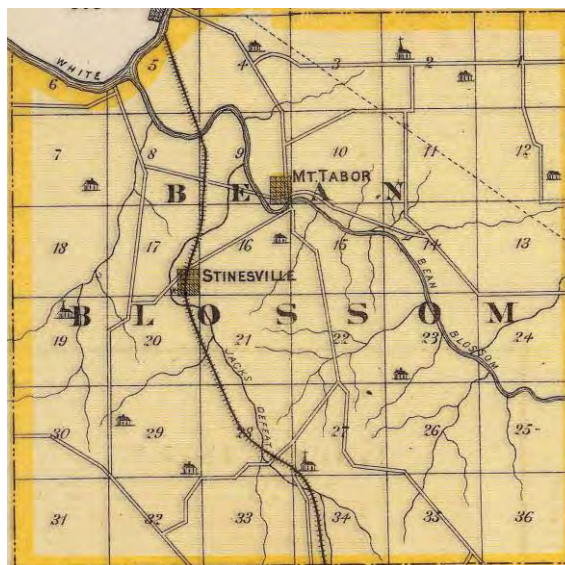
These are simple cadastral (property) township maps. Unlike the 1851 Road District Maps, these do not show roads or creeks. They show only section lines, properties, and property owners. Their provenance is unclear. The map detail here is from the Bean Blossom Township map at the Monroe County History Center. It shows the northwest corner of the county, near Mt. Tabor, where Bean Blossom Creek flows into the White River. Isaac Van Buskirk, the patriarch of one of the county's most important founding families, settled here in 1818. By 1860 his grandson David Van Buskirk operated a large and successful farm in the White River bottoms. The Van Buskirk family cemetery survives today on a prominent hill bordering Sections 4 and 5. The Monroe County Public Library holds copies of 19th-century reproductions of these maps for five townships: Bean Blossom, Indian Creek, Perry, Salt Creek, and Van Buren. These reproductions are in good condition, but not entirely complete. The Monroe County History Center holds 1860 originals for two townships: Bean Blossom and Perry. These originals are deteriorated and fragmentary. The detail here is the most legible part of the original 1860 Bean Blossom Township map. These maps are not accessible online.



Monroe County Public Library
Monroe County History Center

Map of Monroe County, in *Illustrated Historical Atlas of the State of Indiana*, by Alfred T. Andreas. Chicago: Baskin, Forster & Co., 1876.

This Indiana atlas is one of many state atlases published in the 1870s. The original edition includes historical, statistical, and illustrative material along with county maps and some city maps, including Bloomington. (The Bloomington map appears on page 51 of this bibliography.) A black-and-white reprint edition, published by the Indiana Historical Society in 1968, is widely available in libraries, but it features only the county maps, a map of Indianapolis, and a few illustrations. The Monroe map, like the other county maps in the atlas, shows townships and sections, streams and springs, roads and schools, villages and post offices. The detail here is Bean Blossom Township. Mt. Tabor was settled early in the history of Monroe County, with a water-powered gristmill in operation by 1820. Mt. Tabor was a bustling place in its early years, shipping grain and pork south by flatboat during the spring floods on Bean Blossom Creek and the White River. The coming of the New Albany & Salem Railroad in the 1850s, along the valley of Jack's Defeat Creek, signaled the end of Mt. Tabor's halcyon days. The village was displaced by Stinesville, a railroad town, as the township's principal commercial center. The post office moved from Mt. Tabor to Stinesville in 1860. An excellent scan of the Monroe County map is available at the David Rumsey Map Collection. Parts of the original edition can be viewed online at the Indiana Historical Society. The entire volume can be downloaded from Internet Archive.



[David Rumsey Map Collection](#)
[Internet Archive](#)

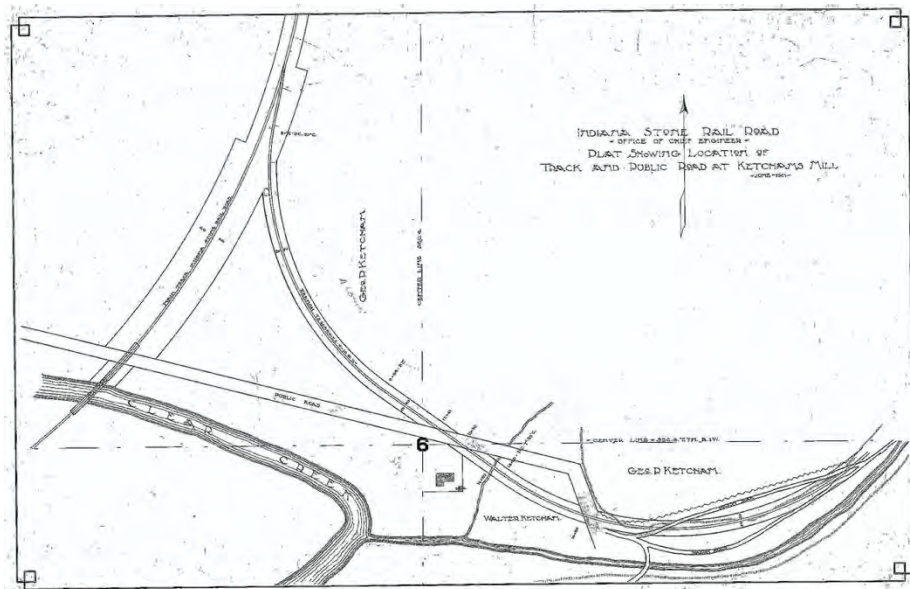
Map of the White River from Its Mouth to Bedford, Ind., on the East Fork and to Gosport, Ind., on the West Fork, drawn under the direction of Major Jared A. Smith. [Washington, D.C.: War Department, Corps of Engineers, 1878].

This is a set of thirteen large-format navigational charts of the White River, including a short stretch of the river in the northwest corner of Monroe County. The maps were drawn based on field notes and county maps, if available. River depths were measured by soundings. Neither fork of the White River was suited to commercial steamboat navigation. A later set of White River charts, created in 1931, is described in this bibliography on page 42. Those 1931 charts are accessible online. Only two libraries seem to have copies of the 1878 charts: the Library of Congress and the Wisconsin Historical Society. The 1878 charts are not available online.

Library of Congress
Wisconsin Historical Society

Monroe County Railroad Maps. Chicago: Chicago, Indianapolis & Louisville Railway (Monon), 1891–1971.

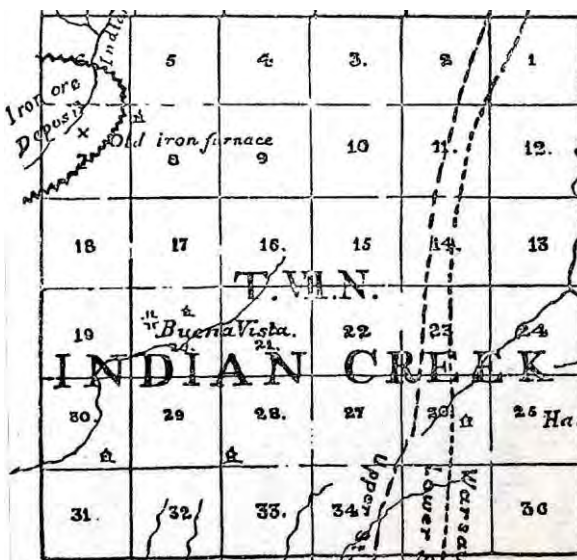
Railroads have always been serious mapmakers. Everything about their business, from right-of-way acquisition to track construction to traffic control, required maps. The New Albany & Salem Railroad, later named the Chicago, Indianapolis & Louisville Railway (Monon), created scores of maps for their properties in Monroe County. The Monroe County Surveyor’s Office has scanned and posted a sundry collection of dozens of those maps. The oldest is from 1891; most are from the 1910s and 1920s. They range from simple track diagrams to fairly informative county area maps. The image here is a typical example. It’s a 1901 map of a Monon quarry spur in Clear Creek Township along Dowden Creek, near today’s Ketcham Road. Many maps in this collection are from 1915, when the U.S. Interstate Commerce Commission required maps for railroad property valuation and ratemaking. Those 1915 maps are described on page 37 of this bibliography. The Monon Historical and Technical Society at Salem holds many original C.I.&L. maps, which are not open to the public. The copies cited here are freely accessible to the public as PDF downloads from the Monroe County Surveyor’s Collection at Internet Archive. This example appears in a large PDF titled “T07N-R01W_MononRR.pdf.”



[Monroe County Railroads, Internet Archive](#)

Map of Monroe County, by George K. Greene, in *Second Annual Report, Indiana Department of Statistics and Geology*. Indianapolis: Carlton & Hollenbeck, 1880.

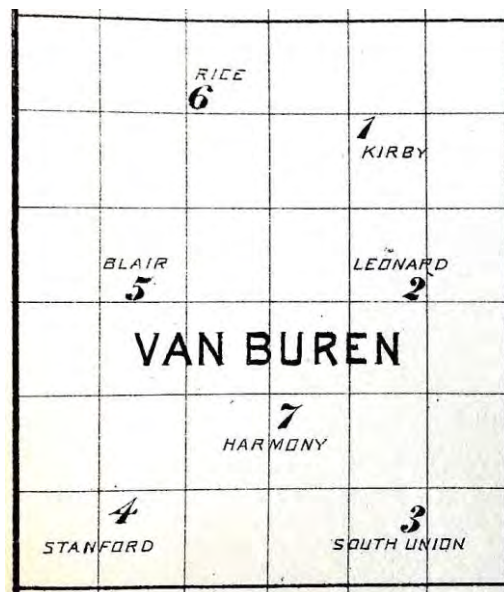
This simple black-and-white map may be the earliest surviving geological map of Monroe County. It accompanied an article titled “Geology of Monroe County” by George K. Greene, an assistant in the Indiana Department of Statistics and Geology, later the Department of Geology and Natural Resources. The map shows townships and sections overlaid with broken lines tracing the boundaries of geological regions. One of Greene’s aims was to locate natural resources with economic value. The detail here is Indian Creek township, showing one of the county’s earliest industrial sites: an iron ore deposit and blast furnace. The Virginia Iron Works was opened in Indian Creek Township in 1839, the second iron furnace in the state. The operation also had a forge for the fabrication of iron household goods and farm equipment. Both furnace and forge closed in 1844. Indiana eventually became a world leader in iron and steel, but that was in the 20th century at the enormous mills on Lake Michigan. Several libraries hold copies of this report, but not all still have the map. A good scan of the map, tipped in between pages 426 and 427, appears in a copy of the report at the University of California posted online at Hathi Trust and Google Books.



[Hathi Trust](#)
[Google Books](#)

Map of Monroe County, Showing the Geographical Location of School Houses by Number, and Giving their Local Names, by John W. Cravens, in *Course of Study, Manual and Hand-Book for the Common Schools of Monroe County, Indiana*. Indianapolis: Wm. B. Burford, 1888.

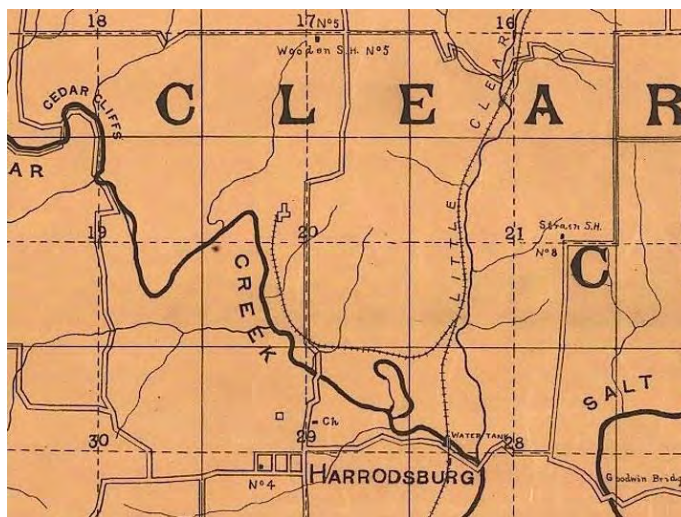
This substantial handbook, prepared by the Monroe County superintendent of schools, is full of information about schools, teachers, enrollments, subject matter, textbooks, state laws, and local governance. In the book, Superintendent Cravens extols the virtues of common schools and laments that, though 4,230 pupils were admitted to the schools of Monroe County, the average attendance was only 2,871. The map is a fairly accurate guide to the locations of the county’s 95 schoolhouses. The schools were spaced out across the townships such that no student would have more than a mile or so to walk to school. Most of the schools were one-teacher schools, and many of those had upwards of 50 students or more. For example, the map detail here shows the seven schools of Van Buren Township. The lowest enrollment school there was Kirby School (#1), where teacher Thomas King had 33 students. Meanwhile, Elmer Buskirk had 73 students at Rice School (#6), and P.B. Smith had 67 at Harmony (#7). Stanford (#4) was a two-teacher school in 1888. The Monroe County History Center and IU’s Wells Library have copies of this book, with the map tipped in between pages 112 and 113. The IU copy has been scanned and is accessible online at Google Books.



[Google Books](#)

Map of Monroe County, Indiana, by C.E. Siebenthal. New York: Julius Bien & Co., 1895.

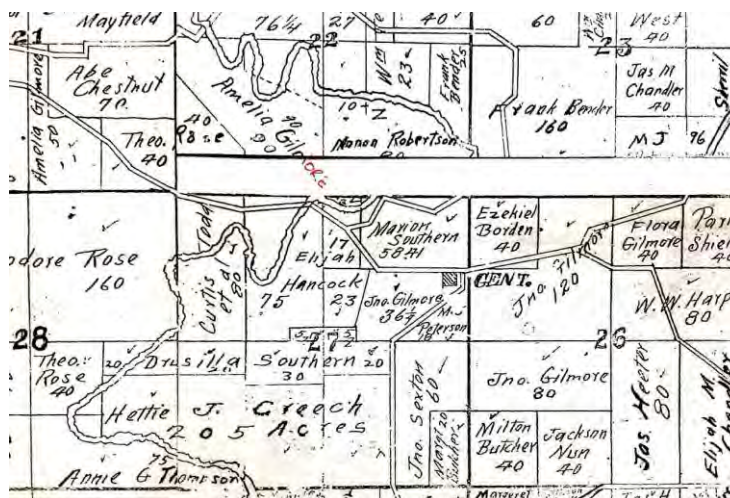
Monroe County’s premier mapmaker of the 1890s was Claude Ellsworth Siebenthal, a geologist at Indiana University and at the Indiana Department of Geology and Natural Resources. Later he worked for the U.S. Geological Survey. This 1895 map is an excellent general map of the county, showing political features, such as section lines, villages, roads, schools, and churches, as well as geographical features, such as streams, springs, caves, and sinkholes. In 1895 Siebenthal was working on a major study of the limestone industry in the county, so it not surprising that he included quarries, stone mills, and quarry railroad spurs. The map detail here is the Harrodsburg area, showing a rail spur from the Monon up Clear Creek to the Cleveland Stone Co. quarry. Four years later that route would be used by the Monon to rebuild its mainline along Clear Creek valley between Harrodsburg and the village of Clear Creek. The map also shows three schools, all within two miles of each other. Another interesting feature is “Cedar Cliffs,” already known at that time as one of the county’s loveliest spots. Today it is the Cedar Bluffs Nature Preserve, owned by the Nature Conservancy. The map is online at several libraries, including IUPUI and the Monroe County History Center. The best scan is posted at IU-Bloomington.



[IU-Bloomington, Indiana Historic Maps](#)
[Monroe County History Center](#)

Township Property Maps. [Bloomington: Monroe County government, 1897].

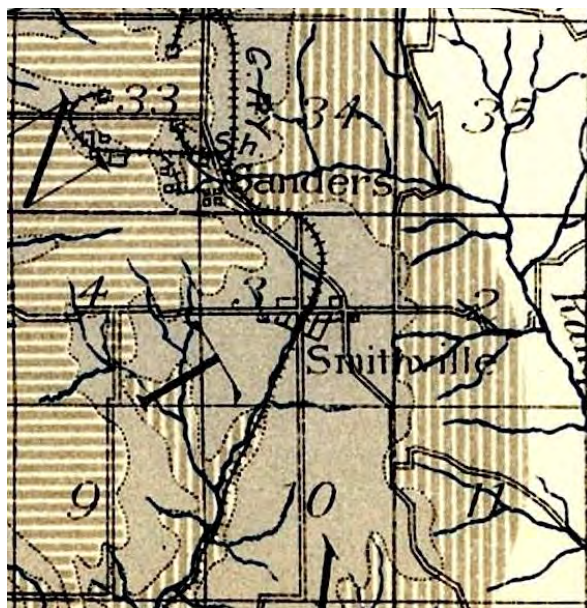
This is a set of three township cadastral (property) maps held by the Monroe County Public Library. Unlike the 1860 township maps, these show roads and streams as well as properties. They are photocopies of missing originals, and their provenance is unclear. The detail here is from the Salt Creek Township map. It shows the area around the cross-roads hamlet of Gent, just east of the Salt Creek iron bridge on what was then the Bloomington–Brownstown Road (Pine Grove Road and Gilmore Ridge Road today). Gent was one of many small post offices in the county. It opened in 1885 and closed in 1906. The map is inexpertly taped together between Sections 22/23 and 27/26. There is no bridge in that area today; the road from Bloomington now dead-ends at the Pinegrove State Recreation Area on the north fork of Lake Monroe. Much of that part of Salt Creek valley is now under water. The Monroe County Public Library holds copies these 1897 maps for three townships: Bean Blossom, Richland, and Salt Creek. They are not available online. The Monroe County History Center does not have any of these 1897 township maps.



Monroe County Public Library

Geological Map of the Bedford Oölitic Limestone Region (Bloomington Sheet), by C.E. Siebenthal. Indianapolis: Indiana Department of Geology and Natural Resources, 1897.

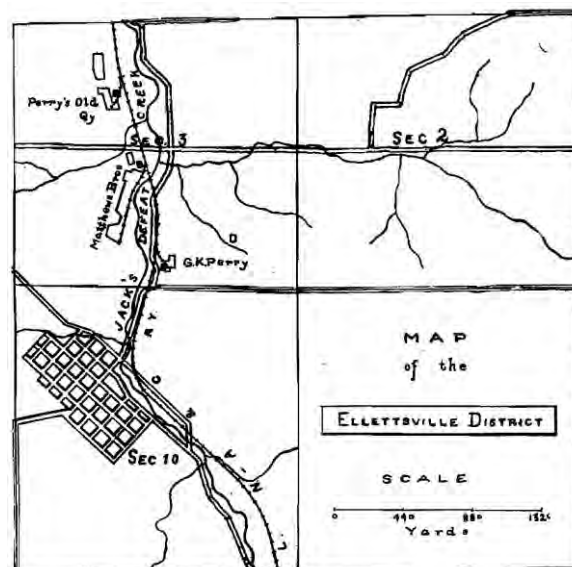
This map is the first major cartographic representation of the limestone industry in Monroe County. It is one of two color-coded maps produced by C.E. Siebenthal for the *21st Annual Report* (1896) of the Indiana Department of Geology and Natural Resources. The two maps together show the Indiana limestone region in Owen, Monroe, and Lawrence counties. This sheet covers Owen and Monroe. It shows geological rock strata as well as quarries and stone mills, railroads, and common roads. In Monroe County, the oldest quarry district was near Stinesville. One of the newer stone districts in 1897 was at Sanders, just north of Smithville. The first quarry at Sanders was opened in 1888. The map detail here shows a three-mile-square area lying between the Clear Creek and Ramp Creek drainage basins. Gray shading indicates the “Bedford Oölitic Limestone” belt; horizontal brown lines indicate “Mitchell limestone”; vertical brown lines indicate “Harrodsburg Limestone, Knobstone, or Alluvial.” The railroad on the map detail was still the Monon’s mainline in 1896. The Sanders district is the location of what was to become Monroe County’s most iconic quarry, Rooftop, the quarry in the movie “Breaking Away.” The map has been removed from the report and posted online at IU-Bloomington. The *21st Annual Report* is at IUScholarWorks.



[IU-Bloomington, Indiana Historic Maps](#)
[IUScholarWorks](#)

Ellettsville District, Stinesville District, and Sanders District, by C.E. Siebenthal, in 21st Annual Report (1896). Indianapolis: Indiana Department of Geology and Natural Resources, 1897.

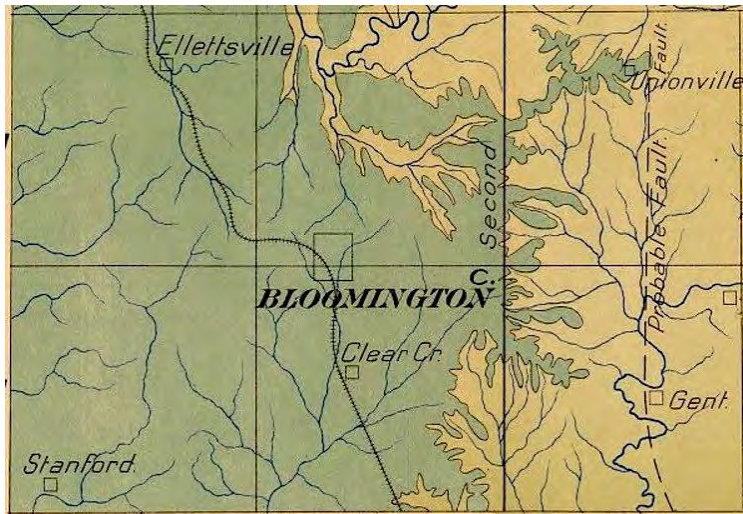
In addition to the two major maps of the Indiana limestone region that C.E. Siebenthal created for the 1896 *Annual Report* of the Indiana Department of Geology and Natural Resources, he also drew three small maps of the main quarry districts in Monroe County in 1896: Stinesville, Ellettsville, and Sanders. These small maps show railroad spurs and specific quarries and mills by company name. The example here is Siebenthal’s “Map of the Ellettsville District,” on page 363. That map shows the operations of Matthews Brothers and G.K. Perry. In 1862 John Matthews opened the first quarry at Ellettsville along the Louisville, New Albany & Chicago Railroad (Monon) and Jack’s Defeat Creek. Matthews was a leader in the introduction of stone-cutting technology, including steam-powered gang saws and channeling machines for cutting stone out of a quarry without blasting. In 1880 John Matthews built an elegant limestone mansion on Maple Grove Road, which survives today, a striking scene in the still-active Ellettsville limestone district. Bybee Stone Company bought the Matthews Mill in 1979. The *21st Annual Report* is posted online at IUScholarWorks.



[IUScholarWorks](#)

Geologic Map of the Knobstone Group, Indiana (Crawfordsville Sheet), by John F. Newsom. Indianapolis: Indiana Department of Geology and Natural Resources, 1902–03.

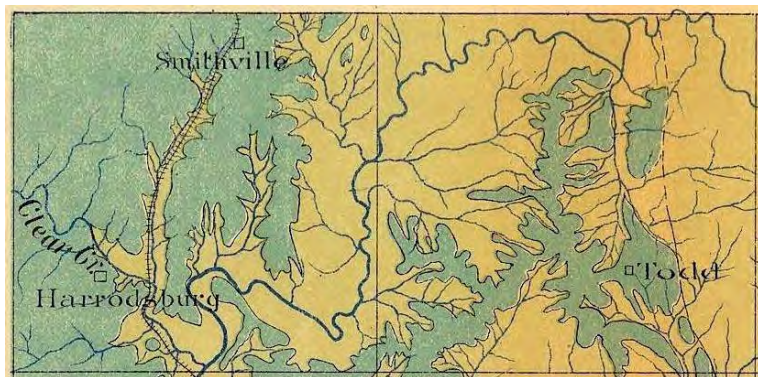
This geological map stretches across several counties, including part of Monroe. A companion map runs from southern Monroe and Brown counties to New Albany. Both first appeared in the *26th Annual Report* (1901) of the Department of Geology and Natural Resources. Although the most famous bedrock of Monroe County is the Salem (Bedford Oolitic) limestone, the eastern third of the county is underlain by what geologists in 1901 called the Knobstone Group bedrock, which is composed mainly of siltstone, shale, and fine-grained sandstone. Today it is known as the Borden Group. The older name lives on in the Knobstone Escarpment, the most rugged terrain in Indiana. The map detail here shows six survey townships in eastern Monroe County. The yellow-colored part marks the “Knobstone Group”; green marks “Lower Carboniferous Limestone and Overlying Beds.” In addition, the map traces a “Probable Fault,” which the map’s author named the Unionville Fault. That fault is now called Mt. Carmel. IU-Bloomington has posted the map online. The *26th Annual Report* is accessible at IUScholarWorks.



[IU-Bloomington, Indiana Historic Maps](#)
[IUScholarWorks](#)

Geologic Map of the Knobstone Group, Indiana (New Albany Sheet), by John F. Newsom. Indianapolis: Indiana Department of Geology and Natural Resources, 1902–03.

This map is the companion to the Crawfordsville Sheet. It shows the southern section of the Knobstone Group of Indiana bedrock, now called the Borden Group, from Monroe County to the Ohio River.

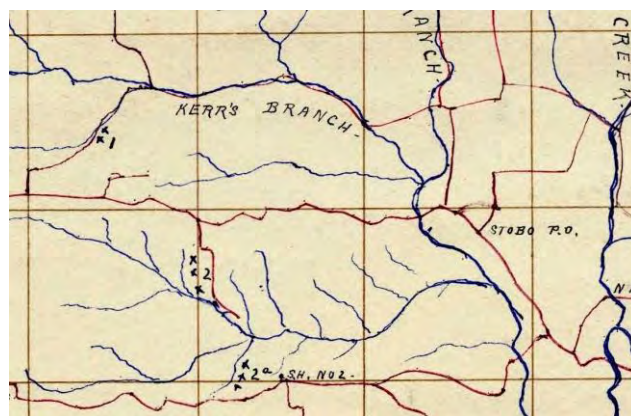


Both maps first appeared in the *26th Annual Report* (1901) of the Department of Geology and Natural Resources. Only a small part of Monroe County (two survey townships) appears on this sheet. The map detail here shows those two townships, Clear Creek and Polk, in southeastern Monroe. The part colored tan marks the “Knobstone Group”; the green marks “Lower Carboniferous Limestone and Overlying Beds,” which includes the Salem (Bedford Oolitic) limestone. Todd, shown here, was a crossroads post office, country store, and a handful of houses in Polk Township, with a population of 24 in 1910. The Todd post office closed in 1911. The nearby Todd Cemetery has been preserved and is located along Tower Ridge Road in the heart of the Deam Wilderness, Hoosier National Forest. This sheet is posted online at IU-Bloomington. The *26th Annual Report* is at IUScholarWorks.

[IU-Bloomington, Indiana Historic Maps](#)
[IUScholarWorks](#)

Map of the Distribution of Arbutus in a Portion of Monroe County, by Anton T. Boisen. Bloomington: n.p., 1905.

This hand-drawn map is not only a unique survey of the distribution of a lovely wildflower; it is also an excellent map of the creeks and streams in the eastern two-thirds of the county. It was made by Anton Boisen, whose father Hermann Boisen, an IU faculty member, had discovered the trailing arbutus in Monroe County in 1879 on a hillside about four miles east of Bloomington. The early-spring-blooming flower is rare in Indiana, found only in Monroe County and several neighboring counties. It is more common farther east and is the state flower of Massachusetts. Though now nearly extinct in Monroe County, the arbutus occupies a special place in the iconography of Indiana University. Boisen's map rates arbutus sites as "excellent," "very good," or "just a little." The map detail here shows the area of the original Arbutus Hill, discovered by Boisen's father. The road (red line) near the top is Kerr Creek Road; the middle east-west road is Nashville Pike (now State Road 46); the road near the bottom is Lampkins Ridge Road. Boisen marked a site along Kerr Creek as "the old hill found in 1879" (#1), although the site south of the Nashville Pike (#2) was another possible location of the hill his father had found. Some locals today lean toward site #2 as the original Arbutus Hill. In 1905 the largest concentrations of arbutus were along Moores Creek and its tributaries. A few arbutus plants were found at IU's Moores Creek Research Preserve in 2002. This map is held by IU Archives. A low-definition scan is accessible online.



[Indiana University Archives, Photograph Collection](#)

Road Map of Monroe County, Indiana, by Charles W. Shannon. Indianapolis: Indiana Department of Geology and Natural Resources, 1906.

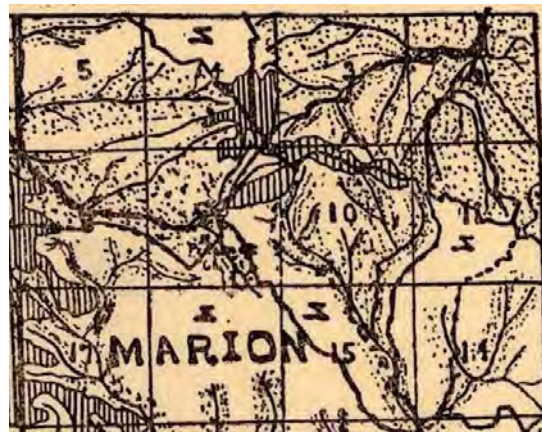
This map accompanied a report titled "Roads and Road Materials of Monroe County," which was part a major study of road building in Indiana in the *30th Annual Report* (1905) of the Department of Geology and Natural Resources. By the early 20th century, a movement was under way nationwide to improve rural roads for the emerging automobile age. Because railroads had taken over long-distance transportation, common roads were often left in terrible condition. The chapters in this report explore the geology and geography of road-building materials (stone and gravel) in several counties. The Monroe map shows roads, improved and unimproved; mail routes; railroads; and "road metal quarries." Road "metal" refers to broken stone or gravel. The main "improved" roads are named. Some unimproved (earthen) roads are named as well. The detail here shows part of Indian Creek Township and traces the route of the Spencer–Woods Ferry Road, an unimproved road dating to the early 19th century. Woods Ferry was a White River crossing southwest of Bedford. Today Breeden and Snow roads follow that route. The village of Buena Vista also appears. This was one of many Buena Vistas around the country named for an important 1847 battle in the Mexican-American War. The map is posted online at IU-Bloomington. The *30th Annual Report* is online at IUScholarWorks.



[IU-Bloomington, Indiana Historic Maps](#)
[IUScholarWorks](#)

***Map of Monroe County, Indiana, Illustrating the Distribution of Road Materials*, by Charles W. Shannon. Indianapolis: Indiana Department of Geology and Natural Resources, 1906.**

This is the second of the two county maps that accompanied “Roads and Road Materials of Monroe County,” by Charles W. Shannon, in the *30th Annual Report* (1905) of the Department of Geology and Natural Resources. It shows the geographic distribution of the varieties of limestone and other stone and gravel sources useful for road surfacing in Monroe County. The detail here is the northeast corner of the county, much of which is now in the Morgan-Monroe State Forest. The vertical hatching indicates Harrodsburg limestone; “S” is sandstone and shale; the dots indicate gravel deposits. The map is at IU-Bloomington. The *30th Annual Report* is at IUScholarWorks.



[IU-Bloomington, Indiana Historic Maps](#)
[IUScholarWorks](#)

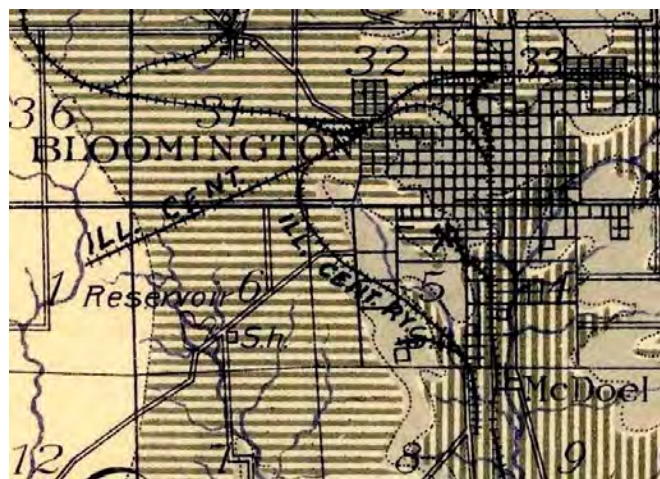
***Monroe County, Indiana*. Chicago: Rand McNally, c.1908.**

Rand McNally was a major map publisher by 1908. The Chicago-based company produced maps for many Indiana counties, showing roads, railroads, schools, churches, streams, and cemeteries. The Indiana State Library holds many of those county maps, but not Monroe. The University of Chicago has the Monroe County map, but it is not posted online.

University of Chicago, Regenstein Library

***Geological Map of the Bedford Oolitic Limestone Region (Bloomington Sheet)*, by C.E. Siebenthal. Indianapolis: Indiana Department of Geology and Natural Resources, 1908.**

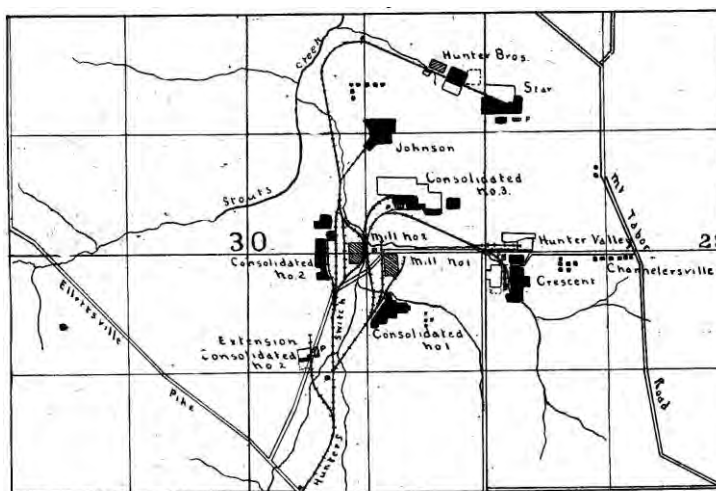
This map accompanied a report titled “The Indiana Oolitic Limestone Industry in 1907,” by Raymond S. Blatchley, in the *32nd Annual Report* (1907) of the Indiana Department of Geology and Natural Resources. Blatchley, son of State Geologist Willis S. Blatchley, was at that time a student at IU. This report was a ten-year update of the 1897 report on the region’s most important industry. This 1908 map is nearly identical to the map in the *21st Annual Report* (1896), published in 1897, which appears on page 29 of this bibliography. Like the earlier map, this one shows bedrock belts with the same color and hatching codes. Updates have been added to show new quarries and railroads, including the Monon’s new mainline through Clear Creek valley. The map detail here shows the newly constructed Indianapolis Southern Railroad (Illinois Central), completed through Bloomington in 1906. By 1908 the I.C. had built a spur to the McDoel Yards, but had not yet extended it to the Clear Creek quarry area around Victor. Like its 1897 predecessor, this map is available online at IU-Bloomington. The *32nd Annual Report* is at IUScholarWorks.



[IU-Bloomington, Indiana Historic Maps](#)
[IUScholarWorks](#)

Stinesville District, Ellettsville District, Hunter Valley District, Belt District, Victor District, and Sanders District, by Raymond S. Blatchley, in 32nd Annual Report (1907). Indianapolis: Indiana Department of Geology and Natural Resources, 1908.

Although the two large lithographed maps in this report are nearly the same as those in the 1897 report, the individual quarry district maps were drawn or redrawn by the author, Raymond Blatchley. Blatchley added maps of three recently opened quarry districts in Monroe County: Hunter Valley, Belt (Clear Creek valley), and Victor. (There is also a Bloomington map, which appears on page 58 of this bibliography.) These maps show railroad spurs, quarries, and mills, identified by company name. The map here is Hunter Valley, a mile and a half northwest of downtown Bloomington. This quarry district was opened in 1891 by the Morton C. Hunter Stone Company on a spur of the Monon Railroad. That spur became known as Hunter's Switch or simply Hunters. Today the Hunter Valley quarry district is bisected by State Road 46 between I-69 and Curry Pike, with abandoned quarries along both sides of the highway. The current B.G. Hoadley quarry on Arlington Road (Mt. Tabor Road in 1908) is north of the original Hunter Valley operations. These maps are in the *32nd Annual Report* of the Department of Geology, online at IUScholarWorks.

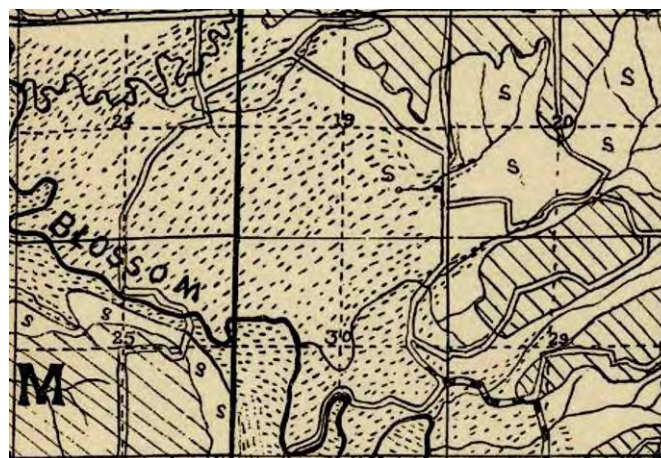


HUNTER VALLEY

[IUScholarWorks](#)

Monroe County Soil Map, by C.W. Shannon. Indianapolis: Indiana Department of Geology and Natural Resources, 1908.

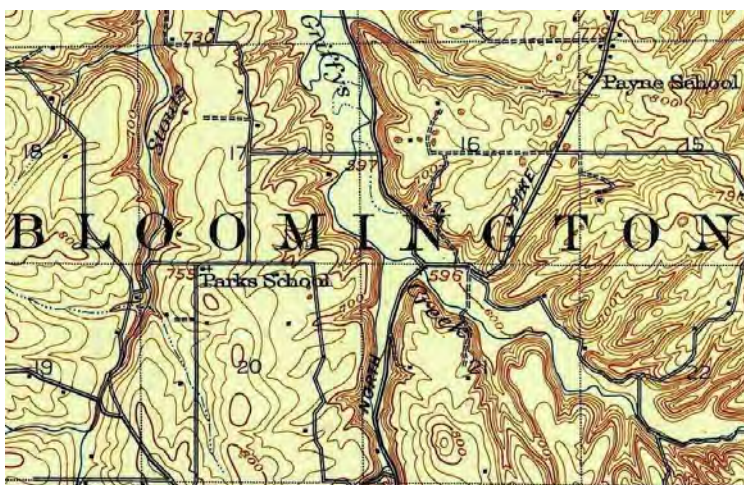
Northern Indiana, plus the Wabash Valley, have much better soils for agriculture than the unglaciated areas of southern Indiana. Soils in Monroe and neighboring counties are thin and by 1900 were depleted by decades of farming. This map accompanied a report on the soils of southern Indiana in the *32nd Annual Report* (1907) of the Indiana Department of Geology and Natural Resources. The report and map describe Monroe County's soils, their relationship to the bedrock of their origin, and their potential for farms, pastures, and orchards. The map also shows towns, schools, creeks, railroads, and roads, "improved" and "earth." Some of the best soil in Monroe County was the "alluvial" soil in the flood plains of the White River, Salt Creek, and Bean Blossom Creek. But those areas were often marshland and prone to flooding. The map detail here shows the alluvial soil along Bean Blossom Creek north of Ellettsville (little slash marks). Outside the flood plain are Harrodsburg limestone soil (diagonal lines) and Salem limestone soil (letter S). After 1908 land in this area was drained and farmed. Today this area (Sections 24, 19, 25, and 30) has been restored to wetlands. It is now the Sycamore Land Trust's Bean Blossom Bottoms Nature Preserve and the Restle Unit of the Muscatatuck National Wildlife Refuge. The map and the report are posted online at IU.



[IU-Bloomington, Indiana Historic Maps](#)
[IUScholarWorks](#)

***Indiana, Bloomington Quadrangle,
Topographic Map, 1908. Washington,
D.C.: U.S. Geological Survey, 1908.***

The U.S. Geological Survey, founded in 1879, began publishing topographic maps in 1884. Topo maps were designed mainly to show elevations via contour lines, but they also show roads and railroads, rivers and streams, towns, schools, quarries, even houses. They are splendid general maps. This map is the earliest USGS topographic map of Monroe County (Bloomington Quadrangle),

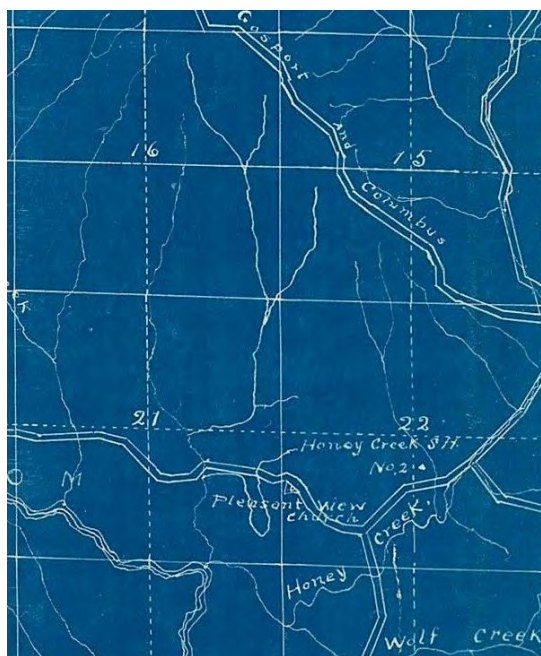


covering most of the western three-fourths of the county. The map detail here shows one of the more precipitous elevation changes in the county: the Griffy Creek valley. (“BLOOMINGTON” here refers to Bloomington Township.) Heading north from Bloomington, the old Indianapolis road, called North Pike, descended a hundred feet to Griffy Creek through Cascades Creek valley, and then ascended a hundred feet on the other side of Griffy valley. That route became State Road 37 and is now called Old 37. Griffy dam and lake now lie just east of this crossing. Monroe County History Center and Monroe County Public Library have paper copies of many USGS topo maps. High-quality scans of historic topographic maps are available through IU and the USGS, which has several useful finding aids, including the USGS Topo-View application.

[USGS TopoView](#)
[IU Libraries, Topographic Maps](#)

***Map of Monroe County, Ind., by A. L. Donaldson.
n.p.: n.p., 1909.***

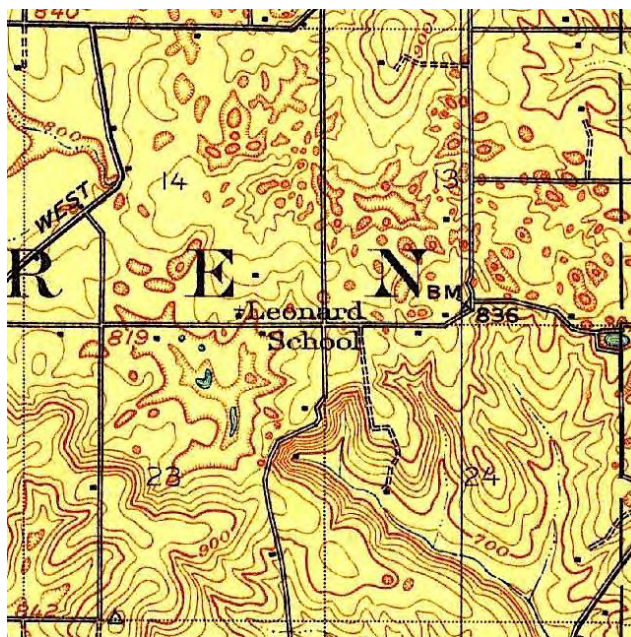
This is a rare and rather crudely drawn map in blueprint form. The map shows roads, improved and unimproved, cemeteries, some springs and caves, and schools. Most of the schools appear by name, which is useful. There were dozens of one-room and two-room schools in Monroe County at that time. The map detail here shows one of those schools, Honey Creek, which is restored and still standing on Low Gap Road in the northern part of Benton Township. The only surviving one-room school in the county, Honey Creek School is owned by the Monroe County Community School Corporation and is used for student field trips. In 1909 that area was in Marion Township, which vanished in 1916 when it was merged with Benton. The map detail also shows the Gosport-to-Columbus Road, a rough, unimproved road in 1909. Today that road is a forest road and trail in the Morgan-Monroe State Forest. The Indiana State Library and the Monroe County History Center have print copies, which are not posted online.



Indiana State Library.
Monroe County History Center

Indiana, Bloomington Quadrangle, Topographic Map, 1910. Washington, D.C.: U.S. Geological Survey, 1910.

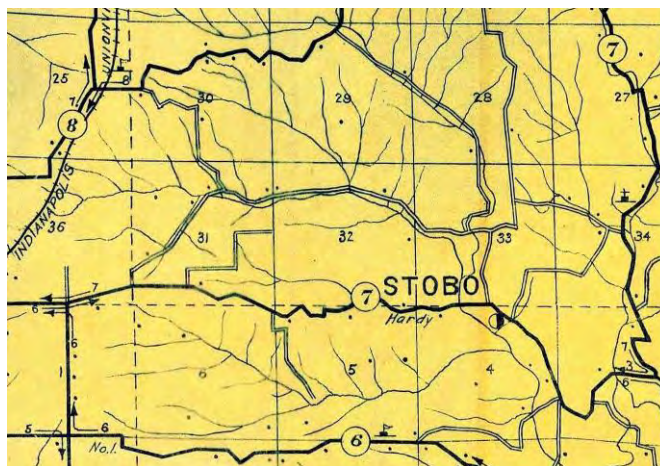
This USGS topographic map, published in 1910 and not much different from the 1908 edition, became the basis for all Bloomington Quad maps published before the 1950s. The map's main purpose is to show elevations via contour lines, but it also shows roads and railroads, rivers and streams, towns, schools, quarries, and houses. It is an excellent general map of the western three-fourths of the county. The map detail here shows four sections in Van Buren Township, just south the West Pike (today's State Road 45). The most striking feature here is the Leonard Springs canyon, which lies more than a hundred feet below the surrounding countryside. Leonard Springs Road is shown skirting the rim of the canyon. The area north of Leonard Springs is noted for its karst topography, especially sinks (tiny circles on the map) and springs. There are two springs in the canyon: Leonard Spring and Shirley Spring. John Shirley and James Leonard operated grist mills there in the 19th century. In the early 20th century, the City of Bloomington built a dam to impound the spring water for its municipal water supply. The dam and reservoir were gradually abandoned after the construction of Griffy Dam in 1925. In 1999 the canyon and surrounding woods became Leonard Springs Nature Park. This map is held by many libraries. It is online at [USGS TopoView](#) and [IU Libraries](#).



[USGS TopoView](#)
[IU Libraries, Topographic Maps](#)

Map of Monroe County, Indiana, Showing Rural Delivery Service, by United States Post Office Department. Washington, D.C.: U.S. Post Office Department, 1911.

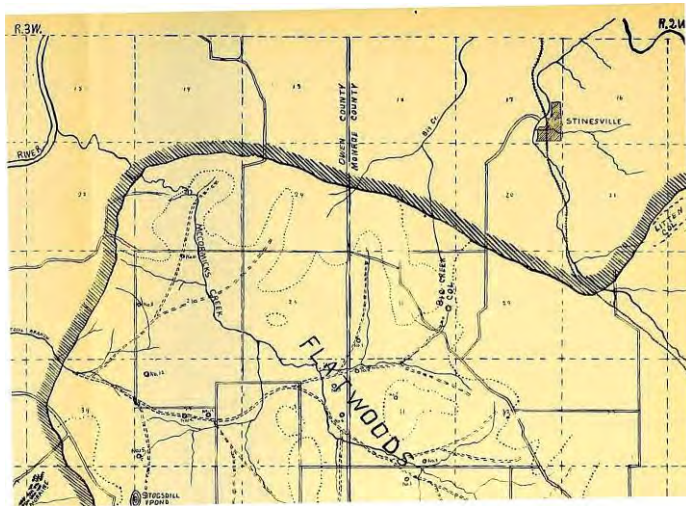
By 1911 the U.S. Post Office Department's new service, Rural Free Delivery, was well under way in Monroe County. This map, one of many produced by the Post Office, shows RFD routes that originated at the county's main post offices: Bloomington, Ellettsville, Harrodsburg, Stanford, and Unionville. Bloomington PO had ten routes; the others one each. The map also shows schools, churches, and even many rural houses. Several discontinued post offices appear as well. The map detail here shows the area around the short-lived post office Stobo, which opened in 1894 and closed in 1905. Stobo lay six miles east of Bloomington along the road to Nashville (today's State Road 46). Stobo was not a village or even an important crossroads. It was merely a place where nearby residents could pick up their mail. When RFD arrived, Stobo PO was closed. The map detail shows Bloomington postal Route 6 along Lampkins Ridge Road, Route 7 along the Nashville-Columbus Pike and Brummetts Creek Road, and Route 8 along the Unionville Pike (today's State Road 45) and Mt. Gilead Road.



[Indiana State Library, Digital Collections](#)

Map of Flatwoods and Vicinity, Monroe and Owen Counties, by Clyde A. Malott. Indianapolis: Indiana Academy of Science, 1914.

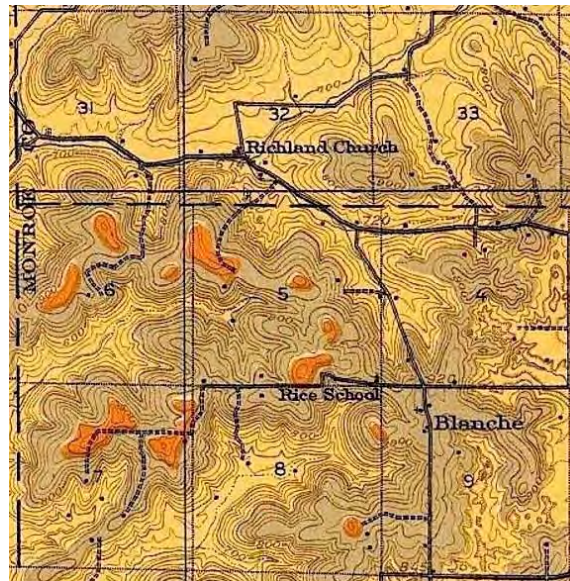
This map appeared with an article in the *Proceedings of the Indiana Academy of Science* (1914). This article was the first scientific paper of a young IU geologist who became a leading expert on the geomorphology of southern Indiana. Most of Monroe County is unglaciated—i.e., unaffected by the series of ice ages over the millennia. But the northwestern corner of the county was touched by the Illinoian glacier, which advanced farther south than the more recent Wisconsinan glacier. The Flatwoods area is a unique glacial feature of the county. It was a shallow lake, formed at the edge of the Illinoian ice sheet. The crosshatched line on this map detail shows Malott’s estimate of the southern limit of the Illinoian glacier. The Flatwoods region is drained mainly by McCormick’s Creek, whose spectacular canyon in McCormick’s Creek State Park was carved by meltwater after the Illinoian glacier retreated. Malott’s article and this map are accessible online at the Indiana Academy of Science. The Indiana Geological and Water Survey has a modern reprint of this classic article (1979).



[Indiana Academy of Science](#)
[Indiana Geological and Water Survey](#)

Geological Map: Bloomington Quadrangle Indiana, by J.W. Beede. Indianapolis: Indiana Department of Geology and Natural Resources, 1915.

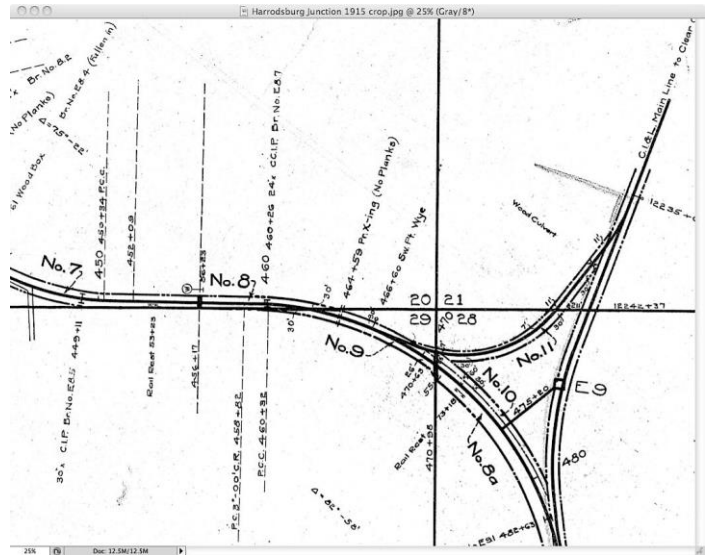
This map was published with the *39th Annual Report* of the Indiana Department of Geology and Natural Resources (1914) to illustrate a chapter titled “Geology of the Bloomington Quadrangle,” by IU geologist J.W. Beede. Essentially, the map simply uses color to convert the USGS topographical map of the Bloomington Quadrangle, 1908, into a geological map. It is a beautiful map that shows the outcropping bedrocks that lie as north-south swaths across Monroe County. Most important, economically, is the “Salem or Bedford Limestone” running through the middle of the county. But other rock strata are interesting as well. The detail here shows the western border of the county in Richland Township. The dark east-west road is Whitehall Pike. (today’s State Road 48). Yellow signifies Mitchell Limestone, the bedrock associated with the karst topography of the western half of the county. Tan signifies what geologists then called the “Chester Formation.” Orange is labeled “Pottsville Mansfield,” which in Monroe County survives only as the caps of the highest western hills. In this area the elevation changes are about 200 feet from creek beds to the peaks of the hills, from about 700 to 900 feet above sea level.



[IU-Bloomington, Indiana Historic Maps](#)

Railroad Valuation Maps, ICC Bureau of Valuation, Engineering Section. [Washington, D.C.]: U.S. Interstate Commerce Commission, c.1915–c.1920.

Between 1915 and 1920, the Interstate Commerce Commission collected detailed data on American railroads to be used for property valuation, mainly for ratemaking. Included in this ocean of information were nearly 125,000 maps of railroad properties: mainline rights-of-way, spurs, sidings, yards, stations, buildings, bridges, and adjoining roads and structures. The maps were annotated with engineering details. They are large blueprints (most 24 x 56 inches); each covers half a mile to four miles of track. The map detail here is a small section of a large map showing the split of the Monon's two mainlines at Harrodsburg Junction in 1915. These valuation maps are in the records of the ICC (Record Group 134) at the U.S. National Archives. Many have been scanned, but most remain in paper form only. The National Archives holds maps for the Chicago, Indianapolis & Louisville Railway (Monon) and the Illinois Central. The Monroe County maps at the National Archives are not posted online. Many valuation maps have also been collected by the Monon Historical and Technical Society at Salem; they are not open to the public. However, some valuation maps are accessible as PDF downloads from the Monroe County Surveyor's Collection at Internet Archive. This map is a page in a large PDF titled "T07N-R01W_MononRR.pdf."



U.S. National Archives
[Monroe County Railroads, Internet Archive](#)

Bowen's Indiana State Atlas: Containing a Separate Map of Each County, by B.F. Bowen & Co. Indianapolis: B.F. Bowen & Co., 1917.

This was the first large-format Indiana state atlas since the Andreas atlas of 1876. Bowen proclaimed it an atlas for the age of good roads and automobiles. Each full-page county map indicates "trunk or main highways" by heavy red lines, "improved roads" by lighter red lines, and "ordinary roads" by parallel black lines. The map for Monroe County shows the usual main roads in heavy red. The detail here is Washington Township. The Bloomington-Indianapolis Road winding through the township was in 1917 the Dixie Highway, soon to be State Road 22, then State Road 37. The only other "improved" road in the township was Bottom Road, skirting the wetlands of Bean Blossom Creek. The only village in Washington County on the Dixie Highway was Hindustan, whose post office was officially named Bryant's Creek or Bryant Creek. The Bryant Creek post office appears on this map, but in fact it had closed in 1913. The Indiana State Library and other Indiana libraries have print copies of this atlas, but their copies are not posted online. A digital copy from DePauw University Library can be downloaded from Internet Archive.



[Internet Archive](#)

Map of Monroe County, Indiana, Compiled from Official County Records, by Elmer E. Van Buskirk. [Bloomington: Monroe County Surveyor's Office], 1920.

This excellent cadastral (property) map of Monroe County shows townships and sections plus individual properties, owners, and acreages. It was prepared by County Surveyor Elmer Van Buskirk and drawn by draftsman Gus Frobenius. The map also shows schools, churches, cemeteries, improved roads, and ordinary roads. The detail here is Section 2 and part of Section 3 in Perry Township.

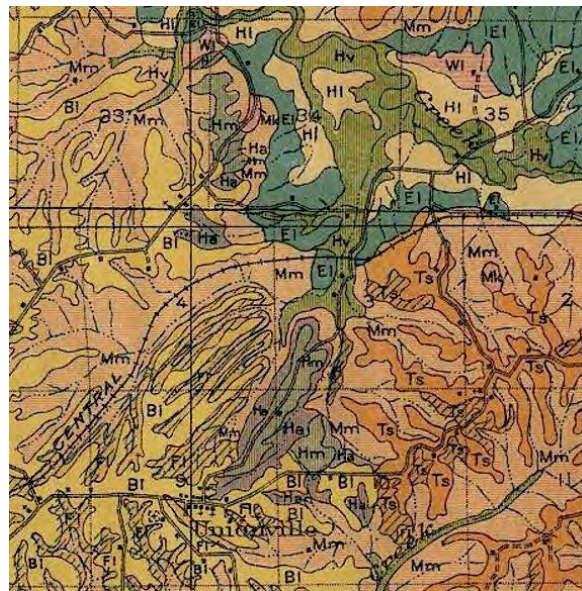


This rural area east of Bloomington is today the location College Mall. The bold broken lines were improved country roads in 1920, now city streets. At the top is the Nashville Road, now Third Street. On the left is High Street, on the right Smith Road, and along the bottom Moores Pike. The map also traces creeks. The detail here shows Jackson Creek flowing southward through the Stocking and Smith properties, where College Mall Road runs today. The Latimer family farm appears in this detail. In their old age the Latimer children remembered walking to Finley School, shown here on High Street. Much of the Latimer farm is now occupied by College Mall and by apartment buildings, but the farm's wood lot on the south side of the Agnes Latimer property survives as a Bloomington city nature preserve called Latimer Woods. Though surrounded by apartments, a car dealer, and parking lots, it is one of the few old-growth forests left in southern Indiana. The State Library, Monroe County History Center, and Monroe County Public Library have this map. The best online scan is at IU-Bloomington.

[Monroe County History Center IU-Bloomington, Indiana Historic Maps](#)

Soil Map, Indiana, Monroe County Sheet, by T.M. Bushnell and Earl Fowler. Washington, D.C.: Bureau of Soils, U.S. Department of Agriculture, 1922.

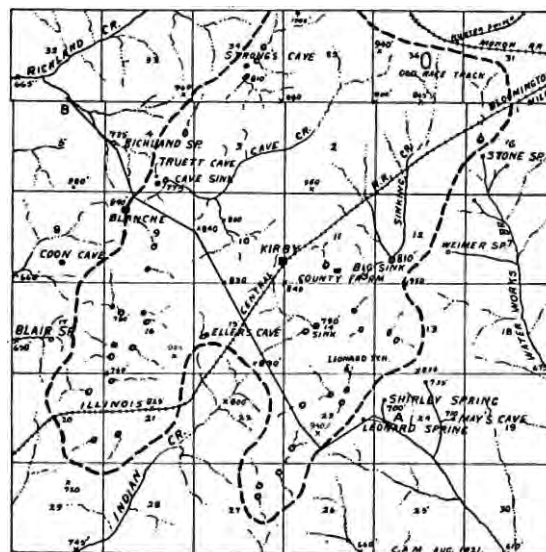
The U.S. Department of Agriculture began conducting soil surveys of Indiana counties in 1902. The Monroe County survey, a collaborative project with Purdue University, was completed in 1922. This large, full-color, detailed map was the survey's chief product. Because Monroe's geology is complex and its surface unglaciated and deeply weathered, its soils are highly varied. The map, therefore, is a crazy quilt of colors demarcating more than 30 different soils types and subtypes, few of which were as productive for farming as the soils of central and northern Indiana. Beyond identifying soils, the map also shows roads and railroads, towns and villages, quarries and mills, churches and schools. The detail here depicts the diverse soils of the area between Unionville and Bean Blossom Creek, where the Illinois Central trestle crosses Shuffle Creek. The low-lying areas along Bean Blossom Creek north of the railroad are now submerged in Lake Lemon. Several libraries have this map in print form; it is available online at IU-Bloomington.



[IU-Bloomington, Indiana Historic Maps](#)

Five Small Maps, in *Handbook of Indiana Geology*, by W.N. Logan et al. Indianapolis: Indiana Department of Conservation, Division of Geology, 1922.

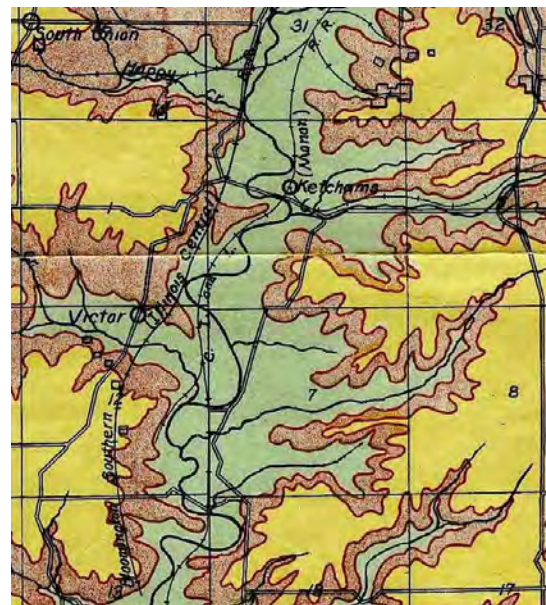
In 1922 Indiana State Geologist William Newton Logan and his staff produced a wide-ranging and massive (1,120 pages) report that summarized much of the research the Department of Geology had done since its series of annual reports began in 1870. The 1922 *Handbook* touches on Monroe County in several chapters and includes five small maps of parts of the county: the drainage system of the headwaters of Indian Creek southwest of Bloomington (pages 199 & 200); the Flatwoods area in the northwest corner of the county (p. 212); kaolin outcrops in the southwest part of the county (p. 735); and the Mt. Carmel Fault area near Unionville (p. 945). The detail here is one of two Indian Creek drainage maps. It shows the karst region of sinkholes and springs between Bloomington and Stanford. The heavy dashed line surrounds the area that once belonged to the surface drainage of Indian Creek. In the present drainage system, the headwaters of Indian Creek have been pirated by Richland Creek and Clear Creek through subterranean drainage—i.e., an underground network of caves linking sinkholes and springs. The tiny circles or dots mark sinkholes. The *Handbook* is available online at IU's Digital Library and Internet Archive. Internet Archive has the better scan.



[Indiana University, Digital Library](#)
[Internet Archive](#)

***Map of the Monroe-Owen County Region of the Indiana Oolitic (Salem) Limestone, Showing Its Areal Outcrop and Quarries*, by W. N. Logan and Ralph Esarey. Indianapolis: Indiana Department of Conservation, Division of Geology, 1928.**

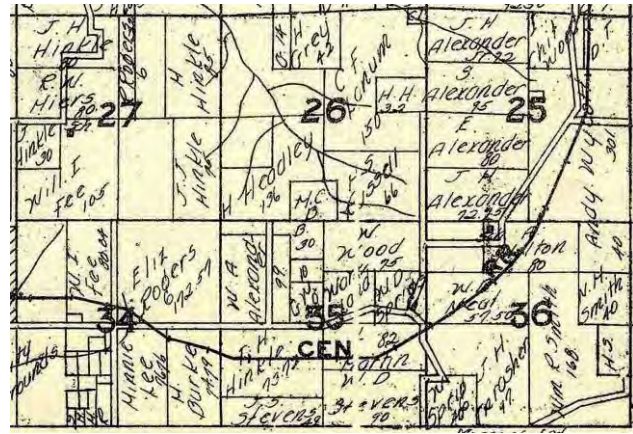
In 1928 the state Division of Geology produced two beautiful large-scale maps of the Indiana Limestone region. One map covers Lawrence County; the other covers Monroe County and a corner of Owen. The maps illustrate how the Salem Limestone stratum (red) is exposed in outcroppings along bluffs of creeks and streams, sandwiched between the lower Harrodsburg Limestone (green) and the upper Mitchell Limestone (yellow). The map detail here shows the Clear Creek valley southwest of Bloomington, with quarries along Clear Creek and its tributaries. Included is the quarry land of the Victor Oolitic Stone Company. Victor quarry, now operated by the Indiana Limestone Company, is still one of the most productive quarries in the region. The map also shows the Clear Creek lines of both the Monon and the Illinois Central railroads, both of which had built several quarry spurs into this area by the 1920s. The road along the right border of the map detail is Old State Road 37. This map and the Lawrence County map are held by IU-Bloomington and the Indiana State Library. They are not posted online. The Tennessee State Library also has the map and plans to post it online.



Indiana State Library
IU-Bloomington Libraries, Map Collection

Plat Book of Monroe County, Indiana, by W.W. Hixson. Rockford, Ill.: W.W. Hixson & Co., c.1928. (Later distributed by Sidwell Studio, Lombard, Ill.)

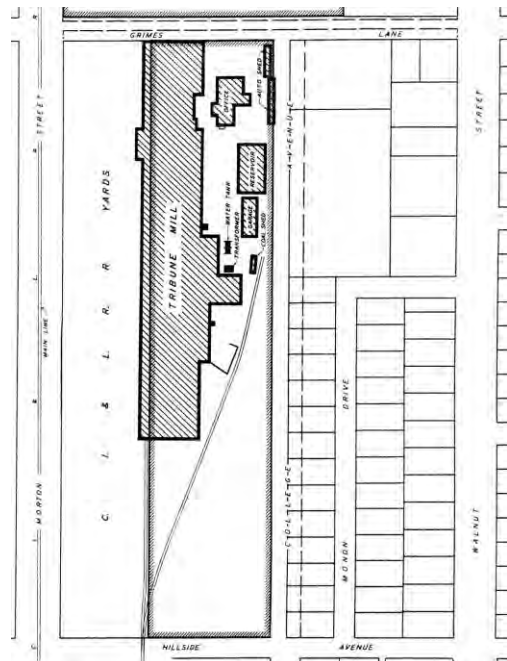
W.W. Hixson & Co. published plat books (property maps) for all 92 counties in Indiana (and for other Midwestern states) between about 1925 and 1941. These small books are atlases of township maps, showing property lines, owners, and acreages. The Hixson plat book for Monroe County appeared in the late 1920s. The detail here shows six sections in the southeast corner of Bloomington Township. At the bottom is Third Street, just east of the city. The dark line is the Illinois Central Railroad, curving north to Unionville. The double line through the center of Sections 34 and 35 is an extension of Tenth Street (State Road 45). In the 1920s, the southwest quarter of Section 35 was part of the Hinkle family farm. Today the Hinkle property north of the railroad is owned by Bloomington Restorations Inc. The Hinkle house, built in 1892, and farm buildings are listed in the National Register of Historic Places. They are restored as a museum and site for classes and events. An original edition of this plat book is held by IU-Bloomington. Photocopies are in several area libraries. Most Indiana plat books in the Hixson series have been scanned and posted online by the IUPUI Library. Monroe County is in Volume 4, pages 71–83, full county map on page 83. The best downloadable scan has been posted by the Indiana State Library.



[Indiana State Library, Digital Collections](#)
[IUPUI Library, Historic Indiana Plat Books](#)

Property Survey of the Quarry and Mill Properties of the Indiana Limestone Company, Bedford, Indiana, in Lawrence and Monroe Counties, 1928–1929, by J.L. Mann, et al. Bedford: Indiana Limestone Company, 1929.

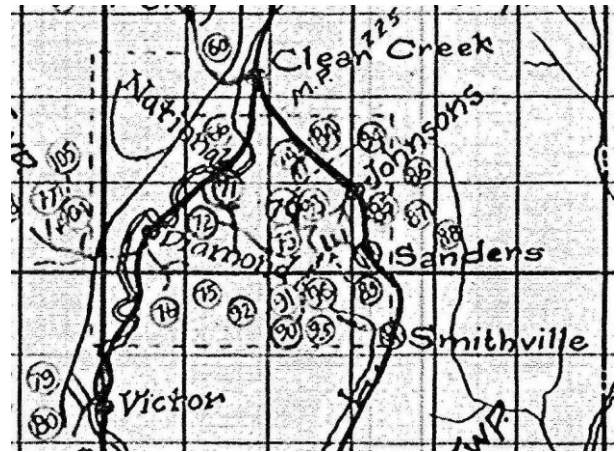
The 1920s were boom times for the limestone industry. This volume is an atlas of maps of the quarry and mill properties owned by the Indiana Limestone Company (ILCO), which had been formed in 1926 in a grand merger of 24 of the 42 companies then in business in the stone district. The maps show buildings, roads, railroads, quarry openings, and other features. The page reproduced here is the Tribune Mill, a large, modern mill in Bloomington located on the east side of the Monon railroad yards, between Grimes Lane and Hillside Drive. The ILCO gave the mill the name Tribune because the stone for the *Chicago Tribune*'s new building had been fabricated there. Before the 1926 merger, this mill had been owned by J. Hoadley & Sons, one of the pioneering stone companies in Monroe County. Much of the Tribune Mill site is now the Goode Business Park, adjacent to Bloomington's Switchyard Park, the former McDoel Yards of the Monon. The original property survey volume is in the archives of the Indiana Limestone Company. The Lawrence County Surveyor's Office has a photocopy, which has been scanned and is available to the public. The Monroe County History Center in Bloomington also has digital scans. Neither of those sets of scans is posted online.



Monroe County History Center
 Lawrence County Surveyor's Office

***C.I.&L. RY. Quarry Map*, by Clarence Witham.
Lafayette, Ind.: Engineer's Office, Chicago, Indianapolis & Louisville Railway, 1930.**

This hand-drawn, but quite informative, map shows the locations of the stone quarries and mills on the Monon railroad and its branches and spurs between Gosport and Salem. It shows the quarries and mills on other railroads and their spurs as well, including the Illinois Central in Monroe County and the Milwaukee Road in Lawrence. The map has an informative table that lists for each quarry and mill its distance from the railroad's mainline and the maximum grade on the connecting spur. That table is the map's chief virtue. The detail here shows the cluster of quarries and mills in the Clear Creek-Smithville-Victor triangle. The dark lines are the Monon's two mainlines in this area. As an example, the mill of the Monon Stone Company is coded #71. The company's quarry is coded #72 and lies 4,297 feet from the mainline on a spur with a maximum grade of 3 percent. Three percent was just about the toughest grade on a quarry spur in those days. An original of this map is in the collections of the Monon Historical and Technical Society in Salem, which are not open to the public. A fairly good quality scan is available online at the Monroe County Surveyor's Collection at Internet Archive, in a PDF named "MononRR_Misc.pdf."



[Monroe County Railroads, Internet Archive](#)

Monroe County, Indiana, by RMW. Bloomington?: n.p., 1930s?

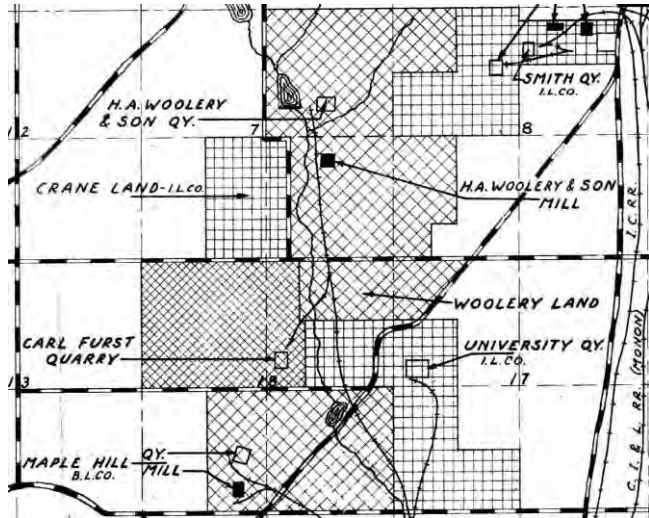
This rare, hand-made map is mainly a road map. It shows "Rock and Dirt Roads" in the county as well as bridges. State roads are shown in lines darker than the "rock"-paved county roads. "Dirt" roads are drawn with broken lines. The term "rock" is not defined. It probably means gravel as well as broken stone, treated or untreated with bitumen or oil. The map lists the names of bridges and many minor roads, though the code numbering system is confusing. The Monroe County History Center has a color photocopy of an original blueprint. This may be the only copy. The map detail here shows 20 sections in the Fairfax and Allen's Creek area of Clear Creek and Polk townships. The dark line through the middle is the Second Principal Meridian. Two covered bridges are shown and identified by number: Fairfax Bridge (1), built in 1879, and Nancy Jane Bridge (3), built in 1884. Both of those historic crossings of Salt Creek are now under the waters of Lake Monroe. A good color photocopy of this map is in the library of the Monroe County History Center. It is not posted online.



Monroe County History Center

Map of Indiana Oolitic Limestone District, Monroe County – Lawrence County and Owen County, Indiana, by the Building Stone Association of Indiana. Bloomington: Building Stone Association, Inc., 1931.

This large map (nearly eight feet long) was created by the Indiana limestone industry. The map shows the quarry lands and stone mills of 1931, stretching from Stinesville to Bedford. The map includes inset maps of Bloomington and Bedford, showing the concentration of mills in those cities. (See Bloomington entry on page 66.) The map is large enough to reveal in detail the quarries, mill buildings, and rail lines throughout the entire limestone district.



The map detail reproduced here shows the quarry area southwest of Bloomington along Rockport and Tapp roads. The Maple Hill Quarry at Rockport Road and Fullerton Pike is still producing limestone. B.G. Hoadley and C. & H. Stone Co. have operations there. The Woolery mill on Tapp Road shut down in 1996 but is still standing. It is now an event venue. One valuable feature of this map is the clear delineation of railroad spurs. For example, segments of the old Monon spur from Clear Creek village to the Woolery mill are now part of Bloomington’s Clear Creek Trail. The Indiana Geological and Water Survey and the Indiana State Library have copies of this map, but they are not posted online. However, a good PDF copy is downloadable from the Monroe County Surveyor’s Collection, Monroe County Railroads, at Internet Archive. This map is a page in a PDF named “MononRR_Misc.pdf.”

Indiana State Library
[Monroe County Railroads, Internet Archive](#)

West Fork White River: Junction East and West Forks to Indianapolis, Ind., Chart 30 to Chart 53 Inclusive, by the United States Engineer Office. Louisville: United States Engineer Office, 1931.

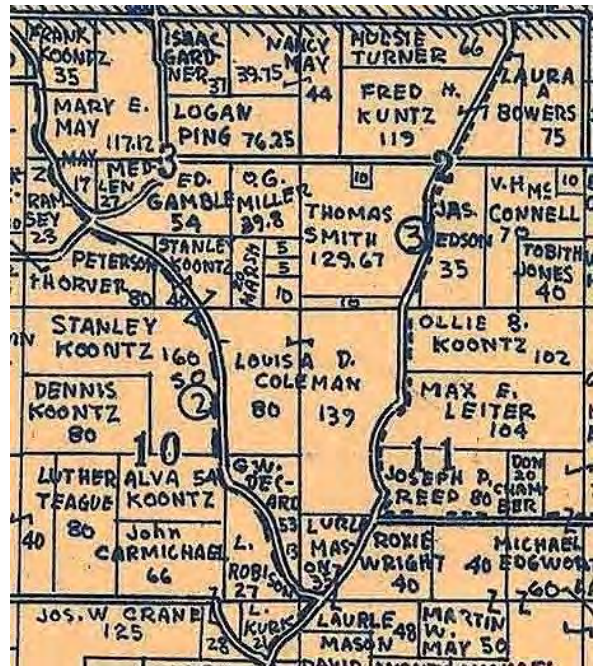
In the late 1920s the Army Corps of Engineers conducted surveys of the White River, both east and west forks. The maps (charts) published by the Louisville office are large, detailed, and beautiful. They include river elevations at different stages, as well as topographic details of the river banks and bluffs, with ten-foot contour lines and spot elevations. The charts are large enough to show not only details of shorelines but details of river towns, down to the level of houses. The small area in Monroe County touched by the west fork of the White River appears on Chart 46. The detail here is a tiny snippet of that large map of the White River (Chart 46) in the northwest corner of the county. It shows the Monon railroad and the confluence of Bean Blossom Creek and Jack’s Defeat Creek near Mt. Tabor. The handful of buildings that constituted Mt. Tabor appear in the lower right. The charts for both forks of the White River are held by IU-Bloomington and are posted online.



[IU-Bloomington, Indiana Historic Maps](#)

Map of Monroe County, Indiana, by Cyrus R. Clevenger. Bloomington: Cyrus R. Clevenger, 1932.

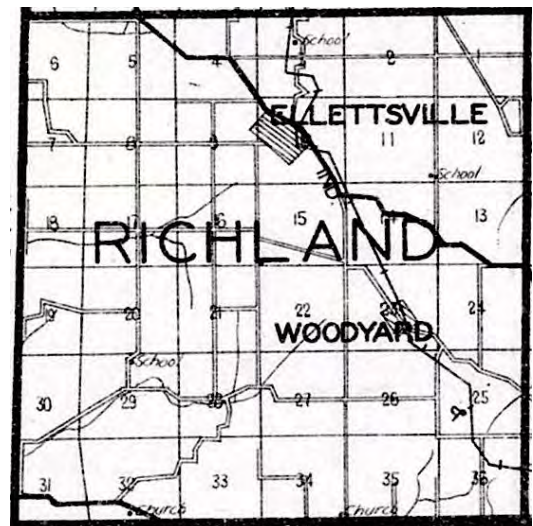
Cyrus Clevenger, a civil engineer and land surveyor based in Bloomington in the 1930s, had earlier been the city engineer for Columbus. He also created and sold county maps for Bartholomew, Lawrence, and Monroe counties. This excellent Monroe County cadastral map shows properties, property owners, and acreages, as well as roads, creeks, section lines, and postal routes (circled numbers). The detail here shows about four square miles of Indian Creek Township. The road on the right is Rockport, one of the oldest roads in the county. The crossroads at the bottom is Kirksville, a small village that had already shrunk considerably by 1932. Its post office had closed in 1905. Today Kirksville has a fire station, a playground, and a handful of houses. At the crossroads in Section 3 is the Koontz House, built in 1872 and now on the National Register of Historic Places. Several properties in this part of Indian Creek Township were owned by Koontz family members in 1932. Sections 2 and 3 on this map detail are now sliced through the middle, east to west, by Interstate 69. This map is held by several libraries including Monroe County Public Library, Monroe County History Center, and IU-Bloomington. The State Library has the best downloadable scan.



[Monroe County History Center](#)
[IU-Bloomington, Indiana Historic Maps](#)
[Indiana State Library, Digital Collections](#)

Monroe County, Indiana, in Atlas of Indiana, by W.W. Hixson. Rockford, Ill.: W.W. Hixson & Co., 1934.

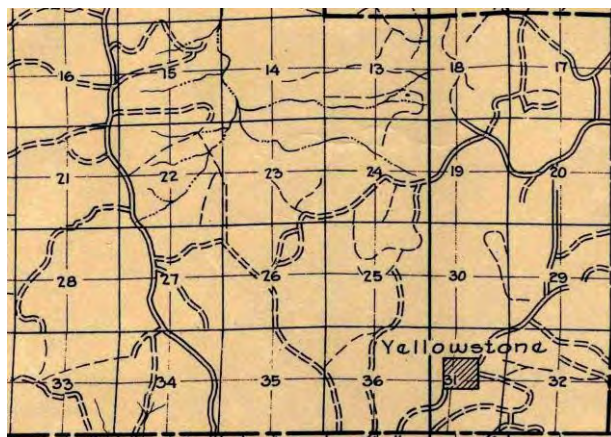
This is an atlas of the 92 full-county maps that the Hixson Company included in each of their county plat books published in the 1920s. (See page 40.) These maps include townships and sections, roads and railroads, towns and villages, and some schools and churches. The detail here is Richland Township, one of the earliest areas in the county to be settled. A century ago, as today, Ellettsville was the only town or village in Richland Township. Woodyard, which is featured prominently on this map, was neither town nor village. It was a “fuel station” on the Monon Railroad, located near where the old Spencer Road crossed the tracks. As State Road 46 from Bloomington-to-Ellettsville-to-Spencer was improved, this old route to Spencer became a modest rural road, still called Woodyard Road today. The Indiana State Library holds a 1939 edition of this *Atlas of Indiana*, but it is not available online. However, the same maps are available online with the W.W Hixson county plat books of the 1920s. The full Monroe County Hixson map can be found at the end of the Indiana State Library’s excellent scan of the *Monroe County Plat Book*, c.1928. The only online access to this 1934 edition of the *Atlas of Indiana* seems to be at Historic Map Works.



[Indiana State Library, Digital Collections](#)
[Historic Map Works](#)

Pleasant Run Purchase Unit, Indiana, by C.E. Riemenschneider. Milwaukee: U.S. Department of Agriculture, U.S. Forest Service, 1936.

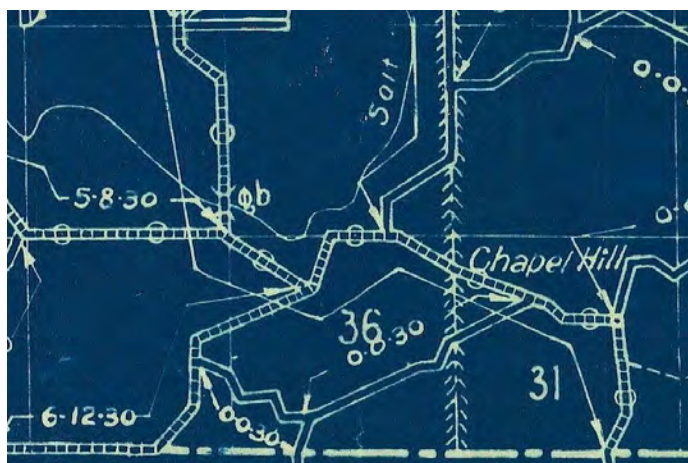
In 1911 Congress authorized the establishment of national forests east of the Mississippi River. Land acquisition accelerated during the Great Depression, when the Forest Service began to purchase eroded and degraded farm and forest land for reclamation. Indiana passed an enabling act in 1935 to allow for the creation of a national forest in the southern part of the state. This was the origin of the Hoosier National Forest. The Forest Service first defined purchase areas, then began the slow process of buying properties. The Pleasant Run Purchase Unit included then—and still includes today—the heart of the northern section of the Hoosier National Forest in Monroe, Brown, Jackson, and Lawrence counties. In addition to marking the purchase area boundaries, this map shows roads (“good motor roads” and “poor motor roads”), railroads, utility lines, quarries, mills, and other features. The detail here shows a portion of the purchase unit in Polk Township that eventually became part of the Charles Deam Wilderness. The north-south road on the left side follows fairly closely the route of State Road 446. The meandering east-west road through the center is Tower Ridge Road. The last surviving village/post office in this corner of the county was Yellowstone, which had a population of 15 in 1910. The Yellowstone post office closed in 1923. Polk Township had a population of 1,054 in 1910 but only 360 a century later. Several libraries have this map, including the State Library and IU-Bloomington. It is not available online.



Indiana State Library
IU-Bloomington Libraries, Map Collection

Map of Monroe County, Road, by Indiana Highway Survey Commission. [Indianapolis]: n.p., c.1936.

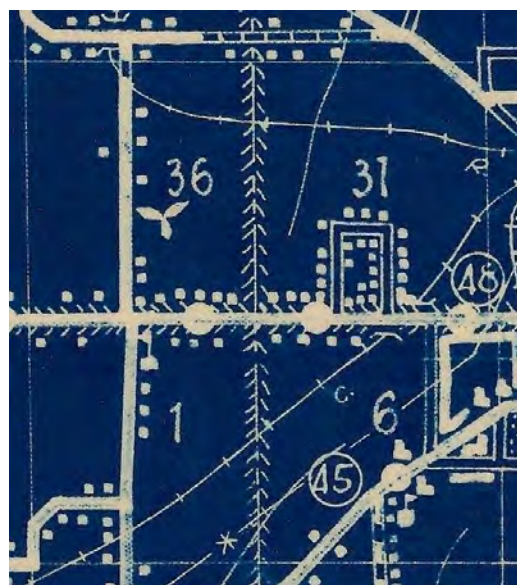
In the 1930s the State of Indiana produced large-format blueprint maps of Indiana counties based on meticulous surveys of roads and road conditions. Besides showing routes and route numbers, the maps indicate road quality, road width, right-of-way width, how the roads were paved, and with what. They also provide descriptions of bridges and fords. (Monroe County had more than 120 bridges in 1936.) The Monroe County map detail here shows six sections in the Fairfax/Chapel Hill area on the southern border of the county. The hatch-marked roads are gavel or stone surfaced. The code “5-8-30” on the east-west road near the Fairfax crossroads indicates that the road had five-inches of crushed stone (road “metal”) on an eight-foot roadway on a 30-foot right-of-way. The code “0-0-30” on the unimproved Guthrie Road from Chapel Hill indicates zero surfacing on an ungraded roadway on a 30-foot right-of-way. The Salt Creek bridge at Fairfax is coded “gb,” which the map index describes as 14.5 feet wide, 14 feet high, and a load rating of three tons. That Fairfax bridge, at one of the oldest crossing points on Salt Creek, was a wooden covered bridge built in 1879. It was burned by arsonists in 1963 shortly before it was to be moved to make way for Lake Monroe. The map is posted online at the Indiana State Library.



[Indiana State Library, Digital Collections](#)

Map of Monroe County, Cultural, by Indiana Highway Survey Commission. [Indianapolis]: n.p., c.1936.

This blueprint map is a companion to the 1936 road map created by the Highway Survey Commission. It shows the same railroads, bridges, and roads, but without the details on road size and surfacing. The purpose of this map was to locate postal routes, school bus routes, houses, schools, parks, churches, cemeteries, hospitals, airports, factories, mills, quarries, commercial buildings, and other cultural institutions. The detail here shows four sections at the intersection of Richland, Bloomington, Perry, and Van Buren townships, just west of the city of Bloomington. The east-west road through the middle is Whitehall Pike (State Road 48). At the top is Vernal Pike; near the left is Curry Pike. The diagonal road at lower right is Bloomfield Road (State Road 45). The propeller symbol in Section 36 marks the location of Graham-Brown Field, renamed Veterans Airport after World War II. Opened in 1933 and closed in the early 1950s, this was Bloomington's first municipal airport. (See page 22.) The horseshoe near the middle is an early residential development outside the city limits: Maple Grove Baby Farms. The streets are Johnson, Kimble, and Evergreen, now right up against Interstate 69, which slashes through the midpoint of this map detail. The map is online at the Indiana State Library.



[Indiana State Library, Digital Collections](#)

General Highway and Transportation Map, Monroe County, Indiana, by Indiana State Highway Commission. Indianapolis: Indiana State Highway Commission, 1937.

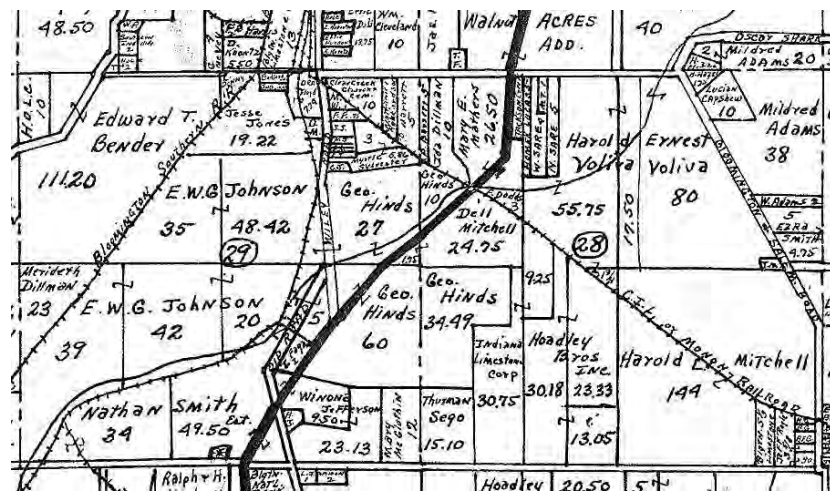
In 1937 the State Highway Commission began publishing county maps that drew together information from the “road” and “cultural” survey maps published the year before. These excellent county maps present detailed information about roads and railroads; rivers and creeks; bridges, tunnels, and overpasses; airports and railroad depots; state parks and state forests; churches, cemeteries, schools, and hospitals; even individual houses, stores, and other rural buildings. The detail from the Monroe County map reproduced here is the northeast corner of Bloomington Township: the Dolan-Griffy Reservoir-New Unionville triangle. The numbers 37 and 45 mark the state roads, which in 1937 were paved with bituminous macadam (broken stone sealed with pitch). The four east-west county roads in this detail are today’s Robinson Road, Boltinghouse Road, Old Meyers Road, and Bethel Lane. They were surfaced with broken stone (macadam) or gravel. The bridge over Bean Blossom Creek just north of Dolan was an iron bridge built in 1927; it was replaced in 1994. The code “FA” on State Road 37 indicates a “federal aid highway.” The tiny squares along the roads are houses or “farm units.” The National Archives and IU-B have posted this map online. The IU scan is the better of the two.



[National Archives IU-Bloomington, Indiana Historic Maps](#)

Township Maps of Monroe County, Indiana, by Katherine Stevens. Bloomington: Katherine Stevens, 1939.

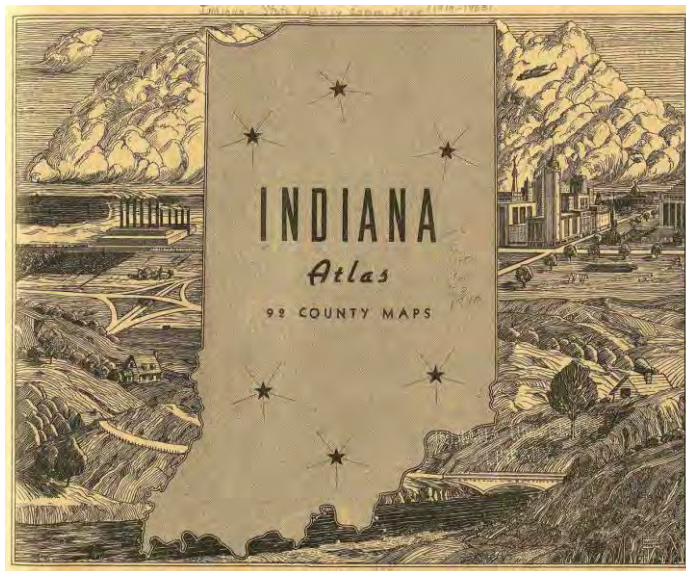
This is a set of twelve cadastral (property) maps of the townships of Monroe County. There are twelve because Marion Township, though merged with Benton in 1916, has its own separate map in this collection. These are excellent maps, which seem to have survived only as photocopies. The maps' main purpose is to show property owners and acreages, but they also are good on roads. They not only delineate roads; they name many of them. The detail reproduced here is Sections 28 and 29 of Perry Township, just south of the village of Clear Creek. Before the late 1920s the Bloomington-Bedford road followed Rogers Street south through Clear Creek or followed Walnut Street Pike south to Church Lane to Clear Creek. This map detail shows how State Road 37 (dark black line) was rerouted south of Winslow Road. The map labels the older route through Clear Creek as Old State Road. We now call this new route of State Road 37 Old 37. As the map shows, the new route crossed Jackson Creek and the original mainline of the Monon Railroad at the same point. In addition to the old and new routes of State Road 37, the map shows Fairfax Road, here labeled the Bloomington & Salem Road. The Monroe County History Center has these maps in paper form. IU-Bloomington has them posted online.



[IU-Bloomington, Indiana Historic Maps](#)

Indiana Atlas: 92 County Maps, by the Indiana State Highway Commission. Plainfield, Ind.: Comco Map Co., c.1940.

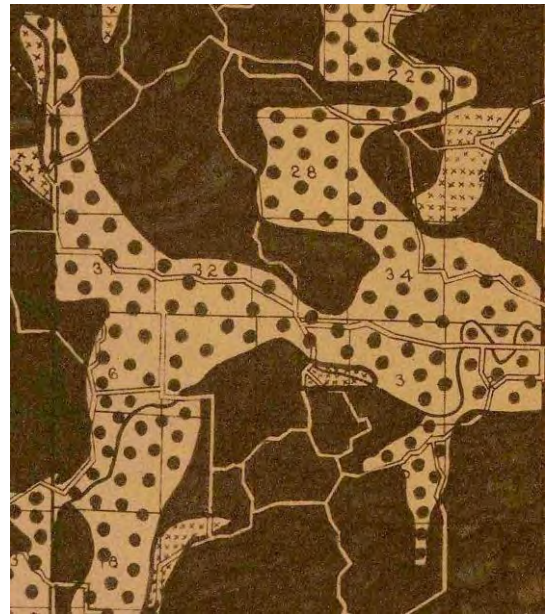
This atlas consists of exact reproductions of the county road maps compiled and published by the State Highway Commission in the late 1930s. The reproductions in this atlas are complete but much reduced in size. The full-size Monroe County map, published in 1937, is listed on page 45 in this bibliography. Comco published the atlas in several editions, and print copies are held by a dozen libraries in Indiana. IU has posted a digital copy of the entire volume online. The maps are low-resolution scans. The Monroe County map is legible but not nearly as good as IU's scan of the original 1937 version.



[Indiana University, Digital Library](#)

Monroe County Land Use Map – Preliminary, by Monroe County Land Use Planning Committee. [Bloomington?]: Land Use Planning Committee, 1940.

This map was part of a state-wide initiative to promote planned land use in the counties. The map classifies land into six categories of recommended use: general farming land; light farming land; bottom land; state forest land; and land not suited to farming. In 1940 about 60 percent of Monroe County’s land was thought to be suited to farming in some form. About 35 percent was recommended for forestry, especially in the rugged areas east and southeast of Bloomington. About 5 percent was already part of the state forest system in the northeast corner of the county. The map detail here shows the Salt Creek valley, near the Brown County line. The dotted area is bottom land; the dark brown areas are lands “unsuited for farming” and recommended for timber. Bottom land was Monroe County’s best corn-growing soil, but it was often flooded and difficult to drain. Today much of that dotted land is under the waters of Lake Monroe. The north-south road that crosses Salt Creek in the middle of the map detail is now the site of the State Road 446 causeway. This map is held by several libraries. It is online at the Indiana State Library.



[Indiana State Library, Digital Collections](#)

Map of Monroe County, Indiana, Showing Rural Delivery Service, by United States Post Office Department. Washington, D.C.: U.S. Post Office Department, 1940.

This map is similar to the 1911 postal delivery map, though updated, of course. It shows RFD routes that originated at the county’s main post offices: Bloomington, Ellettsville, and Unionville. Bloomington PO had six rural routes; the others one each. The map also shows the small post offices, roads, schools, churches, and even many rural houses. Several discontinued post offices appear as well. The detail here is the Stanford area in Van Buren Township. The Stanford post office was opened in 1839 and remains open today, but by 1940 the rural delivery routes in that area were handled by the Solsberry PO in Greene County. This map detail also shows the post office at Elwren, which had opened in 1910 and closed in 1934. Elwren was a station stop on the Illinois Central Railroad. It had originally been called Stanford Station when the railroad was constructed in 1906. The map also shows the tiny community of Harmony, northeast of Stanford, a legacy of Monroe County’s only communitarian experiment in the early 19th century. Monroe County Public Library and the Indiana State Library have copies of this map. It is available online at the Indiana State Library.



[Indiana State Library, Digital Collections](#)

Part IV

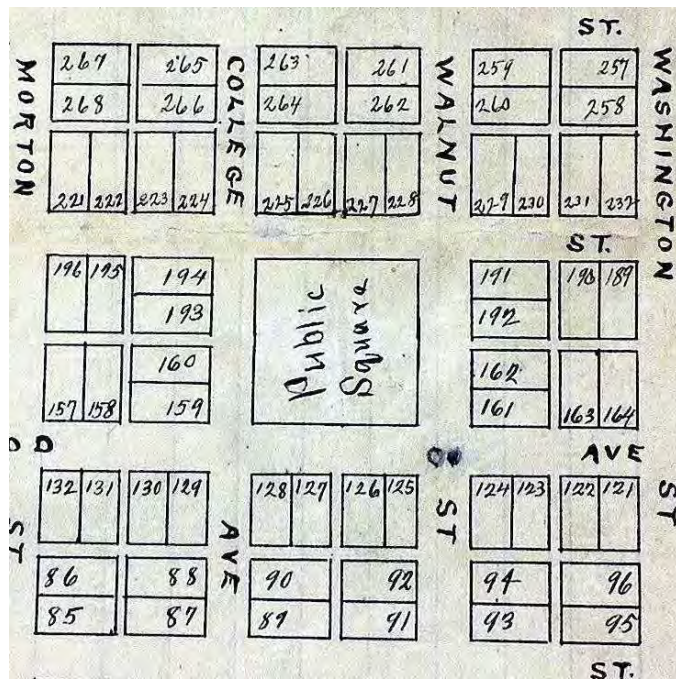
City and Town Maps

In some counties, “courthouse wars” were fought over the location of the county seat, but not in Monroe. Platted in 1818, the same year the county was formed, Bloomington became the first and last county seat and has remained the central city of Monroe County for 200 years. Part IV of this bibliography consists mostly of Bloomington maps, although a handful of maps of Ellettsville and of county villages are included as well. The entries appear in chronological order. The PDF version of this bibliography has clickable links to the online sources.

* * * * *

Original Plat of the Town of Bloomington, 1818, in Deed Book A. Bloomington: Monroe County Recorder, n.d.

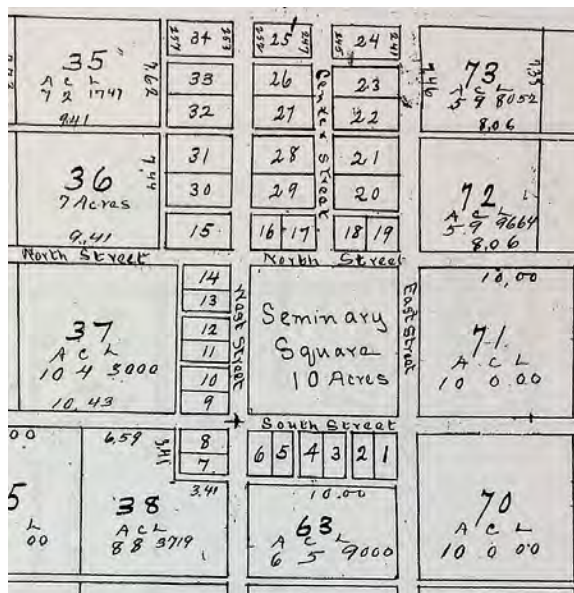
This is the original plat map of Bloomington in the sense that it is an authorized copy of the 1818 original, made sometime in the late 19th century and used over time by the County Recorder. It is now in the library of the Monroe County History Center. With 352 platted town lots, the map reveals the grand ambitions of the founders of Bloomington. The entire map includes properties bounded by Dunn Street on the east, Jackson Street on the west, Eighth Street on the north, and slightly below Third Street on the south. Those are the modern street names. They appear on this late 19th-century map, but they are not the 1818 original street names. The map detail reproduced here shows nine downtown blocks, with the modern street names. The numbers are lot numbers. The original names of the streets that bordered the Public Square (Courthouse Square) were curiously unimaginative. They were North Street (Sixth), South Street (Kirkwood), East Street (Walnut), and West Street (College). This map appears in *Deed Book A*, page 5, and in a slightly different form in *Plat Maps Found in Deed Books*, compiled by David Lemon, Lou Malcomb, et al. (2015). Both books are in the library of the Monroe County History Center. The MCHC has scanned the *Deed Books* and will provide digital files of pages to readers on request. MCHC has posted a different version of this Bloomington map online. A downloadable PDF version also appears in the legal records of the Courthouse Square, scanned and posted online by the Monroe County Surveyor’s GIS Division.



Monroe County History Center
[Monroe County History Center](#)
[Monroe County Surveyor, GIS Division](#)

**Plat of Seminary Square, 1820, in Deed Book A.
Bloomington: Monroe County Recorder, n.d.**

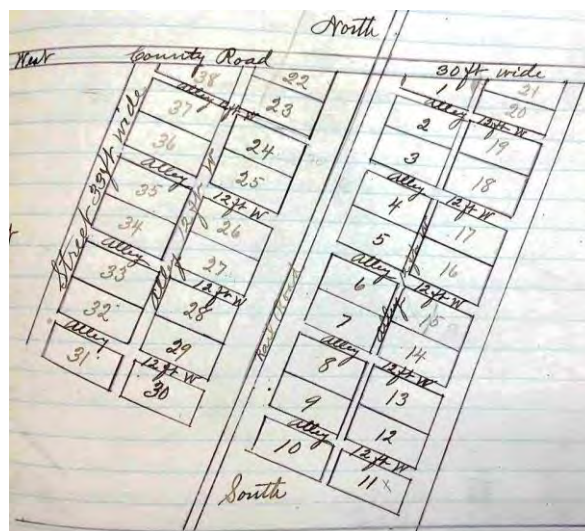
Like the “Original Plat of the Town of Bloomington,” this map is not an 1820 original, but it is an official copy, made in the late 19th century and used by the County Recorder. (The original 1820 plat appears in Part V, page 68, of this bibliography.) Seminary Township, which later became Perry, has its origins in 1816, two years before Monroe County was formed. In the authorization of Indiana statehood in 1816, Congress granted public land for the support of higher education. President Madison designated this township for that purpose, and in 1820 the Indiana General Assembly authorized the creation of a “seminary of learning” here. The map shows Seminary Square, where the college would be located. After 1820 the land was cleared, a building built, a professor hired, and in 1824 ten students admitted. This was the origin of Indiana University. The map detail here shows street names somewhat at odds with those at the Bloomington Courthouse Square, where North, South, East, and West were already taken. Eventually the streets surrounding Seminary Square became Second Street, Walnut, First Street, and Morton. Center Street on this map became College Avenue. This map appears in *Deed Book A*, page 55, and in *Plat Maps Found in Deed Books*, compiled by David Lemon, Lou Malcomb, et al. (2015), in the library of the Monroe County History Center. The MCHC has scanned the *Deed Books* and will provide digital files to readers, but the scans have not been posted online.



Monroe County History Center

**Plats of Monroe County Villages, in Deed Books
C-Q. Bloomington: Monroe County Recorder, n.d.**

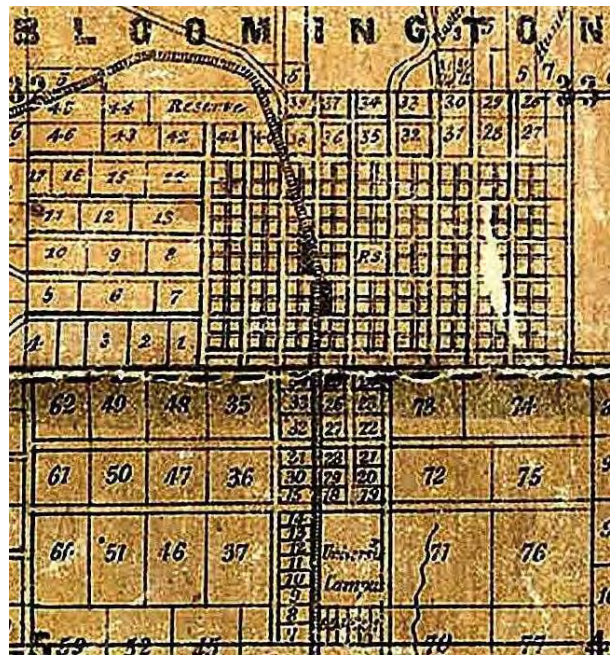
The *Deed Books* held by the Monroe County History Center contain plat maps of several Monroe County villages that were laid out between 1828 and 1856. Like the plats of Bloomington and Seminary Square, these are not original, but they are authentic copies made sometime in the late 19th century. The villages included are Mt. Tabor, Fairfax, Harrodsburg (originally Newgene), Ellettsville (originally Richland), Palestine, Buena Vista, Wayport, Smithville, Unionville, and Chapel Hill. The example reproduced here is the original plat of Smithville in *Deed Book N*, page 339. Smithville was born a railroad town, laid out in 1851 along New Albany & Salem Railroad (Monon), with its streets aligned with the track rather than the compass. Later, together with nearby Sanders, Smithville became part of the limestone quarry and milling industry. The village plat maps, including this Smithville plat, appear in *Deed Books C-Q* and in *Plat Maps Found in Deed Books*, compiled by David Lemon, Lou Malcomb, et al. (2015). The *Deed Books* themselves and the Lemon & Malcomb guide are in the Monroe County History Center. The MCHC has scanned the *Deed Books* and will provide digital files of pages to readers, but the scans have not been posted online.



Monroe County History Center

Bloomington detail, in *New Gazetteer Map of Monroe County, Indiana*, by R.S. Davis. [Columbus, Ind.]: Davis & Kennedy, 1856.

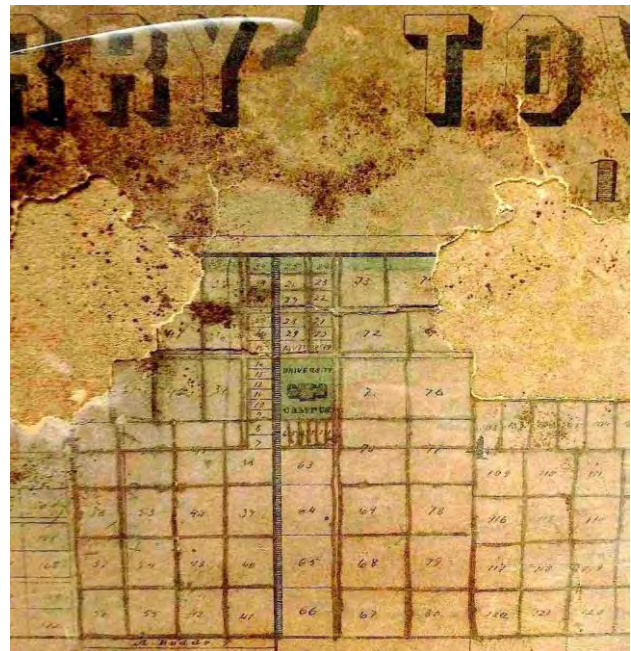
This large-format map, which is listed in Part III of this bibliography, is the earliest surviving professionally lithographed map of Monroe County. That makes it also the earliest published map of the town of Bloomington. There were probably others, but this one survived. The depiction of Bloomington on this map is simple but fairly detailed and accurate, showing Bloomington as it was in the 1850s. It includes lots and streets in the original town (though not lot numbers or street names) and lot numbers in the areas that had been annexed and platted since the town's founding in 1818. Also included are areas around Seminary Square, here labeled "University Campus." The map vividly shows the route of the New Albany & Salem Railroad plowing through the center of town, along the west side of the Indiana University campus and one block west of the Courthouse Square, here labeled "P.S." for Public Square. That railroad right-of-way is today the B-Line Trail. The image reproduction here is crude because the original map is quite deteriorated. Good scans of this important 1856 map are posted online at IU-B, the Indiana Geological and Water Survey, and the Monroe County Public Library.



[IU-Bloomington, Indiana Historic Maps](#)
[Indiana Geological and Water Survey](#)

***Perry Township Property Map*. [Bloomington: Monroe County government, 1860].**

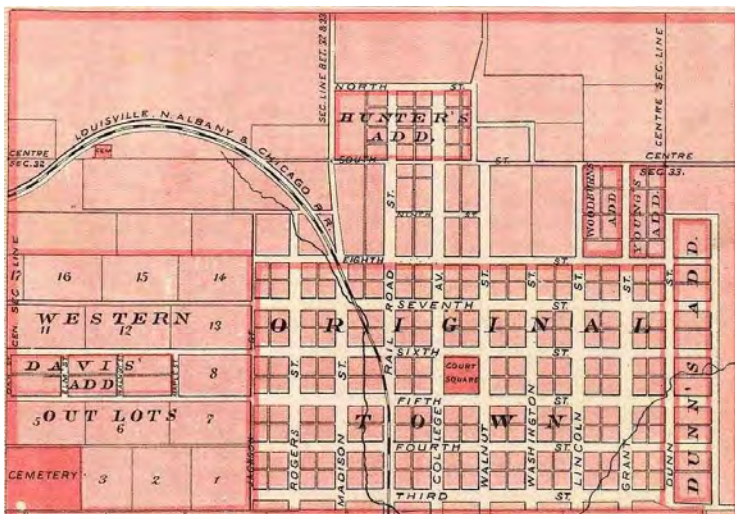
This is one of the 1860 cadastral (property) township maps held by the Monroe County History Center and the Monroe County Public Library. (See page 25 of this bibliography.) The original plat of Bloomington did not include property in Perry Township, but the area south of Third Street very early became an integral part of the town. The detail here shows the area in the original Seminary Square plat that also appears in entries on pages 49 and 68. By 1860 the New Albany & Salem Railroad (later Monon) had cut through the heart of Bloomington. The railroad track is shown here along the western edge of the university campus. Appropriately enough, that street became known as Railroad Street. Today the street is named Morton, and the railroad is the B-Line Trail. The Perry Township map at the MCHC is original but very deteriorated and fragmentary, as the detail here suggests. A copy of a 19th-century reproduction of this map is held by the Monroe County Public Library. Neither is available online.



Monroe County History Center
 Monroe County Public Library

Bloomington, in Illustrated Historical Atlas of the State of Indiana, by Alfred T. Andreas. Chicago: Baskin, Forster & Co., 1876.

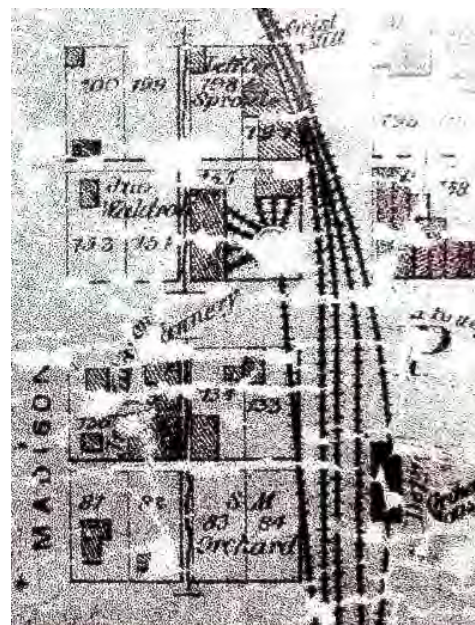
This is an excellent street map of Bloomington in the 1870s. It appears as a separate map in the 1876 *Atlas of Indiana*, which is listed in Part III of this bibliography. The map shows the original town plat, the university campus area south of Third Street, and several additions and outlots, including the Moses Fell Dunn Addition on the east side of town. This addition was adjacent to the Dunn property that would become the new campus of Indiana University. The streets have their post-Civil War names, including Lincoln and Grant. The map detail reproduced here shows only the part of town in Bloomington Township. The railroad on Rail Road Street (Morton) had by the 1870s begun to turn the properties west of the Courthouse Square into industrial sites. The two branches of Clear Creek, now largely underground, appear as well. A high-quality scan of the map is available at the David Rumsey Map Collection. The entire volume can be downloaded from Internet Archive.



[David Rumsey Map Collection](#)
[Internet Archive](#)

Map of Bloomington, Monroe County, Indiana, by Cunningham & Twitchell. Philadelphia: Cunningham & Twitchell, 1876.

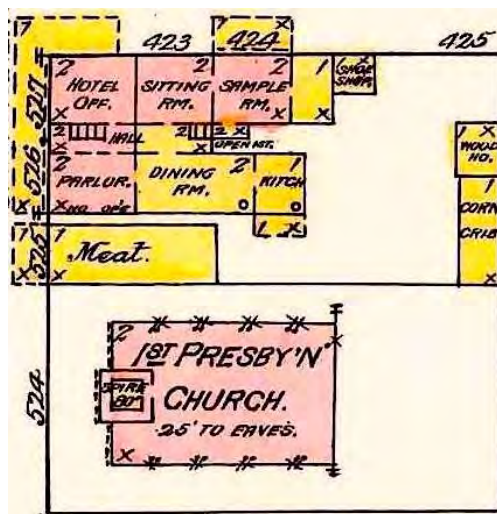
This rare map of Bloomington shows not only streets and lots; it shows many individual buildings and business establishments as well. The copy of the map in the Monroe County History Center is a large color photo-print of a very deteriorated, nearly illegible original. No other copy seems to exist. Though Philadelphia was a major center of map publishing, Cunningham & Twitchell were minor players in the industry, with only a couple of other publications surviving in libraries. The map detail here shows a two-block industrial area downtown, bordered by Sixth Street, Fourth Street, Madison Street, and Railroad Street (Morton). The railroad passenger depot and locomotive repair shops appear, as do two important Bloomington manufacturing enterprises: the Leffler & Sprowle flour mill on Sixth Street and the John Waldron & Co. tannery on Fifth. The Leffler mill evolved into the very successful Bloomington Model Roller Mill. John Waldron was a prominent Bloomington manufacturer, entrepreneur, and civic leader. His tannery laid the foundation for the Waldron estate that a century later funded the creation of the John Waldron Arts Center. This map is not accessible online.



Monroe County History Center

Bloomington, Ind., Sanborn Fire Insurance Maps. New York: Sanborn Map Publishing Co., 1883–1923.

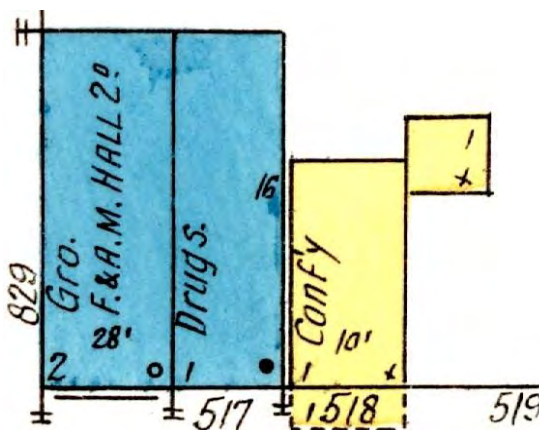
In 1867 Daniel Sanborn launched one of the most important cartographic enterprises in American history. For more than a century, the Sanborn Map Publishing Company produced thousands of maps covering thousands of communities. These maps were created for insurance companies to use as records of the location and construction of buildings. They are now the best historical maps available for many American cities and towns. The maps include names of streets and businesses, details of construction materials of buildings, and other information. The pre-1923 Sanborn maps for Indiana cities and towns are freely available in full-color digital scans at IU-Bloomington and the Library of Congress. These online resources have six sets of maps for Bloomington: 1883 (2 sheets), 1887 (4 sheets), 1892 (5 sheets), 1898 (11 sheets), 1907 (20 sheets), and 1913 (24 sheets). Monroe County Public Library and Monroe County History Center have paper copies. In 2021 a geography class at IU created a neat ArcGIS map of the 1907 Bloomington Sanborn maps. The detail here is from the 1887 Bloomington Sanborn, Sheet 2. It shows the corner of a downtown block at Walnut and Sixth streets. Red indicates brick construction; yellow indicates wood frame. This was the location of the Commercial Hotel, a meat market, and one of the town’s oldest and most prominent churches, First Presbyterian. In 1899 the church caught fire and burned when a fire in the meat market next door rained sparks down on the brick church’s exposed wooden spire. In 1900 First Presbyterian built its present church at Sixth and Lincoln.



[IU-Bloomington Libraries, Union List of Sanborn Maps](#)
[Library of Congress, Sanborn Maps](#)
[Reconstructing Bloomington Project \(1907\)](#)

Ellettsville, Ind., Sanborn Fire Insurance Maps. New York: Sanborn Map Publishing Co., 1895–1929.

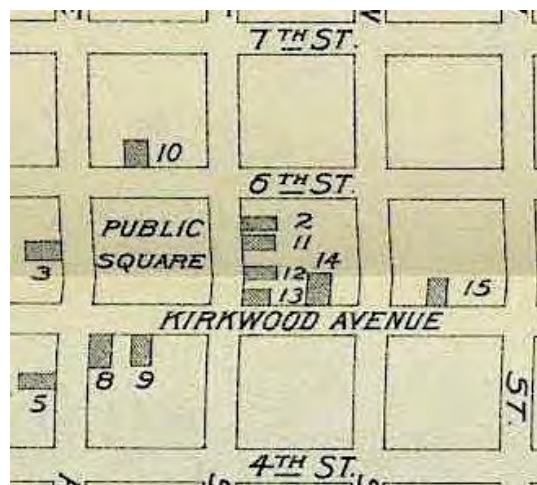
The Sanborn Company also produced maps for Ellettsville. Like the Bloomington maps, they include names of streets and businesses, details of construction materials of buildings, and other information. The pre-1923 Sanborn maps are available online in full-color scans at IU and the Library of Congress. Both of those online resources have three sets of maps for Ellettsville: 1895 (2 sheets), 1902 (2 sheets), and 1910 (3 sheets). The Library of Congress online, but not IU, also has the 1929 map (5 sheets). Monroe County Public Library and Monroe County History Center have paper copies of the Ellettsville maps. The detail reproduced here is from the 1902 Ellettsville Sanborn map, Sheet 2. It shows the Masonic Lodge at the northwest corner of Cross and Back streets (now Sale and Vine). Blue indicates stone construction; yellow is frame. The businesses at street level were a grocer, a drugstore, and a confectionary (candy store). The short parallel lines in the street indicate firewalls. The tiny “o” in the corner of the lodge building indicates a slate roof. Constructed in 1895, the Masonic Lodge was the first substantial stone building downtown. Today it lives on as an outstanding example of 19th-century vernacular limestone architecture in the Ellettsville historic district.



[IU-Bloomington Libraries, Union List of Sanborn Maps](#)
[Library of Congress, Sanborn Maps](#)

Partial Map of Bloomington, in Students' Hand Book, 1892-'93, by YMCA and YWCA of Indiana University. Bloomington: n.p., 1892.

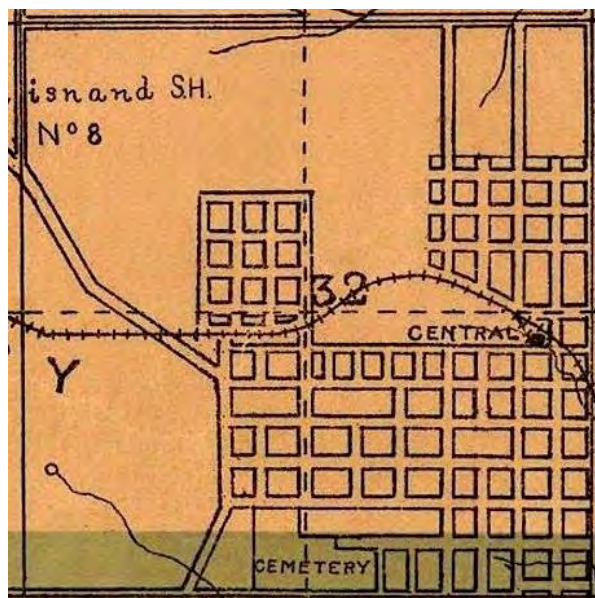
This is a very simple map of downtown Bloomington, from Grant Street to the Monon Depot. Its purpose was to help IU students find businesses that might be useful to them and, perhaps not coincidentally, that had bought advertisements in the handbook. Churches are listed, too. The map detail here shows the area around the courthouse square, bounded by College Avenue, Washington Street, Seventh Street, and Fourth Street. The businesses and churches identified on the map in this area were: Presbyterian Church (2), YMCA Rooms (3), Dillon's Dental Rooms (5), First National Bank (8), Lindley's Sons Drug Store (9), Wicks & Co. Dry Goods (10), Swindler's Restaurant (11), Axtell, Gents Furnishers (12), Post Office (13), and Christian Church (15). Wicks Dry Goods on Sixth Street became Bloomington's leading department store in the 20th century. The Wicks Building at this location, built in 1915, is today an important feature of Bloomington's historic downtown. This map appeared in the first of a long-running series of student handbooks, later called *YMCA Red Books*, held by the IU Archives. The *Red Books* are accessible online.



[Indiana University Archives, YMCA Red Book Collection](#)

Bloomington detail, in Map of Monroe County, Indiana, by C.E. Siebenthal. New York: Julius Bien & Co., 1895.

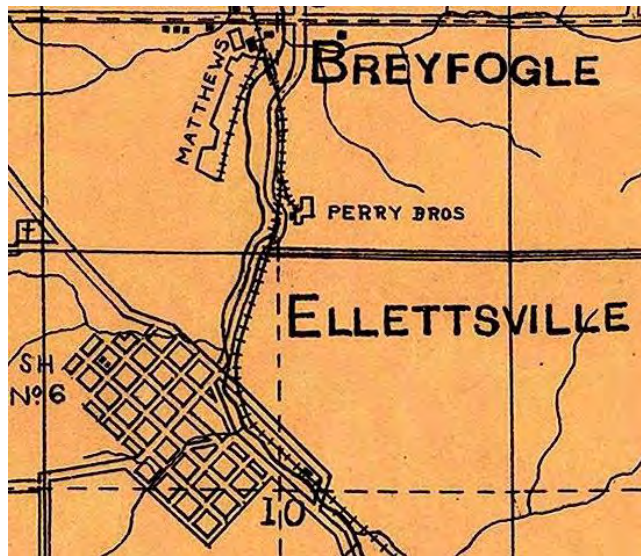
The excellent Monroe County map created by C. E. Siebenthal in 1895, which appears in Part III of this bibliography, includes a simple map of Bloomington. It accurately shows the grid of streets, including those in the newer additions adjacent to the new eastside campus of Indiana University. The map is also good on the small streams that come together to form Clear Creek. The detail reproduced here shows one square mile (Section 32) on the west side of town. (See also map on page 58.) The street at the bottom is Third Street, skirting the south side of Rose Hill Cemetery. The diagonal street on the right is Vernal Pike, then called Spencer Road. The railroad is the Monon, curving past the Central Oolitic Stone Co. mill, now Fell Iron & Metal. A decade after this map was made, Bloomington's second railroad was constructed just north of the spring that appears on the map as the source of one of the tributaries of Clear Creek. That spring, marked here by a small circle, would take the name of that railroad, the Illinois Central. Today a water treatment plant operates at the Illinois Central Spring, removing PCB pollution that enters its waters about a half mile northwest at the highly contaminated Lemon Lane Landfill Superfund Site. The map is online at several libraries, including IUPUI and Monroe County History Center. The best scan is posted at IU-Bloomington.



[IU-Bloomington, Indiana Historic Maps](#)
[Monroe County History Center](#)

Ellettsville detail, in *Map of Monroe County, Indiana*, by C.E. Siebenthal. New York: Julius Bien & Co., 1895.

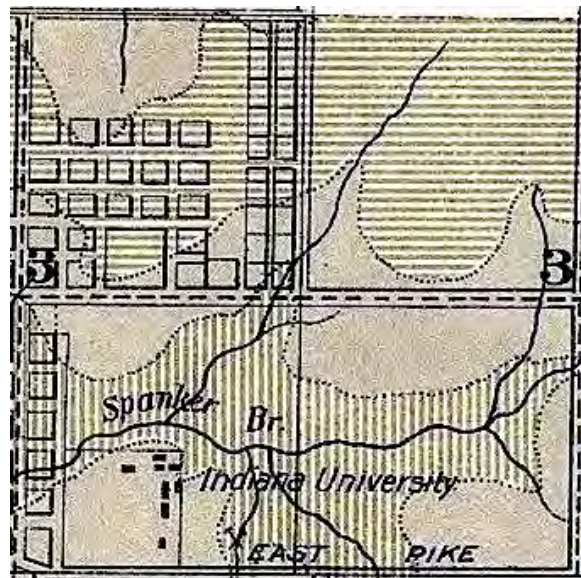
C.E. Siebenthal’s excellent 1895 map of Monroe County, which appears in Part III of this bibliography, is large enough to include a simple map of Ellettsville as well as of Bloomington. It shows the grid of streets, the roads in and out of town, and the relationship of the town to the railroad and to Jack’s Defeat Creek. The detail here also shows the Matthews and Perry stone mills just north of Ellettsville and the Monon’s nearby station stop named Breyfogle. William Breyfogle, a New Albany doctor and banker, is a notorious figure in Monon history. He engineered a hostile takeover of the railroad in 1890, installed himself as president, but then was ousted only a year later. Monon lore holds that Breyfogle drove the railroad into receivership from which it did not fully recover until the reorganization and transformative leadership of W.H. McDoel after 1897. Breyfogle Station was renamed Adams, but the infelicitous name Breyfogle remained on many Indiana maps well into the 20th century. (See the Indiana maps on pages 20–21.) The Siebenthal map is online at several libraries, including IUPUI and the Monroe County History Center. The best scan is posted at IU-Bloomington, Indiana Historic Maps.



[IU-Bloomington, Indiana Historic Maps](#)
[Monroe County History Center](#)

***Detail Geological Map of the Vicinity of Bloomington, Indiana*, by T.C. Hopkins and C.E. Siebenthal. Indianapolis: Indiana Department of Geology and Natural Resources, 1897.**

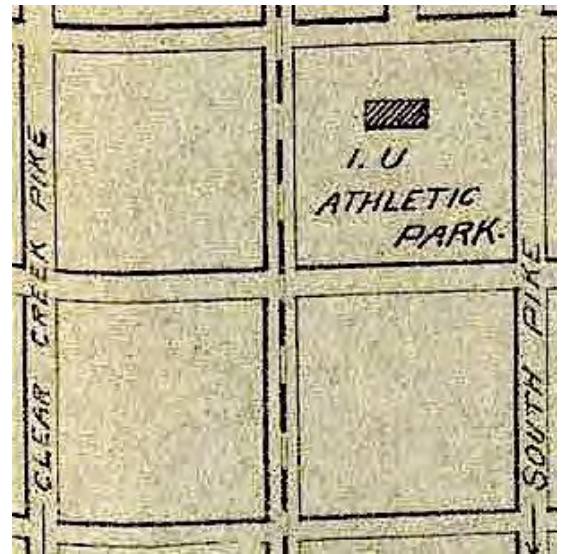
This map is a companion to the *Geological Map of the Bedford Oölitic Limestone Region (Bloomington Sheet)*, which appears in Part III of this bibliography. Though its purpose is to show the drainage and geology of the Bloomington area, it is also a good map of the city’s street grid of the 1890s. The map is color-coded to show underlying bedrock: gray shading indicates “Bedford Oölitic Limestone”; horizontal brown lines indicate “Mitchell limestone”; vertical brown lines indicate “Harrodsburg Limestone.” The map also includes stone mills, quarries, and abandoned quarries. The detail here shows the new eastside campus of IU. At the bottom is East Pike (Third Street); on the left is Dunn Street; at the top is what is now Seventeenth Street; on the right is now Union Street. The abandoned quarry along Third Street, later the site of IU’s Sunken Garden and then Jordan (Biology) Hall, was the source of limestone for some of the original campus buildings. Spanker’s Branch appears north of the Old Crescent. That creek, informally called the Jordan River for a century, was recently renamed Campus River. This map appeared in the *21st Annual Report* (1896) of the Department of Geology and Natural Resources. It has been removed from the report and posted online at IU-Bloomington.



[IU-Bloomington, Indiana Historic Maps](#)

Map of Bloomington, Indiana, in Students' Hand-Book for 1897-8, by YMCA and YWCA of Indiana University. Bloomington: Telephone Job Rooms, Printers, 1897.

This is a foldout map in the front matter of the 1897–1898 IU students' guide. Unlike the 1892 map, this one covers the entire city and is, therefore, a good general street map of Bloomington in that era. It includes churches, schools, and several banks, but no stores. The map detail here is a four-block area just south of downtown, bounded by Second Street, South Pike (Walnut), Clear Creek Pike (Rogers), and Dodds Street. The broken line is the Monon railroad running along Morton Street on the west side of Seminary Square. In 1897 IU was still using the old campus square as an “athletic park,” though the main campus had relocated to Dunn’s Woods in the 1880s. In 1897 the local board of education purchased the main building, known then as the Old College, to be the home of Bloomington High School. A new high school building was constructed in 1914, and BHS remained at the Seminary Square location until 1965. This map appeared in a long-running series of student handbooks, later called *YMCA Red Books*, held by the IU Archives. This is the last Bloomington city map to appear in a *Red Book* until the 1930s. The *Red Books* are accessible online.



[Indiana University Archives, YMCA Red Book Collection](#)

Bloomington, Ind. Bloomington: [Monroe County Recorder, c.1900–1905]

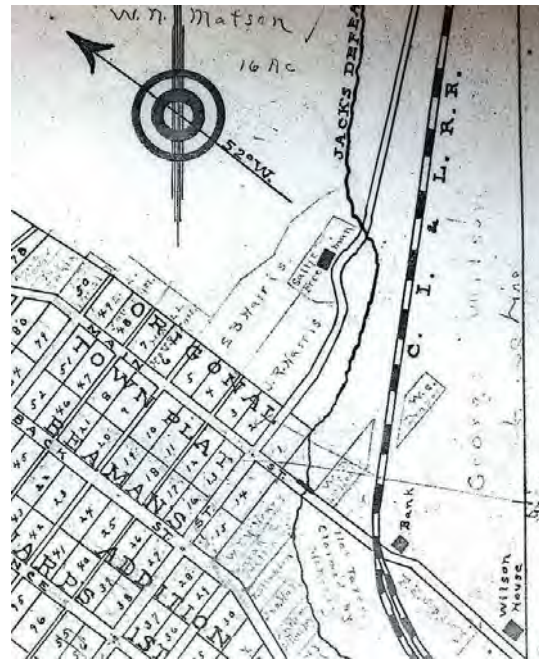
This is an excellent map of Bloomington at the dawn of the 20th century. It is a plat map (numbered lots) made to be consulted as a reference by county government officials. Indeed, it is still sometimes used for official business and is the first map, PB-1, in the first envelope in Plat Cabinet B in the office of the Monroe County Recorder. The map is good on street locations, street names, and names of the various additions made to the city over the course of the 19th century, stretching from Kenwood at Seventeenth Street on the north to Railroad Park south of Hillside Drive. The map also illustrates the changing streetscape of manufacturing on the near west side, including the factories of the Showers Brothers Furniture Company, a firm that by 1900 was already one of Bloomington’s leading manufacturing enterprises. The detail here depicts an area bounded by Eighth Street on the south, Maple on the west, Twelfth Street on the north, and Morton on the east. The Showers buildings at Eighth and Morton were replaced in 1910 by the massive brick structure that is now occupied by the City of Bloomington and the CFC Business Plaza. This map is not accessible online, but good copies are held by the Monroe County Recorder and the library of the Monroe County History Center.



Monroe County Recorder’s Office
Monroe County History Center

Ellettsville, Indiana. Bloomington: [Monroe County Recorder, c.1900].

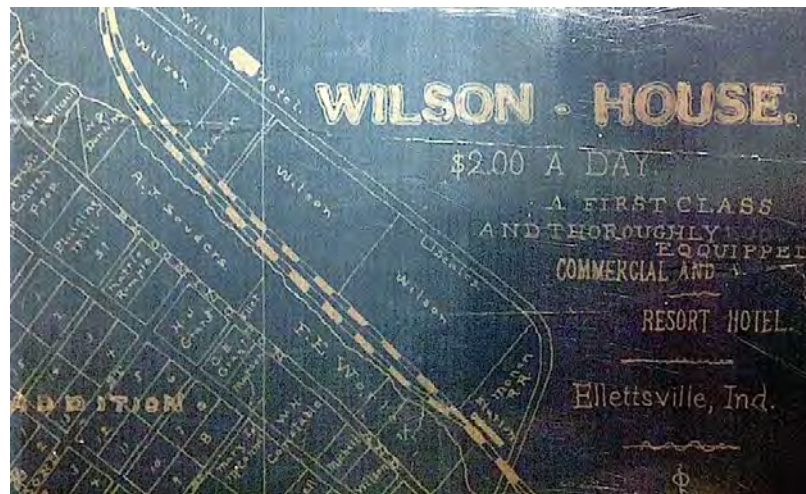
This is an excellent map of the town of Ellettsville. Like the previous map of Bloomington, this is a plat map (numbered lots) made to be used as a reference by government officials. It is the first map in Envelope PB-4 in Plat Cabinet B in the office of the Monroe County Recorder. The map is useful on street names, and it identifies the additions made to the town over the course of the 19th century. It also has some handwritten property entries and notes. The detail here shows the original town plat, parts of Beaman's and Sharp's Additions, and the location where Main Street crossed the Monon track and, by foot bridge, Jack's Defeat Creek. The map also marks the location of a bank and the Wilson House Hotel on Main Street near the railroad. Before the late 1890s both the bank and house were owned by Frank and Laura Worley. (See next entry.) Worley's bank failed in the Panic of 1893, and the successor bank failed in 1901. In 1904 Peoples State Bank was founded in Ellettsville and is still in business today. Until 1905 the Monon Depot was farther south along the Bloomington Road. A new depot was built in 1908 on the railroad's downtown curve, across the tracks from the old Worley's bank building.



Monroe County Recorder's Office

Map of Ellettsville, Ind. n.p.: John Manley, Publisher, c.1900.

This is a rare property map of Ellettsville from the turn of the century. Though it is basically a plat map (with numbered lots), it may have been an advertising vehicle paid for by George Wilson, who operated a hotel in the Worley Mansion on Main Street on the outskirts of town. The Worley Mansion, built for Frank Worley and his new wife Laura in 1876, was a large, elegant Second Empire style house with

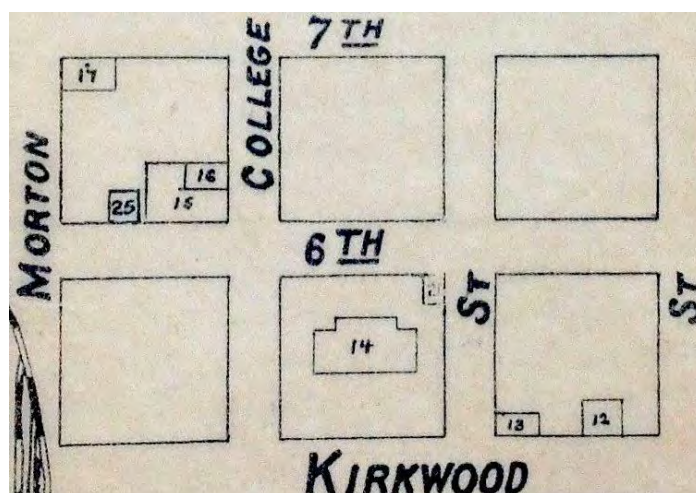


a mansard roof and a 40-foot tower. It was one of the finest houses in Monroe County, perhaps in all of southern Indiana. Wilson acquired the Worley properties in 1899 after the failure of Worley's bank in the Panic of 1893. (See previous entry.) The Worley Mansion fell into disrepair in the 1920s and '30s and was demolished in 1940. The map also shows the site of the Monon passenger depot in the early 20th century. That depot burned in 1905, and a new depot was built on the railroad's curve closer to downtown in 1908. The Monroe County History Center has a large color photocopy of a damaged original copy of this map, but even the photocopy is very dark and nearly illegible. The poor-quality detail here shows part of the Wilson Hotel advertisement and a part of the town and the railroad near the hotel and the old depot.

Monroe County History Center

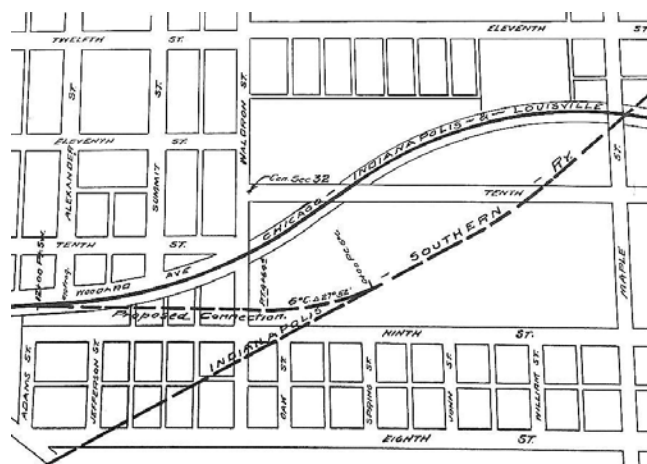
Map of Bloomington, Indiana, by H.W. Reddick. [Bloomington: n.p., c.1902–1906].

This rare map of Bloomington was made by H.W. Reddick, a 1904 IU graduate who went on to a career as a mathematics professor at Columbia University and New York University. The map is a good street map, but its main purpose was to locate public buildings: churches, schools, banks, hotels, government buildings, and IU campus buildings. The map detail here shows six blocks adjacent to and just north of the courthouse. The numbered buildings are the Bundy Hotel (12), Monroe County Bank (13), Courthouse (14), Gentry Hotel (15), Post Office (16), Morton Street Church of Christ (17), and Bethel African Methodist Episcopal Church (25). The Gentry Hotel, one of Bloomington’s finest, was built in the mid-1890s. After 1900 it became the Bowles Hotel, and then was replaced by the new Graham Hotel in 1929, now the Graham Plaza office building. Bethel AME Church moved from Sixth Street to its present location on Rogers in 1922. Both Indiana University Archives and Wells Library hold copies of this map. A scan will be posted online at IU-B’s Indiana Historic Maps.



IU-Bloomington, Indiana Historic Maps
[Indiana University Archives, Photograph Collection](#)

Plan Showing Proposed Location and Plan of Crossing of the Indianapolis Southern Ry. with the Main Track of the C.I.&L. Ry., Also Plan of Proposed Connection Between Said Companies at Bloomington, Ind., by N.B.S., Engineers’ Office. Chicago: Chicago, Indianapolis & Louisville Railway, 1905.



Railroad maps are not city maps, but they can be useful for locating city streets at particular moments in time. Dozens of maps prepared by the Engineers’ Office of the Chicago, Indianapolis & Louisville Railway (Monon) provide glimpses of historic Bloomington.

Those maps are described in Part III of this bibliography. This map is just one example. It shows the plan for the intersection of Bloomington’s two railroads. The C.I.&L. had been built through the city in 1853. The Indianapolis Southern (Illinois Central) was constructed in 1906. They crossed at different grade levels at Maple Street between Tenth and Eleventh. This map sketches the plan to connect the two lines several blocks to the west. After 1905 some streets were closed, some were rerouted, and the Monon eventually became the B-Line Trail. The Illinois Central line is now operated by the Indiana Rail Road. The connection shown on this map still exists as a working railroad switch. Habitat for Humanity’s Trail View neighborhood now lies in the oval between the track and trail. The Rev. Ernest Butler Park is just south of the Indiana Rail Road line. The Monon Historical and Technical Society at Salem holds many original C.I.&L. maps, which are not open to the public. The map cited here and others are accessible at the Monroe County Surveyor’s Collection at Internet Archive. This 1905 map is a page in a downloadable PDF called “MononRR_Misc.pdf.”

[Monroe County Railroads, Internet Archive](#)

Section 32, T.9N R.1W. Bloomington: [Monroe County, c.1905.]

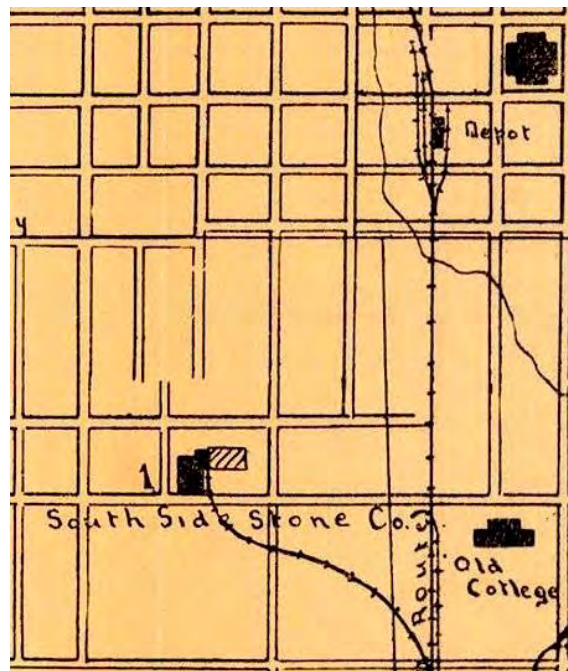
This map of Section 32, Bloomington Township, is a map in the Surveyor’s map collection, but it is a different genre from the previous one. It is one of a series of section maps that were used by the Monon to plot right-of-way plans. The provenance of these maps is unclear. Although archived as railroad maps, they are basically town plat maps (numbered lots). The collection has maps of Sections 32 and 33 for Bloomington, and Section 10, Richland Township T09N-R02W, for Ellettsville. Although the maps seem official and date from the early 20th century, who created them and when is unknown. The map detail here shows Bloomington’s Alexander Addition, just north of the Monon tracks. The big “32” marks the center of Section 32. The Alexander Addition originally called for a public square bounded by Twelfth Street (now Eleventh), Summit, Eleventh Street (now Cottage Grove), and Alexander. That public square was later subdivided and sold. The dark line at the bottom is the Monon railroad, now the B-Line Trail near its terminus at Adams Street. The Alexander Addition soon took on its now familiar name of Pigeon Hill. The maps described here are accessible as downloads from the Monroe County Surveyor’s Collection at Internet Archive. The Sections 32 and 33 Bloomington Township maps are pages in a PDF document called “T09N-R01W_MononRR.pdf.”



[Monroe County Railroads, Internet Archive](#)

Bloomington, by Raymond S. Blatchley, in 32nd Annual Report (1907). Indianapolis: Indiana Department of Geology and Natural Resources, 1908.

This map accompanied Blatchley’s article titled “The Indiana Oolitic Limestone Industry in 1907,” in the 1907 annual report of the state Department of Geology and Natural Resources. Blatchley was a student at IU at the time; in 1908 he joined the Illinois State Geological Survey. This article was a 10-year update of an 1897 report on the limestone industry. It included several new maps, including this one. (The 1897 report is discussed in Part III of this bibliography.) The map is a simple street grid map of the city; streets are not named. It locates several stone mills and abandoned quarries within the city limits. It’s good on railroads and railroad spurs. For example, the map detail here shows the South Side Stone Co. mill and quarry on Second Street, across from Bloomington’s new hospital. This mill was served by a Monon spur, which left the mainline near First Street, angled northwest, crossing Rogers and Second. The railroad spur, quarry, and mill are long gone; the site is now Building Trades Park. This detail shows the area bordered by Sixth Street at the top, Walnut on the right, First Street at the bottom, and Euclid on the left. This map is online at IUPUI and IU-Bloomington. A copy of the 32nd Annual Report, with this map tipped in between pages 384 and 385, is at IUScholarWorks.



[IU-Bloomington, Indiana Historic Maps IUScholarWorks](#)

Ellettsville detail, in *Indiana, Bloomington Quadrangle, Topographic Map, 1908*. Washington, D.C.: U.S. Geological Survey, 1908.

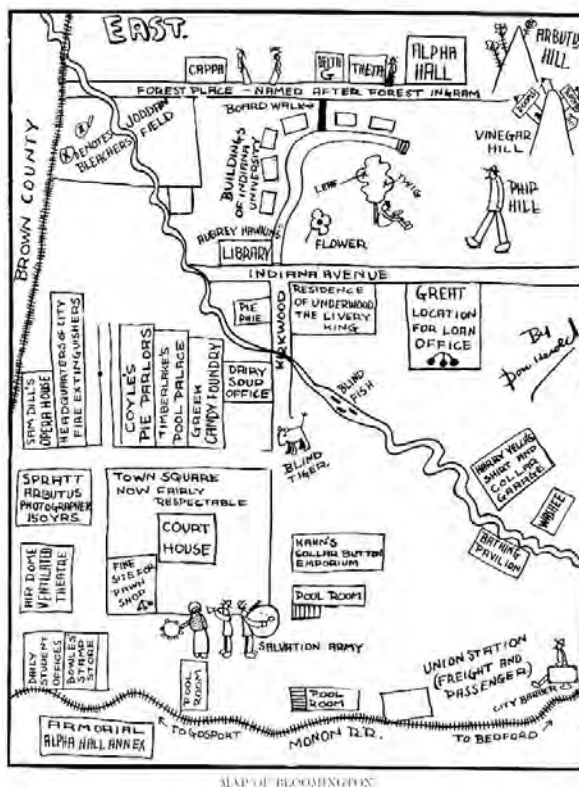
The defining purpose of the U.S. Geological Survey's topographical maps was to show elevation contour lines, but they also show roads and railroads, rivers and streams, towns, schools, quarries, rural houses, etc. Because of this fine detail, they can be valuable (or at least suggestive) as maps of small towns and villages. This 1908 map is the earliest USGS topo map of Monroe County and is listed in Part III of this bibliography. The 1910 edition is listed as well. The map detail here is Section 10 of Richland Township, which includes Ellettsville. The map shows the grid of Ellettsville's streets in relation to the Bloomington Road and to the Chicago, Indianapolis & Louisville Railway (Monon), as the railroad makes its way north along the valley of Jack's Defeat Creek. Monroe County History Center and Monroe County Public Library have paper copies of many USGS topo maps. High-quality scans of historic topo maps are available through IU and USGS, which has several finding aids, including the USGS TopoView application.



[USGS TopoView](#)
[IU Libraries, Topographic Maps](#)

Map of Bloomington, by Don Herold, in The Arbutus. Bloomington: Indiana University, 1909.

Don Herold was an IU student from Bloomfield who went on to a long and celebrated career as a comic poet, humorist, illustrator, and cartoonist. He wrote and illustrated many books and pieces for national magazines. Herold drew this cartoon map of Bloomington for the 1909 *Arbutus*, the college yearbook. The map shows the various haunts around town and campus from a student's point of view. For example, in the upper left-hand corner, Herold sketches three "hills" that IU students loved in 1909: Arbutus Hill, a favorite hiking and wooing spot, four miles east of campus; Vinegar Hill, the old part of Elm Heights where students often rented rooms; and Phip Hill, a big guard on the IU football team. Runs of the *Arbutus* yearbook from this era are held by several libraries, including Monroe County Public Library, Monroe County History Center, and IU-Bloomington. The map is accessible separately online at the Indiana University Archives.



[Indiana University Archives, Photograph Collection](#)

Smithville detail, Indiana, Bloomington Quadrangle, Topographic Map, 1910. Washington, D.C.: U.S. Geological Survey, 1910.

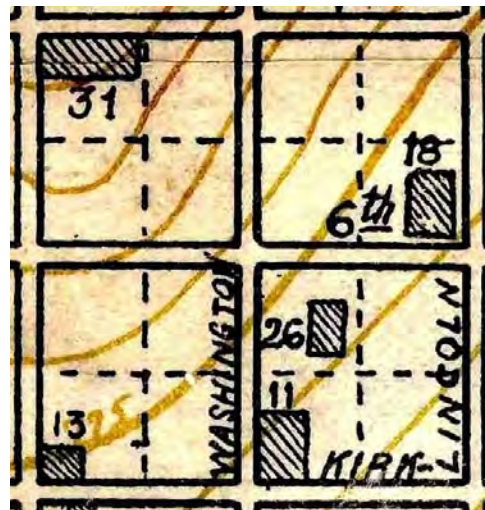
This USGS topographic map, nearly identical to the 1908 edition, became the basis for all Bloomington Quad maps published before the 1950s. (See pages 34–35.) Its main purpose was to show elevation contour lines, but it also shows roads and railroads, rivers and streams, towns, schools, quarries, rural houses, etc. Because it shows streets and houses, it also may be valuable (or at least suggestive) as a map of small towns and villages. For example, the map detail here is Section 3 of Clear Creek Township, which includes Smithville. Smithville is a railroad town, platted in 1851, and this map shows the Monon route passing through the middle of it. By 1910 the mainline of the Monon had been rerouted to the west, but passenger trains still came through Smithville. The main roads in 1910 were pretty much the same as today: Strain Ridge Road and Smithville Road intersecting in the heart of the village; Fairfax Road passing just to the east. Monroe County History Center and Monroe County Public Library have paper copies of many USGS topo maps. High-quality scans of historic topographic maps are available through IU and USGS, which has several finding aids, including the USGS TopoView application.



[USGS TopoView](#)
[IU Libraries, Topographic Maps](#)

Map of Bloomington, Indiana, topography by G.E. Burton. [Bloomington: n.p., c.1910].

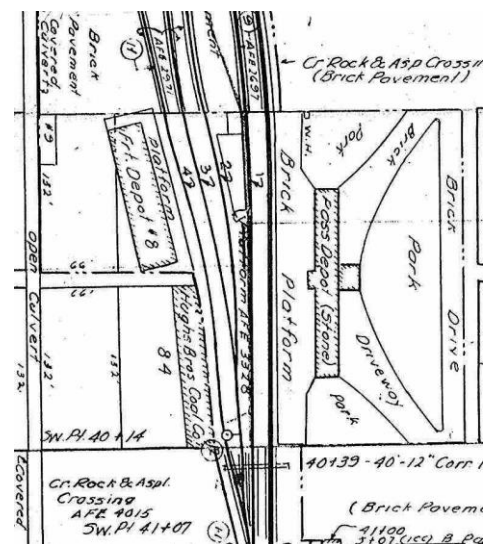
This is an excellent map of Bloomington. It draws on the Reddick map (c.1902–1906) and the Blatchley map (1908), but with new additions, updates, and elevation contour lines added by G.E. Burton. It is a street map, a map of public institutions, and a topographic map, all in one. The contour lines, drawn at 5-foot intervals, make this perhaps the earliest topographic map of the city. Bloomington lies at the summit between the watersheds of the two forks of the White River. This map shows how the tiny streams in the city gather south-flowing waters to form Clear Creek and north-flowing waters to form Cascades Creek. The map detail here is a four-block area bounded by Walnut, Seventh, Lincoln, and Kirkwood. The contour lines show the south-east slope toward the Jordan River, now called Campus River. The numbers identify public institutions: First Christian Church (11), Monroe County Bank (13), First Presbyterian Church (18), the Colored School (26), and the Harris Grand Theater (31). The so-called “Colored School” was established here in 1874 as a racially segregated public school. The Carnegie Library, now the Monroe County History Center, was built on the site in 1918, after Banneker School was opened for African American children in 1915. The Harris Grand Theater began life in 1907 as a venue for stage plays, but switched mainly to movies (and some vaudeville) in 1911. For decades the Harris Grand was one of Bloomington’s premier movie theaters. The building burned in 1981. Monroe County History Center, IU’s Wells Library, and IU Archives have copies of this map. The best scan is posted at IU-B’s Indiana Historic Maps.



[IU-Bloomington, Indiana Historic Maps](#)

Right-of-Way and Track Map, Chicago, Indianapolis & Louisville Ry., Station 11631+30 to Station 11685+18, and Right-of-Way and Track Map, Chicago, Indianapolis & Louisville Ry., Station 11519+93 to Station 11631+30, by Office of Chief Engineer. Chicago: Chicago, Indianapolis & Louisville Ry., June 30, 1915.

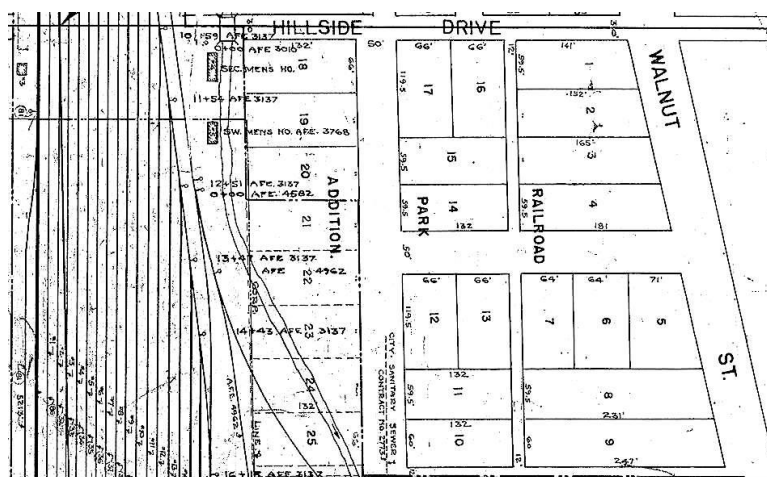
These two large maps specify the properties of the Monon Railroad in the heart of Bloomington, from Grimes Lane on the south to Vernal Pike on the northwest. They were created in 1915 and amended from time to time until 1941. The scale, one inch = 100 feet, allows for great detail. Though the maps focus on the Monon's route through town, they also provide information about neighboring lots, businesses, streets, and street crossings. The detail here is a tiny part of the southern map, which follows the track from Grimes to Sixth Street. This is the area around the Monon passenger depot, between Fourth Street and Kirkwood. The depot was limestone, with a brick platform and brick driveways. The streets were brick as well. The Monon's freight depot and the Hughes Brothers' coal shed also appear. The Monon Historical and Technical Society at Salem holds many original C.I.&L. maps, which are not open to the public. The maps cited here and others are freely accessible at the Monroe County Surveyor's Monroe County Railroads Collection at Internet Archive. These two 1915 maps are pages in a downloadable PDF file named "T09N-R01W_MononRR.pdf."



[Monroe County Railroads, Internet Archive](#)

Right-of-Way and Track Map, Chicago, Indianapolis & Louisville Ry., Station 11685+18 to Station 11735+70, by Office of Chief Engineer. Chicago: Chicago, Indianapolis & Louisville Ry., June 30, 1915, corrected to 1938.

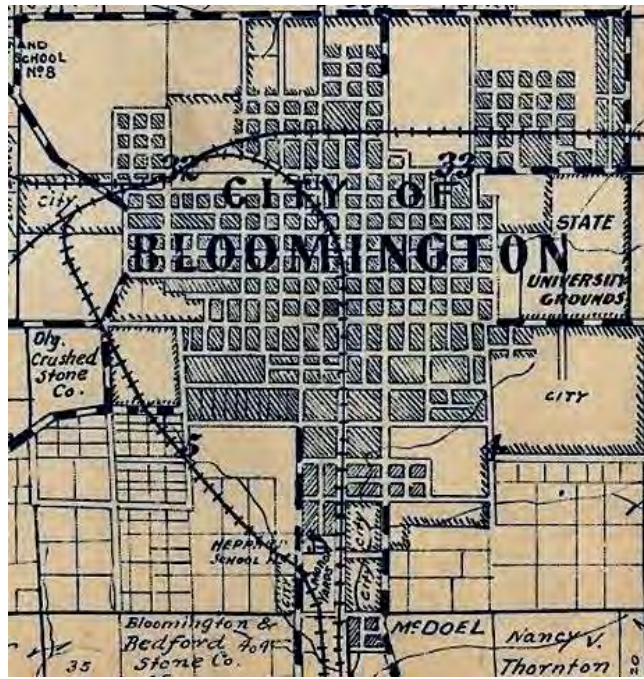
This map is another in the 1915 series. It shows the McDoel Yards in Bloomington south of Grimes Lane. McDoel was Monon's most important maintenance facility and switching yard in southern Indiana, with rows of parallel tracks for holding more than 500 rail cars, dozens of shops and buildings, and an 18-stall roundhouse for servicing locomotives. By 1915 McDoel Yards was surrounded by mills and warehouses, as well as by several newly platted residential neighborhoods on both sides of the tracks. Though designed to describe railroad facilities in fine detail, the map also shows some adjacent properties. For example, the detail here is a small part of the large map but is an excellent depiction of the streets and lots in the Railroad Park Addition between McDoel Yards and Walnut Street, south of Hillside. Today the buildings and tracks of McDoel Yards are gone, and the site has been transformed into Switchyard Park. The Monon Historical and Technical Society at Salem holds many original C.I.&L. maps, which are not open to the public. The map cited here and other Monon maps are accessible at the Monroe County Surveyor's Monroe County Railroads Collection at the Internet Archive. This map of McDoel Yards is a page of a downloadable PDF named "T08N-R01W_MononRR.pdf."



[Monroe County Railroads, Internet Archive](#)

City of Bloomington, detail of *Map of Monroe County, Indiana, Compiled from Official County Records*, by Elmer E. Van Buskirk. [Bloomington: Monroe County Surveyor's Office], 1920.

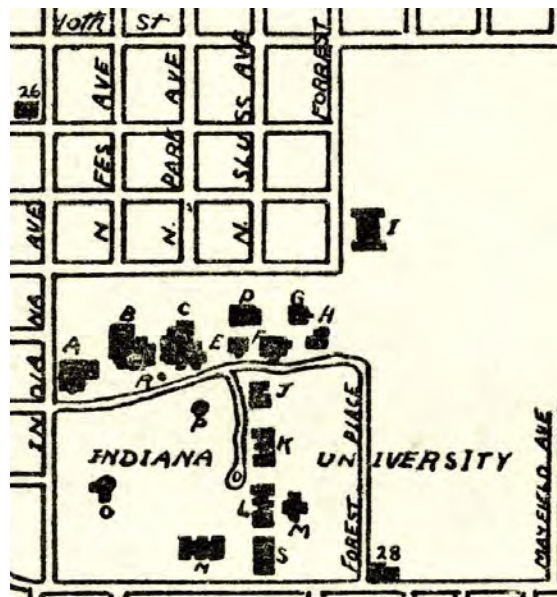
This excellent cadastral (property) map of Monroe County, which is described in Part III of this bibliography, was prepared by County Surveyor Elmer Van Buskirk and drawn by draftsman Gus Frobenius. Although it does not show properties in towns and villages, it is large and detailed enough to show the street grid of Bloomington fairly accurately. The map detail here depicts the four-square-mile extent of the city in 1920, from Seventeenth Street on the north to Hillside Drive on the south, and from today's Fee Lane and Ballantine Road on the east to just past today's Adams Street and Patterson Drive on the west. Just as today, some outlying areas had begun to be subdivided and developed, but had not yet been annexed into the city. The *Map of Monroe County*, by Cyrus Clevenger (1932), listed on page 43, also has a fairly good detail of Bloomington's street grid. The Indiana State Library, Monroe County History Center, and Monroe County Public Library have this map. The best online scan is at IU-Bloomington.



[Monroe County History Center](#)
[IU-Bloomington, Indiana Historic Maps](#)

Map of Bloomington, Ind. Bloomington: Indiana University YMCA, c.1923

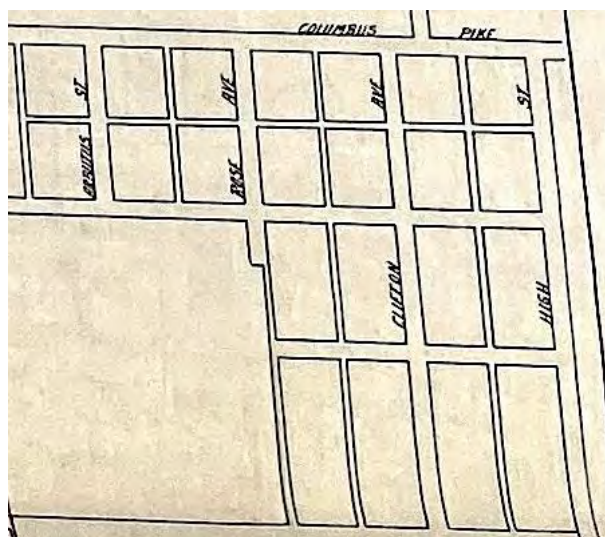
This map, made for IU students, is a good street and railroad map of the city and a helpful map for locating downtown buildings, including churches, railroad depots, hotels, and Bloomington's post office, hospital, and public library. The campus section of the map identifies the IU buildings of 1923, including the brand new Commerce Building (S) on Third Street, now named Rawles Hall. Two revered IU landmarks appear on the map: the Sun Dial (R) and the Well House (P), both with links to IU's old downtown campus. The map detail here also shows a relatively new residential addition to the city: University Courts. Platted between 1910 and 1913, and bounded by Seventh Street, Indiana Avenue, Tenth Street, and Forrest Avenue, University Courts was a choice residential neighborhood by 1923. (Sluss Avenue, which appears on the map, later became Woodlawn.) The University Courts addition, with its dozens of well-designed brick and limestone houses and the only surviving brick streets in the city, is now listed in the National Register of Historic Places. A copy of this map is held by the Indiana University Archives. A low-resolution, but legible, scan is posted online. A higher-resolution scan can be ordered.



[Indiana University Archives, Photograph Collection](#)

Bloomington, Indiana, by Harry O. Garman. Indianapolis: Interstate Public Service Co., 1923.

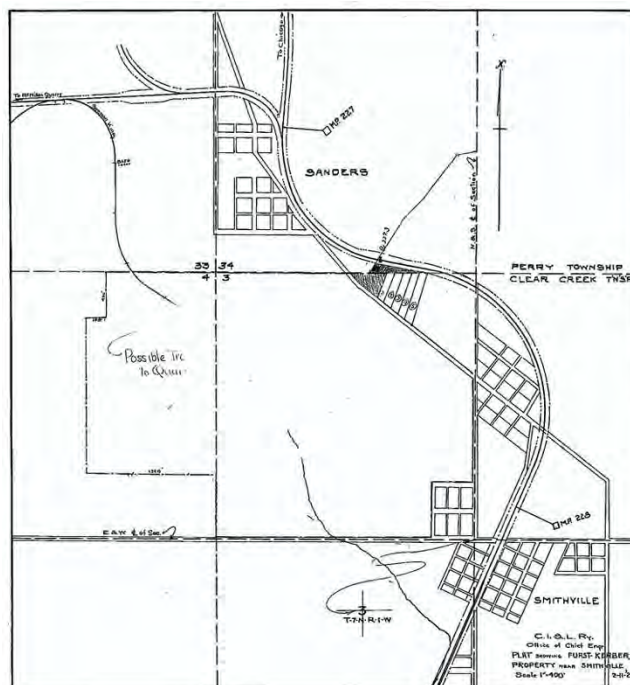
This big map, nearly six feet by four feet, was prepared by one of Indiana's leading public utility engineers, Harry Garman, for the Interstate Public Service Company, an electric utility company that evolved into Public Service Company of Indiana (PSI). PSI was later merged into Duke Energy. Though large, this is a simple street map, with only a few added details. It accurately shows streets and alleys in the city, plus streets and roads on the outskirts of town. The map includes additions to the city up to 1923, including some streets planned for areas that were never developed because they became part of the IU campus. The map detail here shows the farthest east residential development in Bloomington in 1923. This addition, called Kirkwood Heights, was bordered by the Columbus Pike (Third Street), High Street, Second Street, and Arbutus Drive. The east-west cross streets running between Third and Second are Atwater and Hunter. Except for this residential development, High Street was a rural farm road. This rare map is apparently held only by the Indiana State Library. It is not available online.



Indiana State Library

Plat Showing Furst-Kerber Property Near Smithville, by Office of the Chief Engineer. Chicago: Chicago, Indianapolis & Louisville Railway (Monon), 1924.

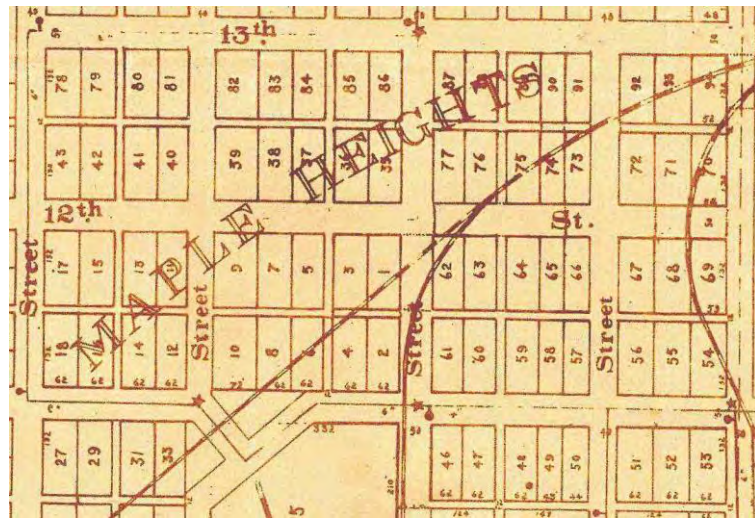
A few of the railroad maps in the Monroe County Surveyor's Collection at Internet Archive include simple street grid maps of county villages. The map here, for example, is listed in this part of the bibliography because it shows the platted streets of the villages of Smithville and Sanders in 1924. Furst-Kerber was a limestone company based in Bedford that owned property in this area. This property and many other quarry and mill properties in Monroe and Lawrence counties were absorbed into the Indiana Limestone Company in 1926. The gently curved line on the map is the former mainline of the Monon. The road between Smithville and Sanders is Fairfax Road. The east-west road through the middle of Section 3 is Smithville Road. These C.I.&L. company maps are described in more detail on page 26 of this bibliography. The Monon Historical and Technical Society at Salem holds many original C.I.&L. maps, which are not open to the public. This map and many others are accessible to the public as PDF downloads from the Monroe County Surveyor's Collection at Internet Archive. The Smithville-Sanders map is a page in a downloadable PDF called "T08N-R01W_MononRR.pdf."



[Monroe County Railroads, Internet Archive](#)

Map of the City of Bloomington and Vicinity, Monroe, County Indiana, by U.S. Hanna. Bloomington: n.p., 1927.

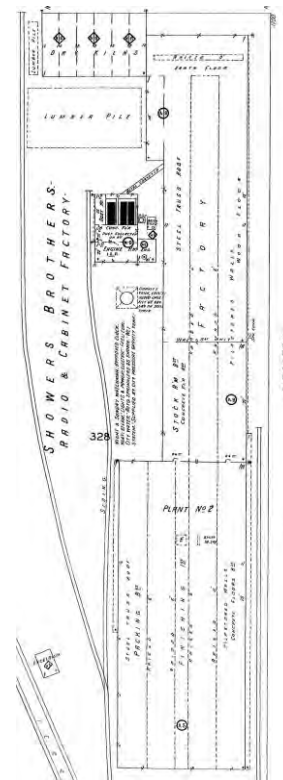
This map, prepared by Bloomington City Engineer Ulysses S. Hanna, is the best plat map of the city of Bloomington in the late 1920s. It is a large map that shows streets, alleys, additions by name, lot numbers and sizes. It also shows railroads and railroad spurs. In 1927 the city limits extended from Seventeenth Street on the north to Hillside Drive on the south, and from High Street on the east to just beyond Rose Hill Cemetery on the west. Several additions platted for lots were not developed because they became part of the IU campus. The detail here shows Maple Heights, a neighborhood annexed to the city in 1890. The street on the west edge of the detail is Maple, on the north is Thirteenth, on the east is Madison, and on the south is Eleventh. The area was settled by James Blair in 1825. About 1850 Blair's son John built a house that still stands on Maple Street. The streets in Maple Heights were drastically altered with the arrival of the Indianapolis Southern Railroad (Illinois Central) in 1905–06. Today that railroad is still in use, but the spurs shown here are gone. The spur on the right served the Showers furniture factory and the I.C. Freight Depot. It left the mainline through a rock cut now hidden at the back of the Upland Brewing Co. parking lot. The Monroe County Public Library and the State Library have faded copies of the map. A faded but legible scan is posted online.



[Indiana State Library, Digital Collections](#)

Bloomington, Ind., Sanborn Fire Insurance Maps. New York: Sanborn Map Publishing Co., 1927–1947.

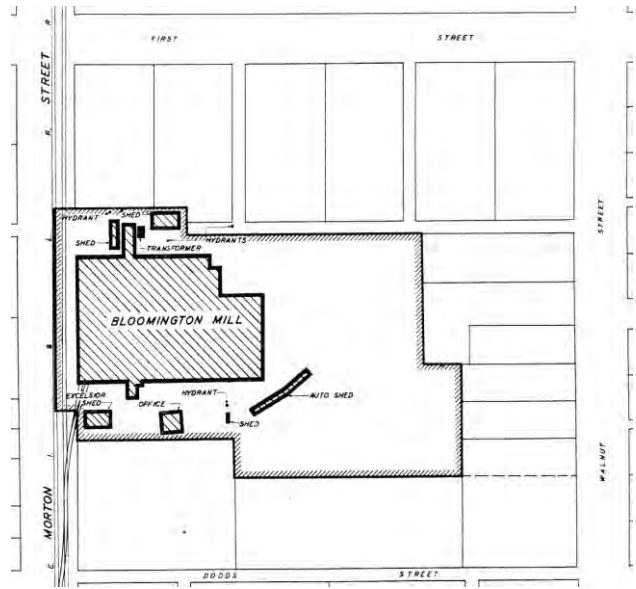
Sanborn maps out of copyright (pre-1923) are freely accessible online and are listed elsewhere in this bibliography. Those still in copyright (post-1923) are available in paper or microfilm at many libraries, including Monroe County Public Library. They are also online through ProQuest. ProQuest's Digital Sanborn Maps were created from microfilm and are in black-and-white. ProQuest is accessible only to students and staff of subscribing institutions such as IU-B. There are two Bloomington map sets for the years 1923–1941. They are 1927 (28 sheets) and 1927-revised-to-1947 (32 sheets). 20th-century Sanborn maps typically include inset maps of significant buildings, such as mills and factories. The Bloomington Sanborn maps have insets for stone mills, IU buildings, the hospital, Bloomington High School, etc. A 1927 (sheet 26) inset reproduced here shows the Showers Brothers Radio Cabinet Factory on South Rogers Street between Grimes and Hillside. The Showers Rogers Street plant was constructed in the 1910s to build the popular Hoosier kitchen cabinet. It was refurbished in the 1920s to cash in on the growing popularity of radio. In 1926 the company built 25,000 console radio cabinets here. The building was later sold to RCA. Under RCA and its successor, Thomson SA, the plant was the major Bloomington manufacturing enterprise until the end of the 20th Century. The details here are too tiny to be legible, but they are readable in print and in the online scan by ProQuest.



Monroe County Public Library
[ProQuest, Digital Sanborn Maps](#)

Property Survey of the Quarry and Mill Properties of the Indiana Limestone Company, Bedford, Indiana, in Lawrence and Monroe Counties, 1928–1929, by J.L. Mann, et al. Bedford: Indiana Limestone Company, 1929.

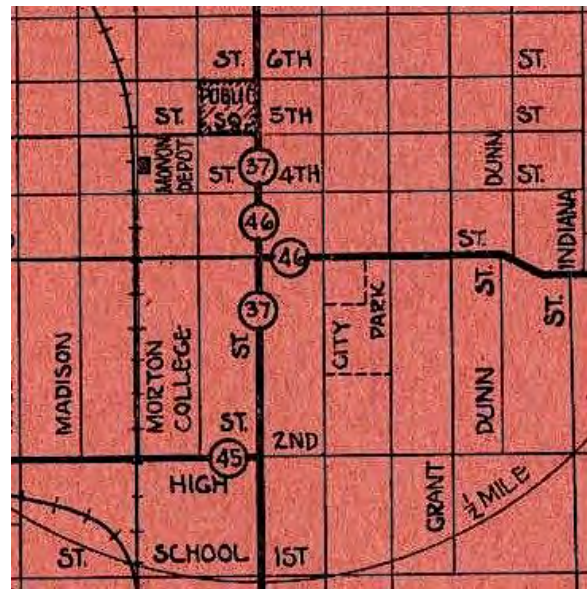
Because this volume includes maps of Indiana Limestone Company properties throughout the county, it is also listed in Part III of this bibliography. The map on page 40 is the Tribune Mill, located on the east side of the Monon railroad yards in Bloomington. The map detail here is the Bloomington Mill, built in 1906 and later owned by the Hoadley Stone Company until the merger that formed the Indiana Limestone Company in 1926. The map shows the block bounded by the Monon railroad (now B-Line Trail), First Street, Walnut, and Dodds. College Avenue was later extended through the middle of it. The Bloomington Mill site is now occupied by one-story office buildings and their parking lots. The original survey volume is in the archives of the Indiana Limestone Company. The Lawrence County Surveyor has a photocopy, which has been scanned. The Monroe County History Center in Bloomington also has a digital scan available to the public. None of these digital copies is posted online.



Lawrence County Surveyor’s Office
Monroe County History Center

City of Bloomington, Ind., Thoroughfare Map, by Office of the Mayor. Bloomington: City of Bloomington, 1930.

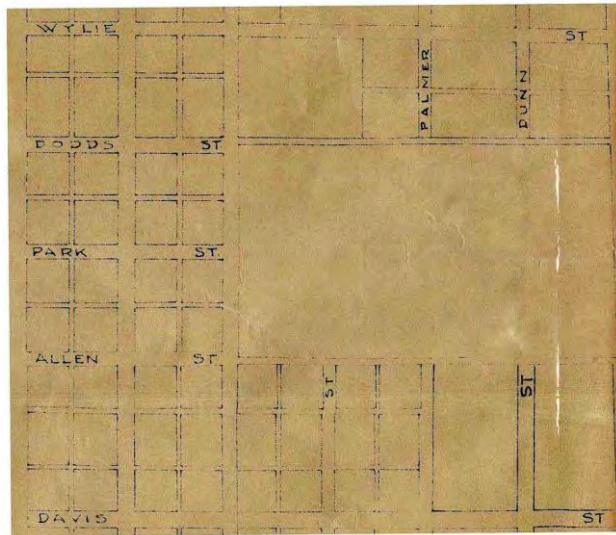
This map was published by the city as a promotional flyer with the full title: “Bloomington Indiana, Center of Business, Educational and Institutional Progress of South-Central Indiana.” One side has the map; the reverse side has information about the city, its industries, and Indiana University. The flyer is signed by Mayor Joseph H. Campbell, who was pleased to brag that “Bloomington has one of the finest municipally-owned inland waterworks systems in the country.” This is a reference to the Griffy dam, lake, and waterworks, which opened in 1925. Before 1925 Bloomington had one of the worst municipal water systems in the country. The map is simple and spare, showing only the principal streets. Its chief purpose was to trace the routes of State Roads 37, 46, and 45 through the city. The detail here shows the routes in the heart of downtown. In 1930 State Road 45 ended in Bloomington; it was later extended to Brown County via Unionville. The State Library and Indiana State University have print copies of this flyer. IU-Bloomington also has a copy, which is accessible online, at the IU Archives in the Ward Gray Biddle Campaign Papers, 1932–1933.



Indiana State Library, Indiana Pamphlets
[Indiana University Archives, Ward Gray Biddle Campaign Papers](#)

City of Bloomington, Indiana, by Carl B. Carpenter. Bloomington: Office of the City Civil Engineer, 1930.

This is a detailed blue-line map of the streets and alleys of the city in 1930, prepared by the city civil engineer, Carl Carpenter. It does not show lots, except in several newly platted additions. The only buildings that appear are IU campus buildings. The map accurately shows the two railroads and their spurs within the city. The map detail here focuses on the neighborhood bordered by Wylie (now Dixie) on the north, Washington on the west, Henderson on the east, and Davis on the south. Just east of this detail is the open space that later became Bryan Park. But in the 1930s there was also a swath of open space in this area, too, north of Allen Street and east of Grant. This area, along with some open space in the University Courts addition north of Dunn Meadow, was for a time a fairly regular circus performing ground. After Bloomington's own Gentry Brothers Circus was sold in 1916, other national touring circuses came to town in the 1910s and 1920s, including the Sells-Floto Circus and the Hagenbeck-Wallace Circus. On occasion they set up their Bloomington shows on this Allen Street tract, which locals called Allen field. Neighborhood children sometimes helped the circus roustabouts unload tents and animals from the train at the Monon yards, then rode with the circus wagons down Grimes Street to Lincoln, and up to Allen field. A quite faded, but legible, copy of this map is in IU-Bloomington's rare maps collection in Wells Library. It is not available online.



IU-Bloomington Libraries, Map Collection

Map of the City of Bloomington, Monroe County, Indiana, inset in Map of Indiana Oolitic Limestone District, Monroe County – Lawrence County and Owen County, Indiana, by the Building Stone Association of Indiana. Bloomington: Building Stone Association, Inc., 1931.

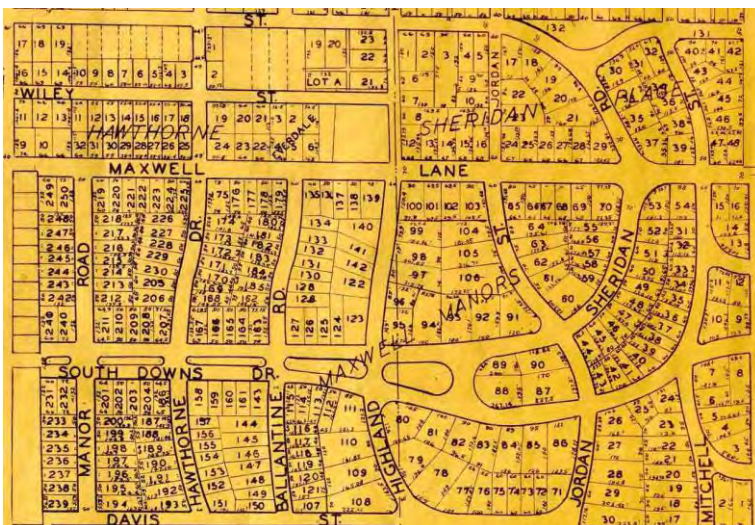
This large map (nearly eight feet long) shows the quarry lands and stone mills of 1931, stretching from Stinesville to Bedford. The map is large enough to reveal in detail quarries, mill buildings, and rail lines throughout the entire limestone district. Because it includes much of Monroe County, it appears in Part III of this bibliography. But it also has an excellent inset map of Bloomington that covers most of the city. The map detail here shows the string of stone mills in downtown Bloomington along the Monon railroad between Second Street and Hillside Drive. By 1931 most of the Bloomington mills, but not all, were part of the Indiana Limestone Company. The Indiana Geological and Water Survey and the Indiana State Library have copies of this map, though they have not posted them online. However, a fairly good PDF copy is available from the Monroe County Surveyor's Collection, Monroe County Railroads, at Internet Archive. This map is a page in a downloadable PDF called "MononRR_Misc.pdf."



Indiana State Library
[Monroe County Railroads, Internet Archive](#)

Bloomington, Indiana, by John T. Stapleton. [Bloomington: Office of the City Civil Engineer?], 1933.

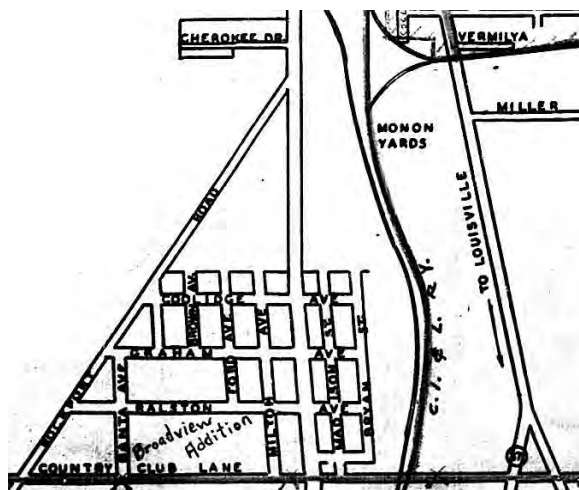
This blue-line map was prepared by prominent Bloomington engineer/surveyor John Stapleton, who worked for the city at that time. In 1941 Stapleton began a long career as Monroe County Surveyor. This is an excellent plat map of the city. It shows streets and alleys, additions and subdivisions by name, and lots by number. In some areas, it indicates the sizes of lots. It also shows railroads, school properties, and some factories. The map is large enough to show IU buildings accurately, including the new Memorial Union on Seventh Street, which was completed in 1932. The map detail here shows the 1927 residential addition called Maxwell Manors, east of Woodlawn Avenue and the open space that later became Bryan Park. This was the first neighborhood in Bloomington based on modern urban design principles developed by landscape architects such as George Kessler and Lawrence Sheridan of Indianapolis. The streets are curved in boulevard style; the lots are irregular in size and shape. The two main streets, Southdowns and Sheridan, flank an intermittent stream. Sheridan bends in an arc, through Maxwell Lane, north to First Street. The developers of Maxwell Manors also added another residential feature increasingly common in the 1920s: a whites-only racial covenant. This map is held by Wells Library at IU-Bloomington. It is not posted online.



IU-Bloomington Libraries, Map Collection

Bloomington, Indiana, by John T. Stapleton. [Bloomington: Office of the City Civil Engineer?], 1939.

This is another map drawn by Bloomington engineer/surveyor John Stapleton for use in city planning. Though the map was printed in 1939, it has later handwritten notations about municipal corporation boundaries, annexations, etc. It is not a plat map (no lots or lot numbers), and it is much less detailed than Stapleton's 1933 city map. But it is a useful map of city streets and city limits in 1939. The detail here shows a new addition, Broadview, on the far south outskirts of town. Situated largely inside the triangle bordered by Rogers Street, Rockport Road, and County Club Lane (now Drive), the Broadview neighborhood was marked for possible annexation already in 1939 but was not actually annexed to the city until 2003. South of Broadview lay the Bloomington Country Club golf course, which was organized in 1921 and opened for play in 1922. This map does not seem to be held by libraries or government offices locally, but it is in the U.S. National Archives. The Census Bureau used it for conducting the 1940 Census in Bloomington. It is in Census Bureau records, and a good scan is posted online.



[U.S. Bureau of the Census, National Archives](https://www.archives.gov)

Part V

Indiana University Campus Maps

In 1824 when the first buildings were erected on the new campus of the state seminary that would become Indiana University, no one needed a campus map. That's because there were only two buildings: the seminary building and the professor's house. Even after the college moved in the 1880s from downtown to Dunn's Woods on the east side of Bloomington, campus maps were superfluous. But in the 20th century, as the campus grew from 20 acres to 2,000 acres and the number of buildings grew from a handful to hundreds, campus maps proliferated. Therefore, nearly all of the campus maps in this part of the bibliography date from the 20th century. The maps that appear of IU buildings at Seminary Square are later reconstructions. Many of the campus maps in this part of the bibliography have been collected and posted online by the Office of University Archives and Records Management at IU-Bloomington. The entries appear in chronological order. The PDF version of this bibliography has clickable links to online sources.

**1820 Seminary Plat Map, by James Borland.
Bloomington: Monroe County Recorder, Nov. 7,
1820.**

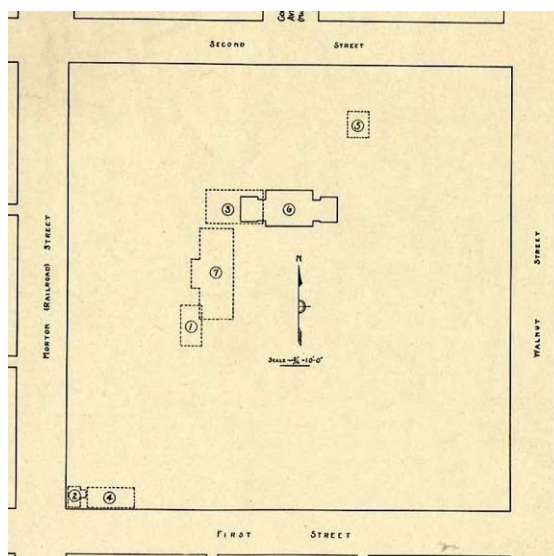
This is the original hand-drawn 1820 plat of Seminary Square. It was certified by the county recorder and entered into *Deed Book A*, page 55. Later it apparently was removed from the original deed book and wended its way into the Indiana University Archives. (A late-19th century copy of *Deed Book A* with this map appears on page 49 of this bibliography.) The original street names shown here were later changed as Seminary Square became part of Bloomington. North Street became Second; East became Walnut; South became First; and West became Railroad (Morton). College Avenue ended at Second Street. This map is not a true campus map because no buildings had yet been erected on that 10-acre open space. But, in a sense, this is the first cartographic representation of Indiana University. IU traces its founding to 1820, when the Indiana General Assembly authorized the creation of a state "seminary of learning" in township T8N-R1W, called Seminary Township (later Perry), in the new county of Monroe. Four years earlier, as Indiana prepared for statehood, that township had been designated by the federal government for the support of higher education. The first "Seminary Building" was constructed here in 1824, and this square remained the campus until 1884, when the university moved to Dunn's Woods on the eastern edge of town. The map detail here shows Seminary Square and the adjacent streets and platted lots. This map is held by the IU Archives, and a low-definition scan is posted online.



[Indiana University Archives, Photograph Collection](#)

Site Plan of the Campus at Seminary Square. Bloomington: *Indiana University Alumni Quarterly*, 1922.

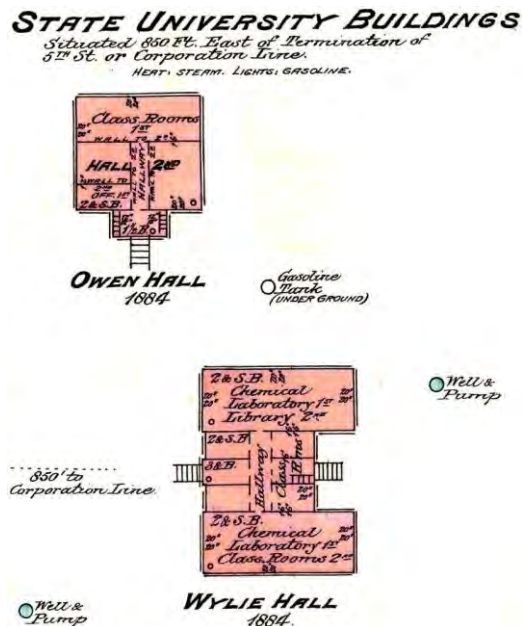
IU Archives has three maps of the original campus at Seminary Square. None dates to the 19th century. Indeed, by 1920 no one seemed to know exactly where the earliest Seminary Square buildings had been located. This 1922 map was prepared after an archeological dig had uncovered the foundation of the first “Seminary Building.” The map here shows in dotted lines the buildings that had disappeared. The only building remaining in 1922, the “First University Building” (#6), erected in 1855, had become Bloomington High School. The earliest buildings shown on the map are the “Seminary Building” (#1) and the “Professor’s House” (#2), both erected in 1824 and gone by the 1860s. Perhaps the most important building on the campus in its last years was Science Hall (#7), erected in 1873. Science Hall was struck by lightning and destroyed by fire in 1883. The loss of Science Hall was the final reason for relocating the university to Dunn’s Woods in 1884. The railroad (now B-Line Trail) and industrial development along the western edge of campus had already made the site unappealing as a college campus. The links here are to this 1922 map and to the two other Seminary Square campus map reconstructions held by the IU Archives.



[Indiana University Archives, Photograph Collection](#)
[Indiana University Archives, Photograph Collection](#)
[Indiana University Archives, Photograph Collection](#)

State University Buildings, inset map, Bloomington, Ind., Sanborn Fire Insurance Maps. New York: Sanborn Map Publishing Co., 1883–1923.

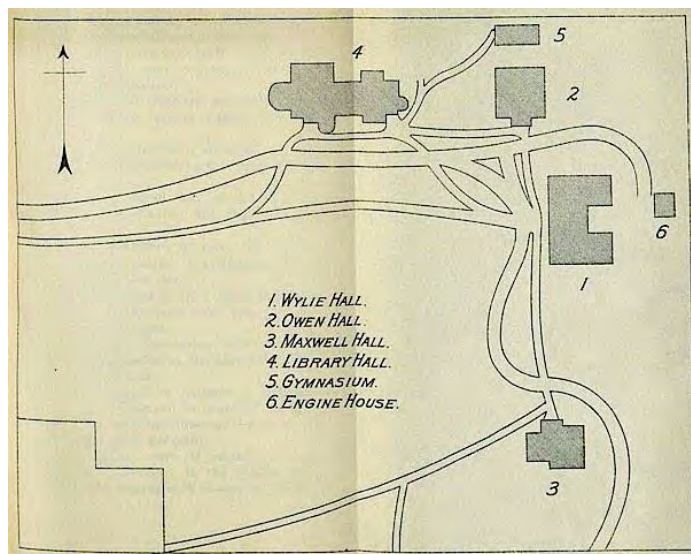
Perhaps the earliest surviving map of the new Dunn’s Woods campus of Indiana University is an inset map on Sheet 1 of the 1887 Sanborn Fire Insurance Map of Bloomington. (On Sanborn maps, see the entry on page 52 of this bibliography.) This map includes the first three university buildings: Owen Hall (1884), Wylie Hall (1884), and Maxwell Hall (1885), renamed Mitchell in 1894. The map detail here shows the two main buildings, Owen and Wylie, which still anchor the Old Crescent on the IU campus. The color red on the map indicates brick construction. The tiny circles in the corners (o) indicate slate (or tile) roofs. Owen had classrooms and a museum hall. Wylie had laboratories, classrooms, and the library. Later Bloomington Sanborns trace the growth of the campus in the 20th century. Pre-1923 Sanborn maps for Indiana cities and towns, including Bloomington, are freely available in good digital scans at IU-Bloomington and the Library of Congress. These collections have six sets of maps for Bloomington, five of which include insets of the IU campus: 1887, 1892, 1898, 1907, and 1913. Monroe County Public Library and Monroe County History Center have paper copies or photocopies of the Bloomington Sanborn maps.



[IU-Bloomington Libraries, Union List of Sanborn Maps](#)
[Library of Congress, Sanborn Maps](#)

Plan of Campus, in Students' Hand Book, 1892-'93, by YMCA and YWCA of Indiana University. Bloomington: n.p., 1892.

This is a full image of a simple IU map published in 1892. It may be the first widely distributed map of the new Dunn's Woods campus. It shows the five buildings that comprised the campus at that time, plus the "engine house." It also traces the driveways and walkways, which the Sanborn maps do not do. The newest buildings in 1892 were Library Hall, constructed in 1890 and renamed Maxwell Hall in 1894, and the first men's gymnasium, constructed in 1892 and razed in the 1930s. Library Hall was the first building

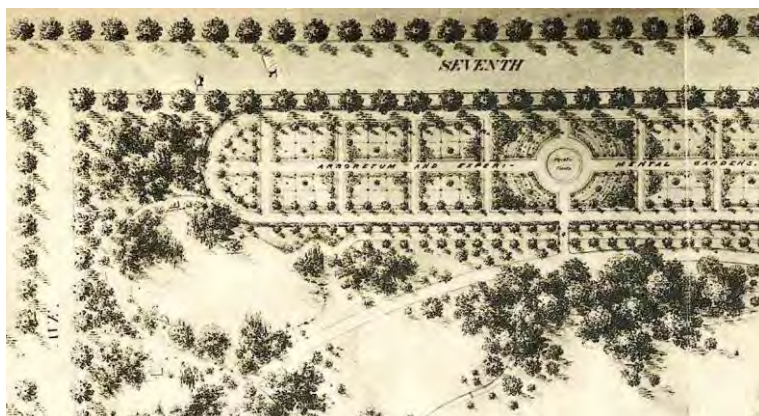


on campus constructed entirely of limestone, which set a precedent for future campus design. The building on the map named Maxwell Hall was later renamed Mitchell. It was moved a couple of hundred feet east in 1901 to make way for Science Hall (now Lindley). Mitchell Hall lived on, through myriad renovations and additions, until 1991. The map appeared in the first of a long-running series of student handbooks called *YMCA Red Books*. After this 1892 issue, the guides did not carry campus maps again until 1930. The *Red Books* are accessible online at the IU Archives.

[Indiana University Archives, YMCA Red Book Collection](#)

R. Ulrich Plan of Campus with Proposed Locations of Future Buildings, Walkways, etc., by Rudolph Ulrich. Bloomington: Arbutus yearbook, 1902.

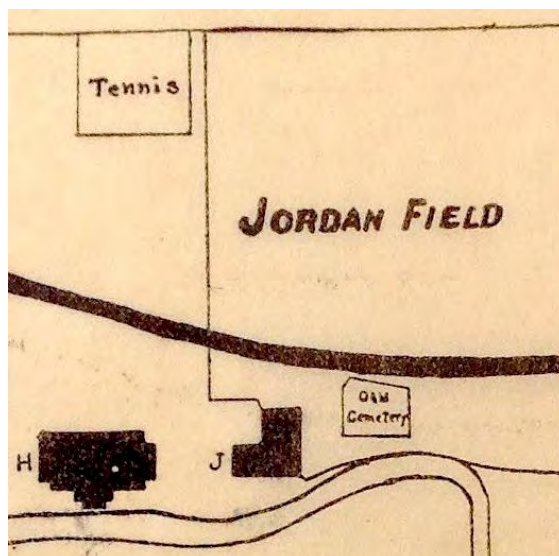
Creating a completely new campus in a lovely sylvan setting prompted IU leaders to think more seriously about planning. The key element of landscape design at the Dunn's Woods campus turned out to be the placement of buildings around the perimeter of the woods rather than in it. In other words, the idea of a woodland campus was present at the creation. Though IU officials consulted with landscape designers in the 1880s and '90s, the first formal proposal that has survived in map form is this 1902 plan by Rudolph Ulrich, a respected landscape architect who had worked with Frederick Law Olmstead. Ulrich's plan included designs for gardens and buildings in the original 20-acre Dunn's Woods and in 30 more acres to the north and east purchased by IU in 1897. For the newly acquired Dunn Meadow area, Ulrich designed an arboretum and formal garden along Seventh Street with three small lakes fed by Spanker's Branch creek, already known informally as the River Jordan. The map detail here shows the northwest corner of the plan, including part of the "Arboretum with Experimental Garden." The lake in the corner has a "boat house" and "landing." Very little of the Ulrich plan was implemented, but the mix of woodland with formal gardens remained a feature of IU campus design throughout the 20th century. This map appeared in the *Arbutus* yearbook. A copy is held by IU Archives, and a low-definition scan is posted online.



[Indiana University Archives, Photograph Collection](#)

Indiana University, in *Map of Bloomington, Indiana*, by H.W. Reddick. [Bloomington: n.p., c.1902–1906].

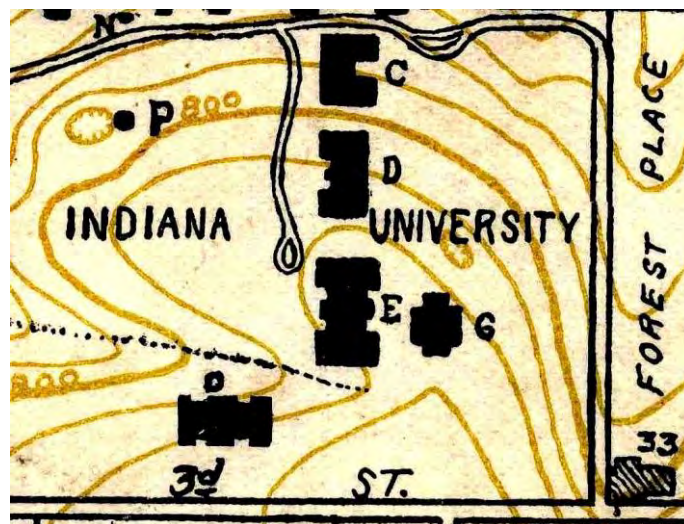
The Reddick *Map of Bloomington*, which is described on page 57 of this bibliography, is a city map but also a simple campus map made around the time Reddick graduated from IU in 1904. The buildings pictured help date the map. It shows Kirkwood Observatory (1900) and Science Hall (1902), later renamed Lindley Hall, but it does not show the Student Building (1906). The detail here depicts the northeast corner of campus, including some of the original campus plus some of the new acreage that IU purchased from Moses Fell Dunn in 1897. The black line is the Jordan River. Building H is the second Men’s Gymnasium (1896), later called Assembly Hall, and J is the second Power House (1897). In the newly acquired property is an athletic area called Jordan Field, named for David Starr Jordan, IU president, 1885–1891. This is where the Memorial Union parking lot is today. The map detail also marks the location of an “old cemetery,” the Dunn family plot, along the creek. Long before IU owned the property, the Dunn family had arranged for the cemetery to be preserved in perpetuity. So far, it has been preserved. Indiana University Archives and IU-B’s Wells Library hold copies of this map. A scan will be available at IU-B’s Indiana Historic Maps.



IU-Bloomington, Indiana Historic Maps
[Indiana University Archives, Photograph Collection](#)

Indiana University, in *Map of Bloomington, Indiana*, topography by G.E. Burton. [Bloomington: n.p., c.1910].

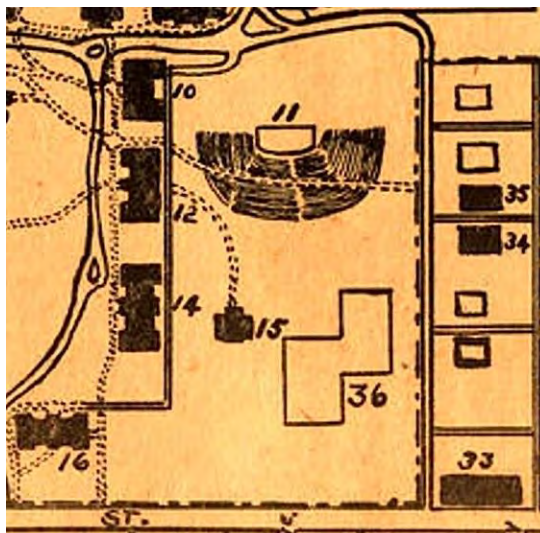
This excellent map of the city of Bloomington, which appears on page 60 of this bibliography, includes a good representation of the IU campus. Besides showing and naming campus buildings, it is a topographical map that traces elevation change with five-foot contour lines. The contour lines show a sinkhole near the Well House (P). The map detail here shows the southeast corner of the campus. The older buildings are Wylie Hall (C), erected 1884, Mitchell Hall (G), erected in 1885, and Kirkwood Hall (D), erected in 1894. Newer buildings include Science Hall (E), later renamed Lindley, erected in 1902, and Biology Hall (O), later Swain East, erected in 1910. The map also includes Alpha Hall (#33) at the corner of Third Street and Forest Place, which was the eastern boundary of campus at that time. Alpha Hall began as a private dormitory for women and remained an IU student residence for decades. It was purchased by IU in 1936 and used for offices and laboratories. It was razed in 1961. Forest Place was a small residential subdivision, platted in 1897. Several fine houses were built, which were gradually acquired by IU. The Monroe County History Center, IU-B’s Wells Library, and IU Archives have copies of this map. The best online scan is at IU-B’s, Indiana Historic Maps.



[IU-Bloomington, Indiana Historic Maps](#)

New Map of Indiana Campus Showing Proposed Improvements, by USM. Bloomington: Indiana Daily Student, 1915.

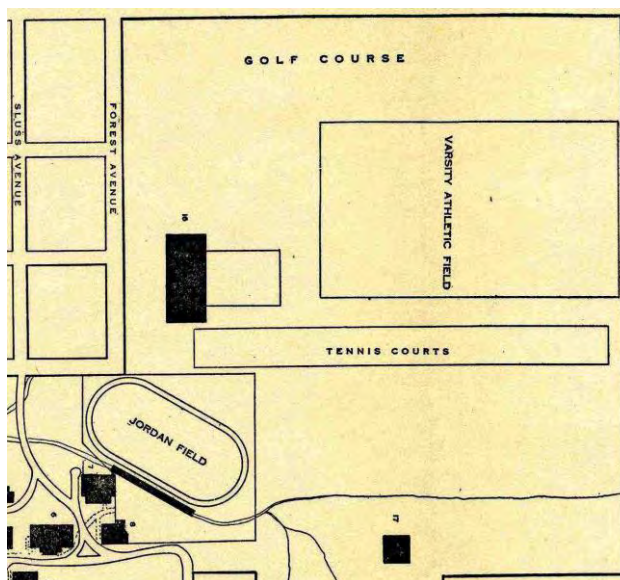
This map's main purpose was to show buildings planned but not yet built, such as the proposed Gymnasium north of Seventh Street and the President's House east of Forest Place. But it is also a good map of the campus as it was in 1915, including walkways and driveways in addition to buildings. The detail here shows the same area along Third Street as the preceding 1910 map. This one, though, illustrates four new features of the modernizing IU campus of 1915: An open-air amphitheater (#11) where the Chemistry Building would be built in 1931; the boardwalk that passed right through the middle of the amphitheater; three residences for women, including Alpha Hall (#33) and two sororities in the Forest Place subdivision (#34, #35); and tennis courts for women (#36). IU was growing rapidly in the early years of the 20th century, from 600 students in 1900 to nearly 2,400 students by 1920. Increasing numbers of those students new to college life were young women. This map first appeared in the *Indiana Daily Student* on Nov. 1, 1915. The same map was reprinted in an Indiana State High School Basketball Tournament program in 1917. Both versions of the map are held by the IU Archives and are accessible in legible copies online.



[Indiana University Archives, Photograph Collection](#)
[Indiana University Archives, Photograph Collection](#)

Indiana University Campus and Vicinity. Bloomington: Indiana University Bulletin, June 15, 1919.

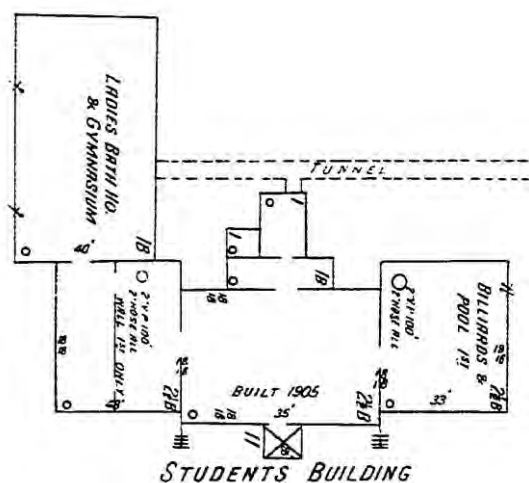
In the 1890s IU students began to lobby for more athletic facilities. The new campus property acquired in 1897 allowed for the creation of Jordan Field for outdoor sports. The first men's Gymnasium, a simple barnlike building, was constructed in 1892. A second men's Gymnasium, later called Assembly Hall, was built next to Owen Hall in 1896. Assembly Hall was also used for commencements and other IU gatherings well into the 1930s. Women's gym facilities were located in Wylie and Mitchell halls before dedicated facilities were built into the Student Building of 1906. A major expansion of athletic facilities came after the purchase of the Dunn property north of Seventh Street and east of the University Courts subdivision. A third men's Gymnasium was built there in 1917, along with athletic fields, tennis courts, and a golf course. The map detail here shows those athletic facilities in 1919: Assembly Hall (6); Jordan Field; the new men's Gymnasium (16); and the outdoor sports venues. In 1928 the Fieldhouse was added to the east side of the Gymnasium to form what is today the intramural sports center. It was recently renamed the Bill Garrett Fieldhouse in honor of the pioneering African American star on the IU basketball team, 1949–1951. This map was tipped into an IU *Bulletin* of June 1919. A copy is held by the IU Archives and posted online.



[Indiana University Archives, Photograph Collection](#)

Indiana University, insets in Bloomington, Ind., Sanborn Fire Insurance Maps. New York: Sanborn Map Publishing Co., 1927–1947.

Sanborn maps out of copyright (pre-1923) are freely accessible online; those that include IU campus maps are listed on page 69 of this bibliography. Sanborn maps still under copyright (post-1923) are available in paper or microfilm at many libraries, including the Monroe County Public Library. They are also accessible online through the academic aggregator ProQuest. ProQuest’s Sanborn maps were created from microfilm and are in black-and-white. There are two Bloomington map sets for the years 1923–1941. They are 1927 (28 sheets) and 1927-revised-to-1947 (32 sheets). Both sets include inset maps of Indiana University. The detail here, from 1927, Sheet 11, shows the Student Building, constructed in 1906 just west of Maxwell Hall. The Student Building was funded by the university’s first capital campaign. Two thousand donors, including alumni and current students, contributed. The main purpose of the building was to provide recreational space for women students, including a gym, parlors, and a pool. In 1900 about one-third of the IU students were women. The scan here is from ProQuest, which is available only to readers affiliated with subscribing institutions, including IU-Bloomington.



Monroe County Public Library
[ProQuest, Digital Sanborn Maps](#)

The Indiana University Campus, by Charles Ray Binford. Bloomington: IU Mortar Board, 1930.

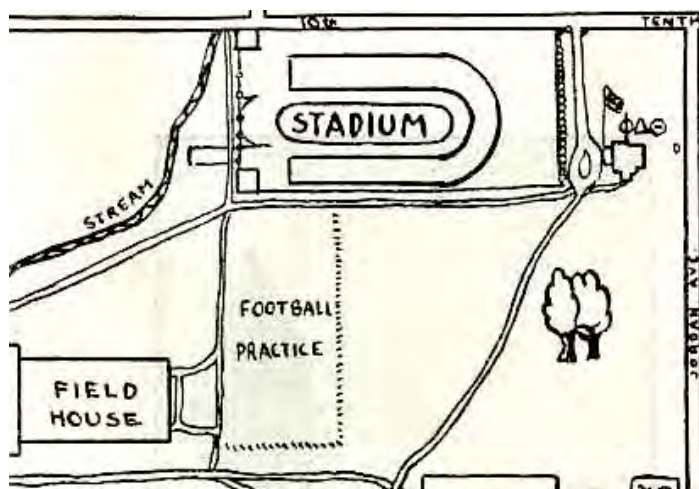
This beautifully illustrated wall map was drawn by IU student Charles Ray Binford and offered for sale as a fund-raiser by IU Mortar Board, a national honor society for women. The map includes sororities and fraternities as well as university buildings, including the new football stadium on Tenth Street (1925) and the Fieldhouse (1928). The detail here shows all of Dunn’s Woods. Also appearing are two important private institutions at the edge of campus: the Indiana School of Religion and the Book Nook. The School of Religion was opened in 1910 by the Disciples of Christ to offer religious education to IU students. The school was gradually displaced in the 1960s by IU’s own non-sectarian Religious Studies program. The Law School’s south lawn now occupies that site. The map detail also shows the “Nook” and the “Varsity” on Indiana Avenue. In the early 20th century, the Book Nook was a favorite hangout for IU students. That building, constructed in 1914, is still there and has often been associated with the name “The Gables.” The “Varsity” was a drug store in a building erected in 1921, now a Starbuck’s. The map also shows a business at the corner of Third and Indiana that sold a product increasingly important to college students in the 1920s: gasoline. A gas station still sits on that corner. This map is held by the State Library and the IU Archives, where it is posted online. It is also the front endpaper of Terry Clapacs, *Indiana University Bloomington: America’s Legacy Campus* (IU Press, 2017).



Indiana State Library
[Indiana University Archives, Photograph Collection](#)

***The Indiana University Campus, in The Red Book, 1930–1931: The Official Student Hand Book of Indiana University*, ed. by John P Crawford. Bloomington: YMCA of Indiana University, 1930.**

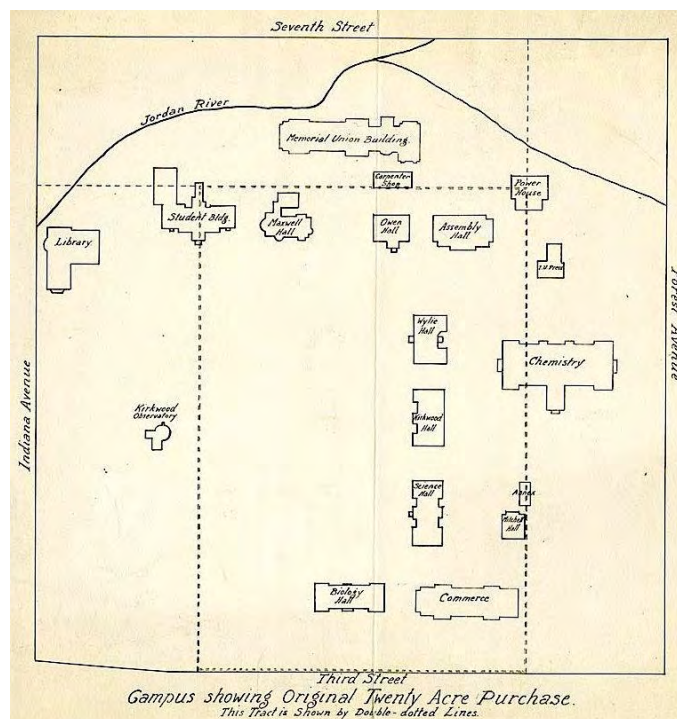
In 1930 and again in 1934 the IU *Red Books* included campus maps. (On *Red Books*, see the entries on pages 53 and 70 of this bibliography.) These small maps are spare and simple. The detail here shows the two major athletic facilities constructed in the 1920s in the open spaces in the northeast sector of campus: the Fieldhouse (1928) for basketball and Memorial Stadium (1925) for football. The new football stadium was one of three capital projects supported by the IU Memorial Fund, which was launched in 1921 in memory of IU students who had served and lost their lives in World War I. The other projects were Memorial Hall (1925), a women’s dormitory, and the Memorial Union (1932). Memorial Stadium was later renamed Tenth Street Stadium when a new Memorial Stadium was completed in 1960 on Seventeenth Street. The old stadium was the venue for the Little 500 Bike Race from 1951 to 1981. It was razed in 1982 and became the site of the Jesse H. and Beulah Chanley Cox Arboretum. The *Red Books* are held by IU Archives and are accessible online.



[Indiana University Archives, YMCA Red Book Collection](#)

***Campus Showing Original Twenty Acre Purchase*. Bloomington: Indiana University, c.1932–1935**

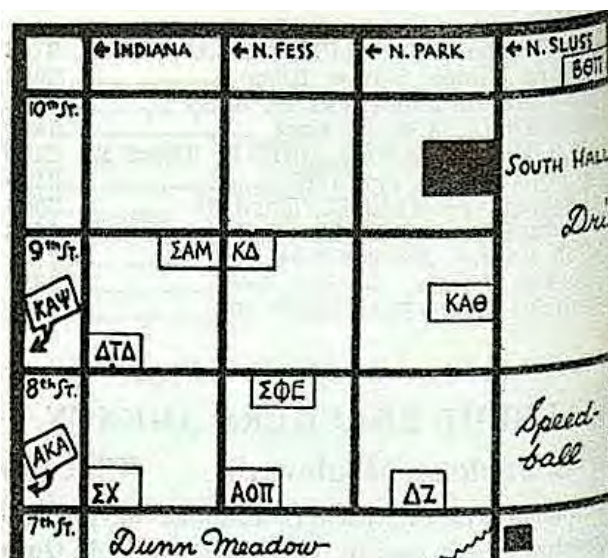
The purpose of this map was to overlay an outline of the original 20-acre IU campus in Dunn’s Woods onto a map of the campus in the mid-1930s. The illustration here is not a detail; it is the entire map. The boundaries of the original 1883 purchase are drawn with dotted lines. That original parcel did not include the entire Dunn’s Woods property. The northwest corner of the property, for example, is right where the Student Building was erected in 1906. What this map reveals is that the main entrance of the campus in the 1880s was formally on East Pike (Third Street), and the first buildings, Owen and Wylie halls, were sited in the back northeast corner of campus. But in the original purchase IU had secured an easement for access to the campus from Kirkwood Avenue across property still owned by the Dunn family. IU acquired that additional property, east of Indiana Avenue and south of Seventh Street, from Moses Fell Dunn in 1897. This map is held by IU Archives and is accessible online.



[Indiana University Archives, Photograph Collection](#)

***The IU Campus, in The Red Book, 1934–1935: The Official Student Hand Book of Indiana University*, ed. by Norman A. Flaningam. Bloomington: YMCA of Indiana University, 1934.**

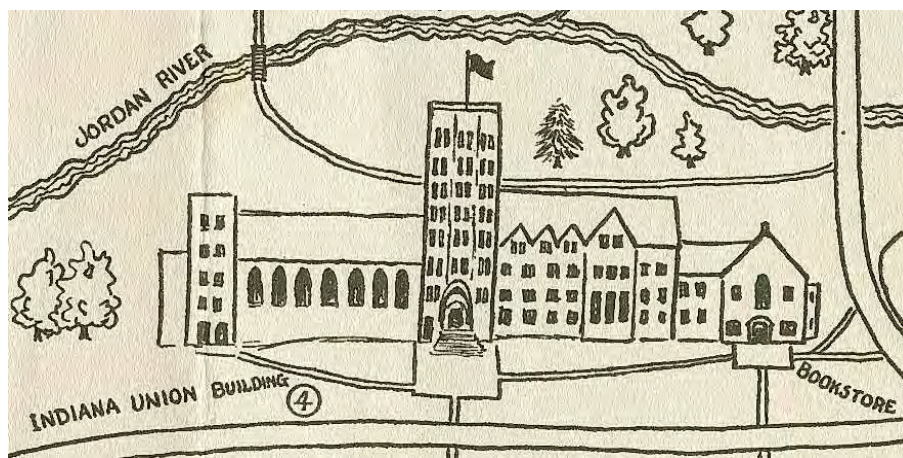
This is the second of the *Red Book* campus maps of the 1930s. (On *Red Books*, see the entries on pages 53 and 70 of this bibliography.) Like the 1930 map, this one is spare and simple. But both maps have a feature that sets them apart from some of the other campus maps of the era: They pay more attention to the locations of fraternities and sororities. As the student population grew in the early 20th century, preceding the growth in campus dormitories, the so-called Greek system flourished in the surrounding residential areas south of Third Street, east of Jordan, and north of Seventh Street. The map detail here, from the 1934–35 *Red Book*, shows the University Courts neighborhood north of Dunn Meadow. (North Sluss Street is now Woodlawn.) In the 1920s and 1930s, University Courts was a choice residential area for IU faculty and administrators as well as for other prominent Bloomingtonians. It also was becoming an attractive locale for Greek houses, as the map detail shows. Now much of the property in this Historic District is owned by IU, though many of the houses have survived. The *Red Books* are held by IU Archives and are accessible online.



[Indiana University Archives, YMCA Red Book Collection](#)

***Indiana University Campus, Christmas 1935*, by Shannon Johnson. Bloomington: Indiana University Bookstore, 1935.**

This excellent, well-made map was produced by the IU Bookstore as a complimentary gift for Christmas 1935. The artist, Shannon Johnson,

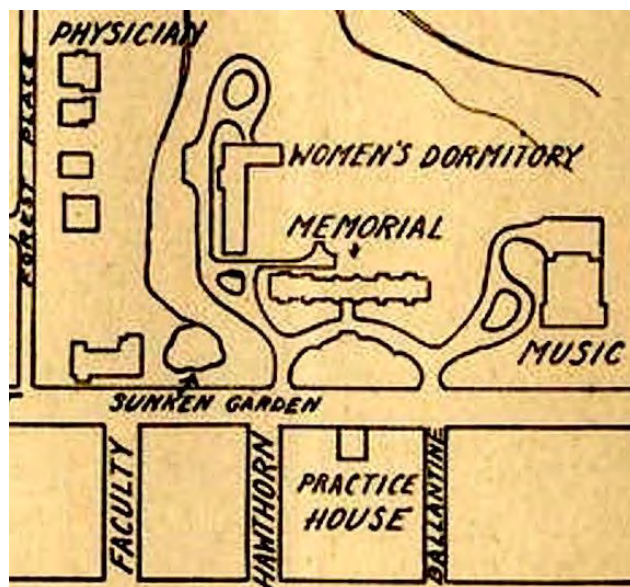


drew each building as a tiny but fairly accurate cartoon illustration. Besides identifying buildings on the map, Johnson included a key with notes on when buildings were erected and what they were used for. The map also traces walking paths as well as campus streets. Also shown are the sites of several buildings planned in 1935 but not yet built, including a new administration building (Bryan Hall) on Indiana Avenue, a new women's dorm near Memorial Hall, and a music building on Third Street. The detail here is the artist's illustration of the new Indiana Memorial Union, the major construction project of the early 1930s. Completed in 1932, the Union was the last of the three construction projects supported by the World War I Memorial Fund. Some consideration was given to razing Owen Hall and putting the union building there. But in the end Owen was spared, and the Memorial Union was built on the hillside linking the Old Crescent to Dunn Meadow. This map is held by IU Archives. A barely legible scan is posted online.

[Indiana University Archives, Photograph Collection](#)

Indiana University Campus, June 1937. Bloomington: Indiana University Bulletin, July 1937.

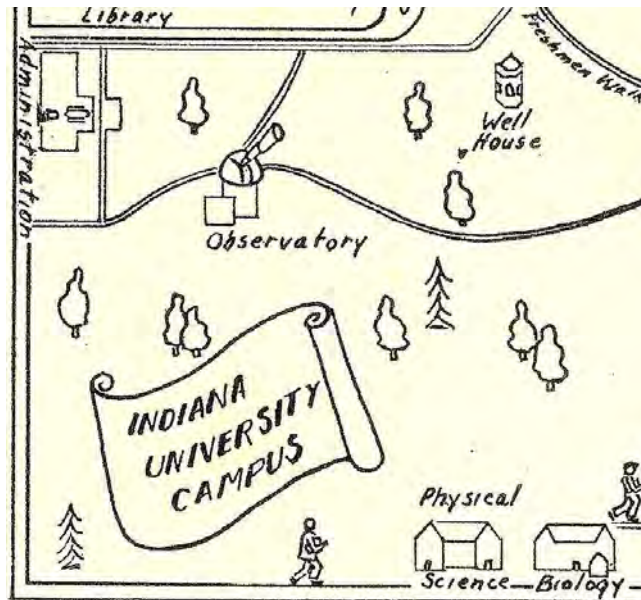
This simple map appeared in the IU course catalog for fall semester, 1937. It shows buildings but no roads or walkways. In addition to the older buildings, the map includes the three that had appeared on the 1935 map as planned buildings: the Administration Building (Bryan Hall), Forest Hall, and the School of Music Building, all completed in 1936. The detail here shows how two of those new buildings helped to fill in the southeast corner of campus along Third Street. The building identified here as “Women’s Dormitory” was named Forest Hall, later renamed Goodbody. It was part of the developing women’s dormitory quadrangle, later named for IU’s long-serving dean of women Agnes E. Wells. Memorial Hall, which opened in 1925, was the first women’s dorm built by the university. The School of Music’s new building was sited in the same area along Third Street. Meanwhile, Forest Place in the late 1930s still had the look of the residential street that it originally had been, but by 1937 the university owned most of the lots and houses. In the 1950s Forest Place would disappear entirely with the construction of Jordan and Ballantine halls. This map is held by IU Archives, and a good scan is posted online.



[Indiana University Archives, Photograph Collection](#)

Indiana University Campus, by BAB. Bloomington: Indiana University, 1939.

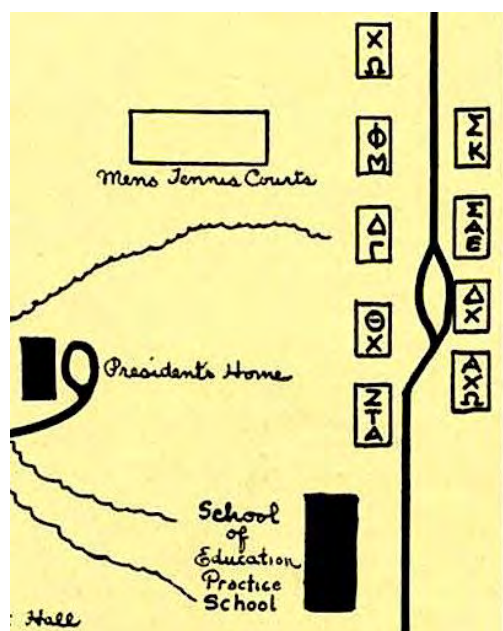
This map is dated 1939, although it may have been made a little later than that. It’s a pictorial map, with cartoon figures of students marching, playing football, walking the campus paths, practicing archery, even canoeing in the Jordan River. The detail here shows Dunn’s Woods, including the Kirkwood Observatory, built in 1900 and named for IU astronomer Daniel Kirkwood, and the Rose Well House, constructed in 1908 with building portals salvaged from the old Seminary Square campus. The detail also shows the new Administration Building, built in 1936 at the corner of Kirkwood and Indiana avenues. It was later named for William Lowe Bryan, IU’s longest serving president. Selecting the site of the Administration Building caused quite a fuss. The planners proposed locating it in the middle of the woods, but faculty, students, and Bloomington townsfolk strenuously objected. This episode helped to fix into IU planning practice the principle that the woods was sacred. Future buildings trespassed on the edges of Dunn’s Woods, but none were to be sited within the woods itself. The IU Archives has a copy of this map, a scan of which is posted online.



[Indiana University Archives, Photograph Collection](#)

A Circa 1939 Map of Campus. Bloomington: Indiana University, c. 1939.

This simple map of the IU campus shows buildings and roads, plus a strip of non-university-owned residential blocks surrounding the campus on all four sides. The main purpose of the map seems to have been to show and name the fraternity and sorority houses in those blocks on the border of campus. In 1939 there were four Greek houses just east of Indiana Avenue, fourteen on Third Street south of campus, seven in the University Courts area north of Dunn Meadow, and eleven on Jordan Avenue along the eastern border of campus. The map detail here shows University School, the School of Education's "practice school," built in 1938, and the President's House (1924). The detail also shows the fraternities and sororities in the area of what was called the Jordan Avenue Quad, on Jordan between Third and Seventh streets. This was a favorite location for Greek houses into the

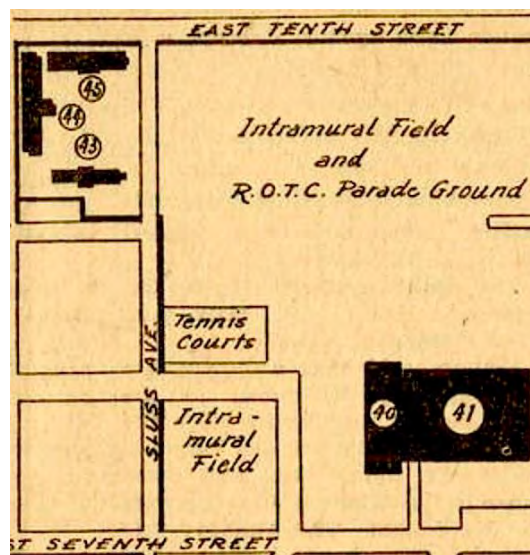


1960s. Most of those houses are now gone, replaced by the Musical Arts Center and other IU buildings. But four houses remain in that area, three now owned by IU and repurposed as offices. Of the houses that appear on the map detail here, only the sorority Delta Gamma (ΔΓ) is still located where it was in 1939—indeed, where it has been located since 1916. The property is still owned by the sorority, an island of private property entirely surrounded by an ever-growing IU campus. This map is held by the IU Archives; a good-quality scan is posted on online.

[Indiana University Archives, Photograph Collection](#)

Plat Showing Indiana University Buildings at Bloomington, Indiana. Bloomington: Indiana Daily Student, 1939.

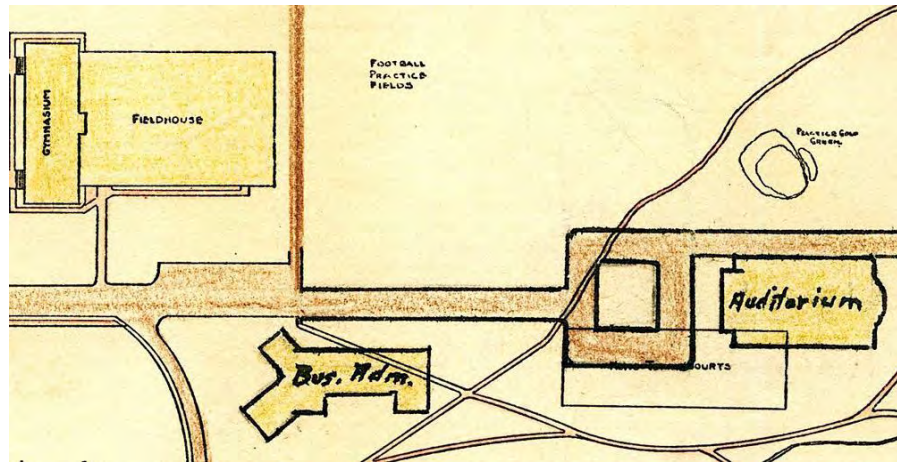
This map calls itself a plat map, but it isn't. It is a simple campus map for students. Its virtue is that it shows all IU buildings by location and name. No off-campus buildings, such as fraternities and sororities, appear. By the 1930s the campus had expanded its athletic facilities and playing fields into the area north of Seventh Street and almost, but not quite, to Jordan Avenue. Memorial Stadium (1925), later renamed Tenth Street Stadium, was the major addition in that sector of campus. The map detail here shows the western part of that sector. The Gymnasium (#40) with the connected Fieldhouse (#41) appear. The Intramural Field and Parade Ground are now Woodlawn Field. Sluss Avenue is now Woodlawn Avenue. An early IU building in this area, the men's dormitory (#43), was actually in the University Courts subdivision. Constructed in 1924, it was the first IU-owned dorm. At first, the three men's dorm buildings had the practical names of South (#43), North (#45), and West (#44) halls. North and West were completed in 1940. The three were renamed Smith, Cravens, and Edmondson in 1959, and are now part of the Collins Living Learning Center. This map appeared in the Sept. 19, 1939, issue of the *Indiana Daily Student*. A good scan has been posted online by the IU Archives.



[Indiana University Archives, Photograph Collection](#)

Indiana University. Bloomington: Indiana University, 1938–1941.

This lovely, hand-colored campus map was made in 1938, then updated by hand in 1940 or 1941. It was probably used for campus planning in the early years of the administration of Herman B Wells, who became president of IU in 1937. The detail here shows the two

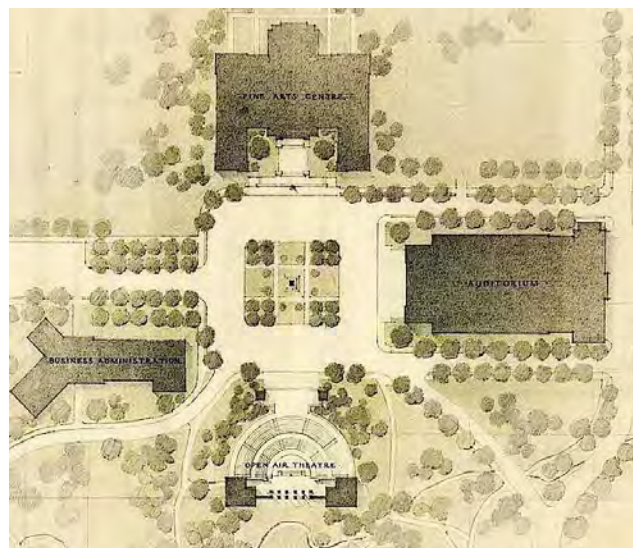


newest buildings drawn onto the map by hand: the Business and Economics Building (1940), later Woodburn Hall, and the IU Auditorium (1941). Connecting these buildings to the older parts of campus was an extension of Seventh Street east of the Fieldhouse, laid out through the football practice fields and tennis courts. The Auditorium and Fine Arts Plaza were President Wells's first great contribution to the physical campus of Indiana University. The opulent 3,200-seat theater immediately became one of the premier music and performance venues of the Midwest. At this time, Seventh Street did not continue to Jordan Avenue. Later Seventh was opened through to Jordan, and then still later was closed again at the Fine Arts Plaza. This map is held by IU Archives; a low-resolution scan is posted online. An excellent print of the map appears as the back endpaper of Terry Clapacs, *Indiana University Bloomington: America's Legacy Campus* (Bloomington: IU Press, 2017).

[Indiana University Archives, Photograph Collection](#)

The Fine Arts Group, Indiana University, by Eggers & Higgins, architects. New York: Eggers & Higgins, 1939.

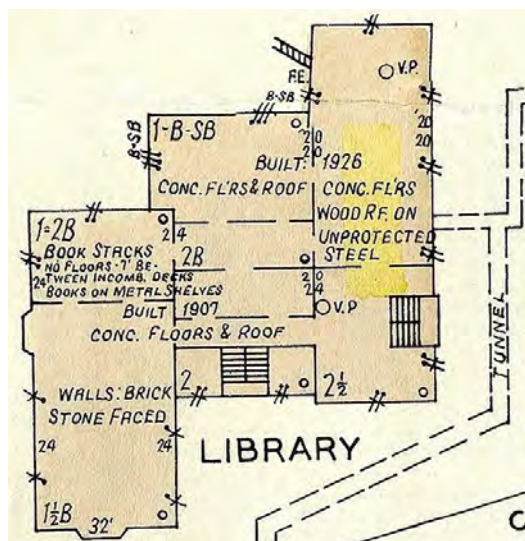
The IU Auditorium was the key element, but not the only element, of President Herman Wells's vision of a fine arts plaza at the terminus of an extended Seventh Street. This map is a 1939 plan for the Fine Arts Group drawn by the New York architectural firm of Eggers & Higgins. This plan marked the beginning of a 30-year association between Indiana University and Eggers & Higgins, who went on to design all the major buildings on campus in the 1940s, '50s, and '60s, from the Auditorium to the current Assembly Hall. The detail here includes nearly all of the firm's Fine Arts Group plan map. The three main buildings were eventually built: the Auditorium (1941), Woodburn Hall (1940), and the Fine Arts Building (1962). The center square became the site of Showalter Fountain (1962). The major deviation from this design was the abandonment of plans for an Open Air Theater on the south side of the plaza in favor of the Lilly Library, IU's rare books and manuscripts library, completed in 1960. This architectural plan is held by IU Archives; a legible scan is accessible online.



[Indiana University Archives, Photograph Collection](#)

Indiana University, by the Indiana Inspection Bureau. Bloomington: Indiana Inspection Bureau, Bloomington Division, Report No. 532, October 1940.

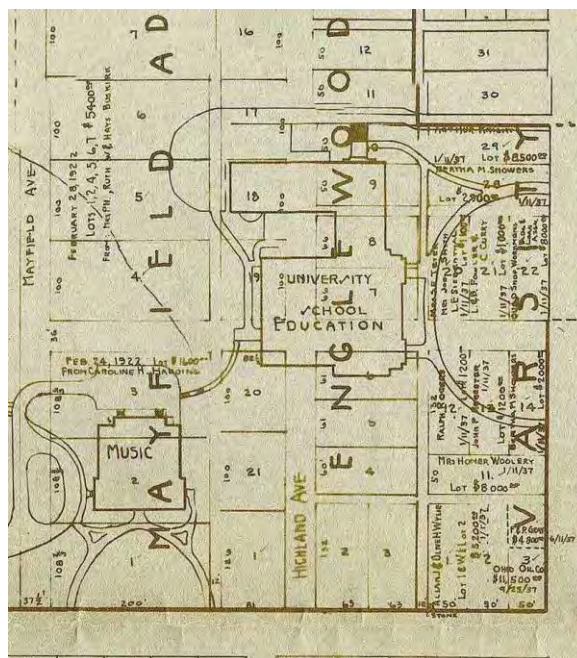
This is a fire insurance map of the IU campus created by the Indiana Inspection Bureau, a state-level insurance underwriters' organization. It is similar to a Sanborn map. Indeed, it uses some of the same codes, including similar symbols and color to indicate construction materials. An added feature of this map is that it notes what departments and offices were located in which buildings. The detail here shows a single building, the Library, at the corner of Kirkwood and Indiana avenues. That building, later named Franklin Hall, was opened in 1907; the east wing was added in 1926. The tan color indicates stone construction; yellow indicates wooden roof decking on steel rafters. These were "unprotected steel." Newer buildings, such as the Auditorium, used steel coated with gypsum, which was more fire resistant. Franklin Hall was damaged by fire in 1969. It was renovated and then used for many years for student services. In 2014 the building was renovated yet again and is now home to the IU Media School. The IU Archives holds this map; an illegible scan is posted online.



[Indiana University Archives, Photograph Collection](#)

Indiana University, Bloomington, Indiana, Property Map. Bloomington: Indiana University, c.1942.

This is a splendid property map of the IU campus at the dawn of the 1940s. It is a genuine plat map, showing all of the property parcels, subdivisions, and individual lots that were gradually acquired by the university, dating from the original 20-acre purchase of Dunn's Woods in 1883 to the purchase of a 3.5-acre parcel on Tenth Street just east of Jordan in 1939. IU buildings are overlaid on the original plat surveys. The map also lists former owners of properties, dates of purchase, and purchase prices. In the 20th century, IU made some good deals buying land on the northeast edge of campus but paid dearly for lots in the University Courts subdivision, north of Dunn Meadow. The detail here shows the southeast corner of campus at Third Street and Jordan Avenue. The property subdivisions there were named Mayfield, Englewood, and Varsity, with residential lots platted and plans to extend Highland and Mayfield avenues north of Third. In the 1920s, IU bought all of Mayfield and Englewood for the Music Building (1936) and University School (1938). In the late 1930s, IU finished the job on this corner of campus with the purchase of the lots fronting on Jordan. By then, that corner was very valuable property. The map reveals that in 1937 IU paid the Ohio Oil Company \$11,500 for a tiny gas station lot at the intersection of Third and Jordan. The IU Archives holds this map; an illegible scan is posted online. A high-resolution digital file can be ordered.



[Indiana University Archives, Photograph Collection](#)

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Note: This index includes relevant references that appear in the map citations, in the publication details, and in the annotations, but not on the maps themselves. Nearly every map includes scores of references to rivers and creeks, towns and villages, roads and railroads, and many other physical, political, and cultural features. Also, because they are ubiquitous, general references to the state of Indiana, to Monroe County, and to Bloomington are excluded as well.

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