

Silver Hills

Roads To Silver Hills

Silver Hills' Roads

The roads that lead to the top of the Hill
Are worthy of a mightier pen than mine.
From dust and noise, you attain, by them,
Quiet, and chance to think;
Along with scenery lovelier than any mere scenery
Has a right to be.
At every turn of the road-
Be it Market Street, Main Street or Cherry Street Road-
Finer than the one just before.
Be it river view, hill view or valley view
It rests your eyes and gladdens your soul.
Rough roads, smooth roads,
Sunbaked or well iced,
They partake of the fascination that is Silver Hills.
Green draped, in Spring;
In Autumn, along Maple Lane, shaded by trees
More vivid than any color yet conceived, by man!
In Winter, bordered by a breath-taking
Fairyland Forest;
At all time, colorfull lanes that lead
To the top of the world, in Indiana.
So to all the "hill-billies"
Of good old "Toonerville Trolley Days,"
Any road that leads to Silver Hills
Is for us, the road that leads to home.

*Alpha Starr Poutch
Silver Hills Anthology*

Alpha Starr Poutch lived on Highland Avenue most all of her life. In 1955 she published a lovely collection of poems she had written over the years about her life on Silver Hills.

"Herein are my imaginings. I have painted word pictures of well-loved people on Silver Hills classifying them as they appeared to me as Oil Paintings, Drawings in Pastel, Pen and Ink Sketches, etc.

Herein also are sketches of some of my neighbors, grouped according to some characteristic that to me is outstanding. A few in this collection are portraits of one person. You may choose the medium of expression for yourself.

This Anthology is a kaleidoscopic view of my life on Silver Hills. These are real people, places and events. I give you leave to paint my portrait as you see me, just as I have pictured you and you and you."

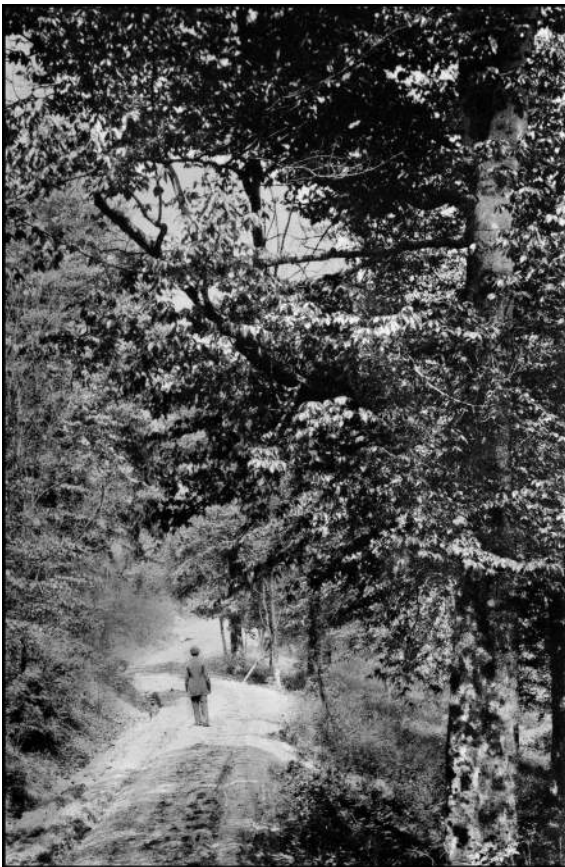
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to Vincennes, Indiana. It was macadamized and made into a toll road. ***“The section over the Knobs alone is said to have cost \$100,000.”*** The new road officially opened in 1832. Money was appropriated for the construction of two bridges over Falling Run Creek. A stone bridge was built over the Creek on Main Street and a second bridge was built where Boiling Springs Road crossed Falling Run Creek northwest of West 8th Street. The Boiling Springs Road connected to West 8th and Lower Spring Streets (see figure 1). By 1906 the section of Boiling Springs Road into the City had been mostly abandoned and the road was officially closed. The stones for the bridge support on one side of Creek are still in place. Cherry Street is shown on the map but Cherry Street Hill to Silver Hills has been omitted, probably because Silver Hills was located in the county.

Cherry Street Hill Road

ca. 1845



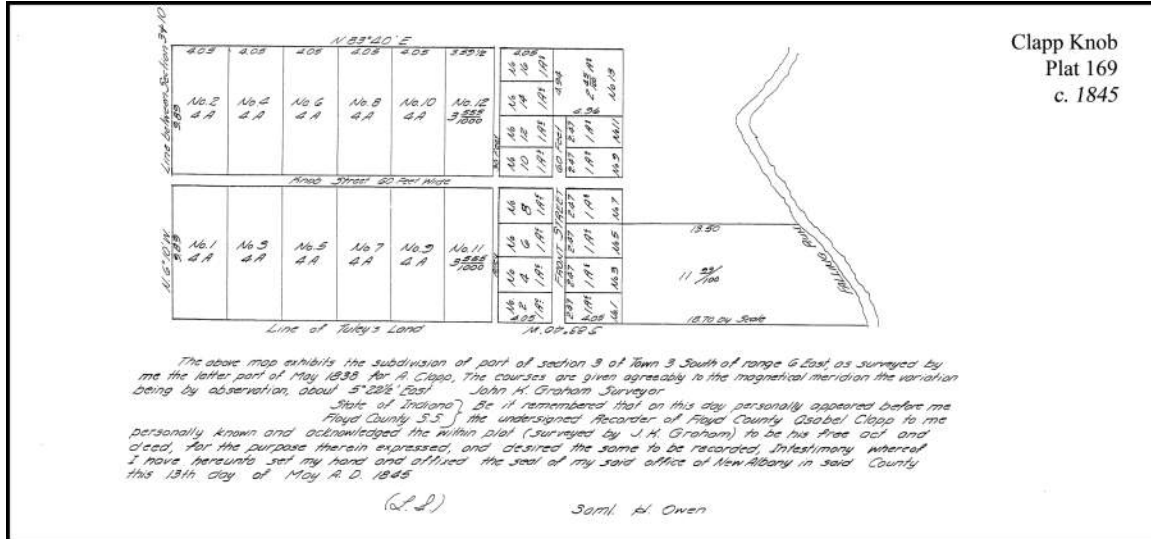
Road to Silver Hills
Date Unknown

Photo Courtesy
New Albany Public Library

Cherry Street Hill Road was the first road constructed to the “Knob”. Dr. Asahel Clapp, “pioneer doctor” in New Albany began buying property on the Knob in 1822. In 1845 Dr. Clapp enters into record Clapp Plat #169. (See Figure 2) A few written accounts suggest Asahel Clapp built the road to the Knob sometime in the 1850’s but there is no documented date to support this. The plat was entered into record in 1845, which strongly suggests he built Cherry Street Hill Road around this time or shortly after. Clapp Knob Plat was the first plat established on Silver Hills. It covered a large section of land from the Tuley property to Cherry Street Hill. Dr. Clapp established Knob Avenue and Front Street, now Spring Street Hill Road. Boiling Spring Road laid at the foot of the Knob extending west from the bottom of Cherry Street Hill Road. Dr. Clapp anticipated a big real estate boom, and so the city of New Albany extended Cherry Street Hill Road to State Street. This made the Knob accessible from State Street or Lower West 8th and Spring Streets.

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(Figure 2)

Plat Courtesy Floyd County Surveyor's Office

A map of Jefferson County, Kentucky was published in 1858, showing the names of property holders, division lines of farms, position of houses, churches, school houses, roads, water-courses, and the topographical features of the county, distinctly exhibiting the country around the Falls of the Ohio, including New Albany and Jeffersonville, Ind., plotted from original surveys made for the purpose, by G.T. Bergmann, surveyor, Louisville, Kentucky. This is the only map in existence that clearly documents Cherry Street Hill Road up to the Knob ca. 1858. What is really interesting to note, it also documents what is Adams Street today and, an extended road from the west end of Adams Street running through the woods down to the New Albany, Lanesville & Corydon Plank Road behind where the Silver Heights Camp Ground is located today. (See Figure 3) Look closely and you will see Boiling Springs Road where it intersects with Cherry Street Hill Road, then follow Cherry Street Hill Road up the Knob to where it turns 45 degrees to the right. This is Adams Street today. The road continues at the west end of Adams Street extending to Corydon Plank Road. The New Albany, Lanesville & Corydon Plank Road is a toll road. The tollbooth was located at the foot of what is Camp Avenue Hill today. It appears one could by-pass the toll both by way of Cherry Street Hill Road across the Knob to the Corydon Plank Road.

Samuel J. Elsby moved his family from English, Indiana to Silver Hills in 1918. He took it upon himself to have the condition of Cherry Street Hill Road improved. The Alpha Club sent Mr. Elsby a letter of appreciation.

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Map of Jefferson County, KY Including
New Albany and Jeffersonville, Ind. ca. 1853

(Figure 3)

Courtesy Zenreographics
Louisville, KY

Presently, Old Vincennes Road ends at the foot of Cherry Street Hill. Boiling Spring Road into the city no longer exists. If you look beyond Old Vincennes Road at the foot of Cherry Street Hill you can visualize the Boiling Spring Road continuing into the City. Remnants of the old road are still visible in the woods down by Falling Run Creek. From about 1845 to 1867 Cherry Street Hill Road was the only road to the “Knob”.

Tuley Avenue (Main Street Hill Road) & The Private Road of Josiah Gwin

c. 1867

“Mr. Josiah Gwin has at considerable expense constructed a private carriageway to his

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residence on the knob. The Tuleys have also built a convenient carriageway up the knob owned by them. With Cherry Street road and the private roads of Messrs. Tuley and Gwin the difficulties of getting vehicles on the knob has been overcome.” (New Albany Daily Ledger May 20, 1867)



Date Unknown

(Figure 4)

Post Card Picture
Silver Hills Historical Society Collection

Tuley Avenue (figure 4) begins at the foot of Main Street where Main Street becomes the road to Corydon. The Corydon Pike Road, a toll road, was established in 1823. The toll Booth on Corydon Pike Road was located at the foot of what is now Camp Avenue Hill. Tuley Avenue was often referred to as Tuley’s Carriageway. George Tuley, William Tuley, Benjamin Tuley and Seth Tuley all built homes on what became known as “Highland Farm”. The bluff overlooking the city of New Albany and the Ohio River Valley below was given the name, “Clifton Heights”. In 1881 an article appeared in the New Albany Daily Ledger-Standard about the Road Up the Knob - ***“Gentlemen who reside on the knobs say the private road leading up the hill from Main Street has been frequently posted-the public being warned not to use it, but the notices are torn down as often as put up. Mr. George Tuley does not object, it is said, to the use of his private road, but he does object, and properly, to people tearing down his fences and exposing the crops to the ravages of stock. Mr. Tuley does not forbid anyone, but has compelled a number to put up the fences they have torn down. His place has been hunted over***

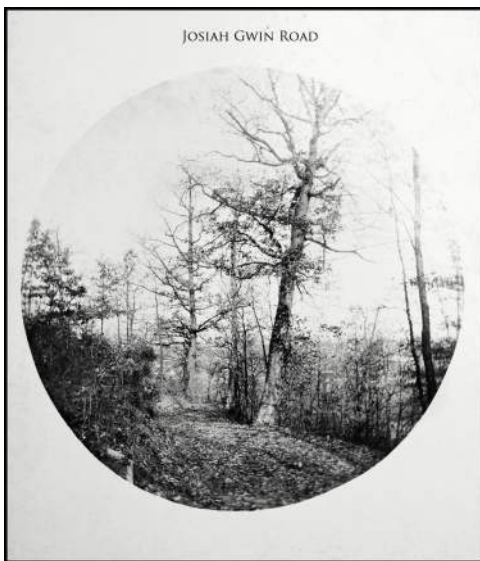
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Roads To Silver Hills



(Figure 6)

*GSI 39 North
Map of Floyd County*



JOSIAH GWIN ROAD



JOSIAH GWIN ROAD

FIFTH CURVE

*Photographs Courtesy
New Albany-Floyd County Library*

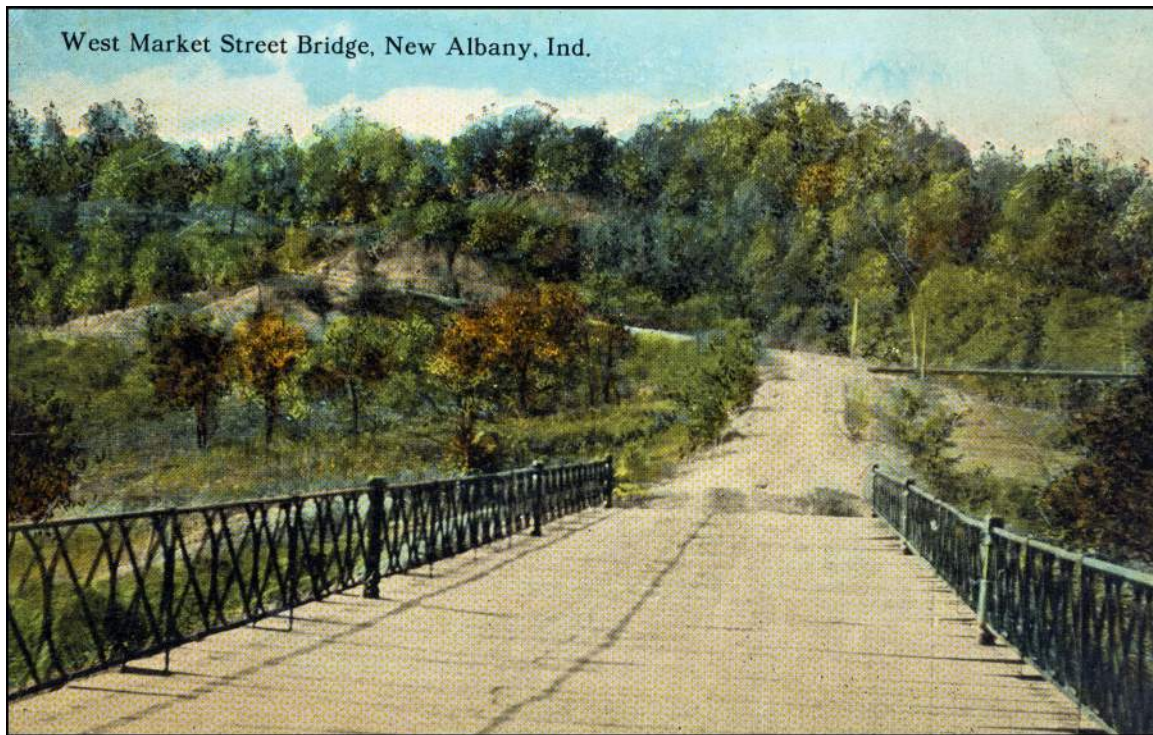
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“Market Street Hill Road & Iron Bridge

c. 1870

Market Street Hill Road is Spring Street Hill Road as we know it today. “*A first class carriage road*” was built by George W. Morrison and John B. Winstandley and completed by 1870. At considerable expense, it was by far the most aggressive undertaking of all the roads to the Knob. The road required a bridge to be built across Falling Run Creek. From Lower Market Street at 9th Street the road was constructed “*to a point west of the residence of Mr. Morrison.*” Mr. Winstandley owned the property where the Water Works was built in 1875. The road was called Water Works Road after the reservoirs began operation in 1886. The name Market Street Hill Road was actually coined by the residents of Silver Hills. Survey maps identify Clifton Avenue as the official name. Market Street Hill Road connected to Front Street at the top of the hill.



West Market Street Bridge & Road
Date Unknown

Post Card Picture
Silver Hills Historical Society Collection

Silver Hills

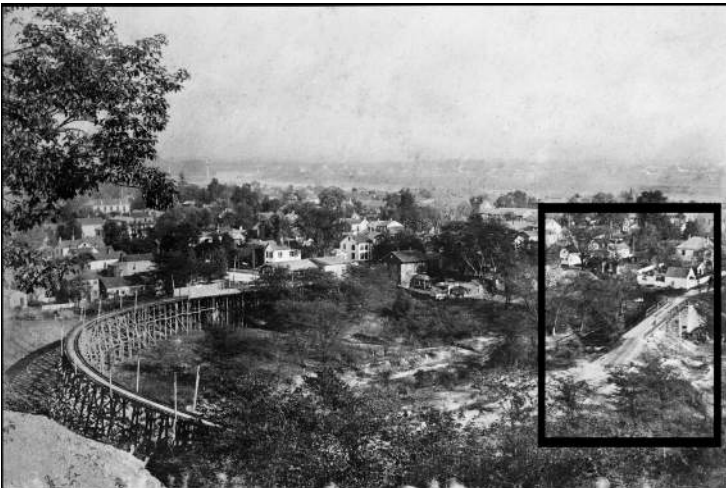
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Front Street extended to Knob Avenue. The iron bridge was closed after the 1937 flood. The center support column is constructed of cut stone placed on top of one another beginning with a wide base and tapering at the top, much like a pyramid. Concrete mortar was not used to bind the stones. The column is still standing in the creek today. It can easily be seen from Spring Street Hill Road in the winter months. The old road leading from where the bridge crossed Falling Run Creek is still intact. Benches were placed along the road for those walking to sit and rest. Market Street Hill Road became the most popular road to the Knob because it connected directly to the city streets at West Market and 9th Streets.



*Bunny Hammer
Market Street Hill Rd c. 1927*

*Photo Courtesy
Helen Hammer & Family*



ca. 1893

*Post Card Picture Courtesy
David Barksdale*

The picture to the left is a spectacular view of the Highland Railway depot and long trestle. It is also a wonderful image of the iron bridge crossing Falling run Creek and the Market Street Hill Road leading to Silver Hills built by Mr. Morrison and Mr. Winstandley c. 1870.

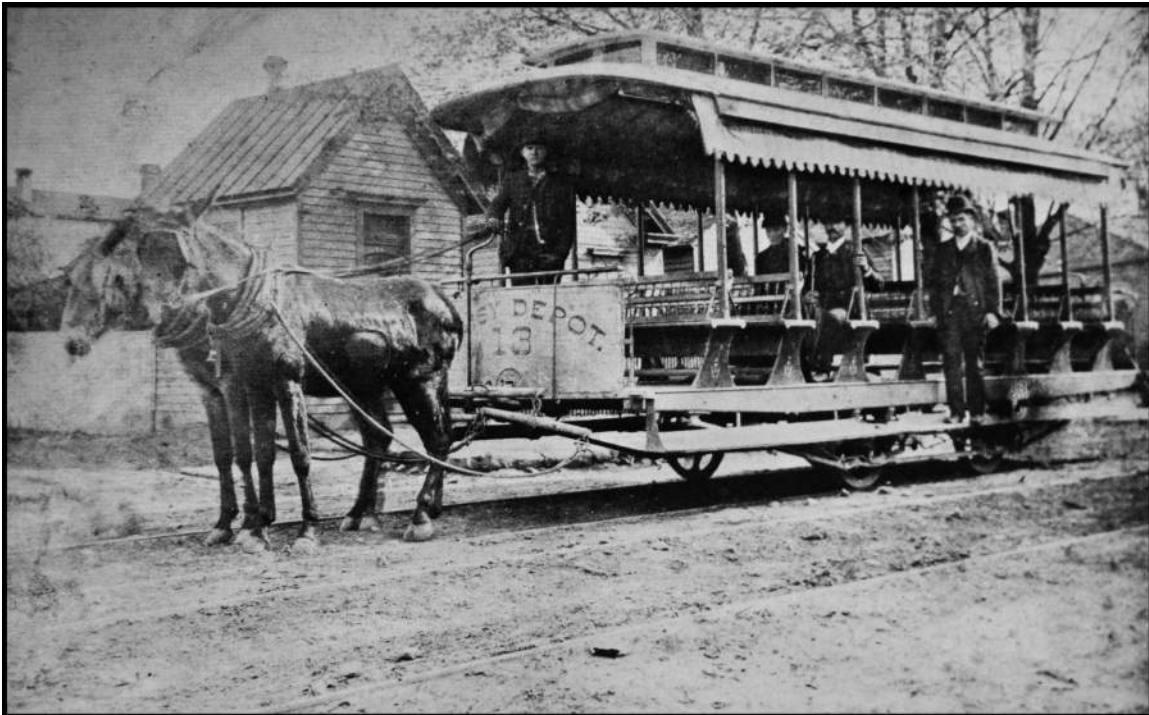
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Camp Avenue Hill

c. 1888

James Harvey Conner, brother to Jefferson Summerville Conner, founded the Silver Heights Camp Ground in 1888. The first meeting was held July 26 through August 5th the same year. Camp Ave or Camp Ground Road was built before the first Camp meeting opened on July 26 1888. On July 19, 1888, the Courier-Journal published an article in the newspaper about the coming event. The article describes four roads to the Knob leading to the Silver Heights Campground, ***“There are four roads leading to the grounds from New Albany. The one which will be used by the excursion wagons running in connection with the street cars (see picture below) turns north to the camp from the Corydon Pike at the first toll gate.”*** ***“The next is the Tuley road as the foot of West Main Street. The water works road for pedestrians, at the end of West Market Street, is very direct. The Cherry-street road is a splendid drive leading to the Heights from the west end of Cherry Street.”*** (Corydon Pike to Georgetown was a toll road. The tollgate was located on Corydon Pike at the bottom of Camp Avenue Hill Road across the street.)



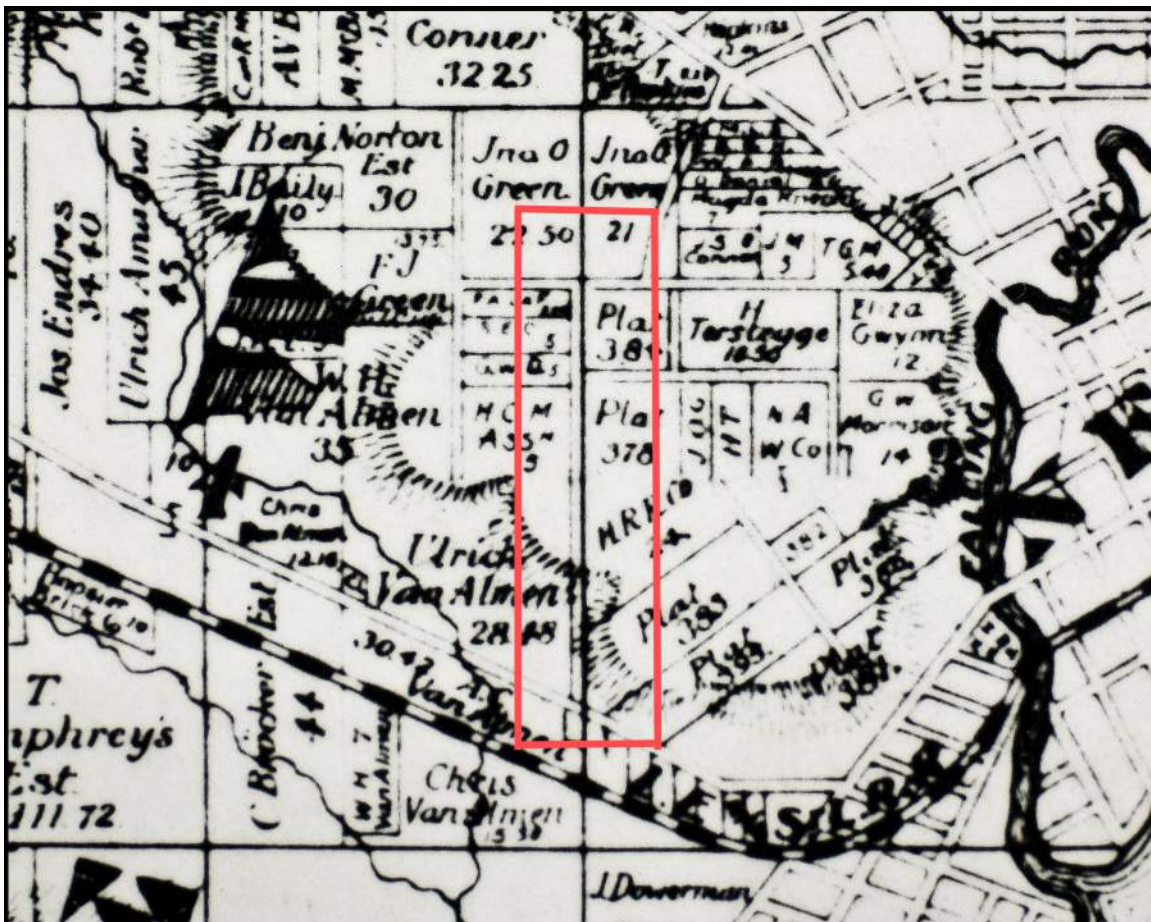
New Albany Street Railway

*Courtesy New Albany-Floyd
County Public Library*

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The second annual Religious Meeting opened August 29, 1889. The Courier-Journal ran an article on the same date and again described the roads to the campgrounds. “Access to the grounds is had by means of several good roads, one from the foot of Market street, New Albany, one from Cherry street and another by an excellent road recently constructed from the Corydon pike directly to the grounds. In order to render the visitors to the grounds more comfortable, the Camp-meeting Association has provided for the sprinkling of the road down the hill and along the Corydon pike to Tenth street, in New Albany, where the line of elegant excursion wagons makes connections with the New Albany Street Railway System, and through the popular Daisy Line, with the system of Louisville. The drive from the connection with the streetcar line at West Tenth Street, New Albany, to the camp ground on the hill, is one of surpassing loveliness, affording as it does, magnificent views of hill, river and valley.” (Note, horses still pulled the New Albany Street Railway System streetcars. The Daisy Line is a steam-powered train connecting to Louisville by way of the K & I Bridge.) The map of New Albany ca. 1889 clearly depicts the road to the campground from Corydon Pike.



Map of New Albany
c. 1889

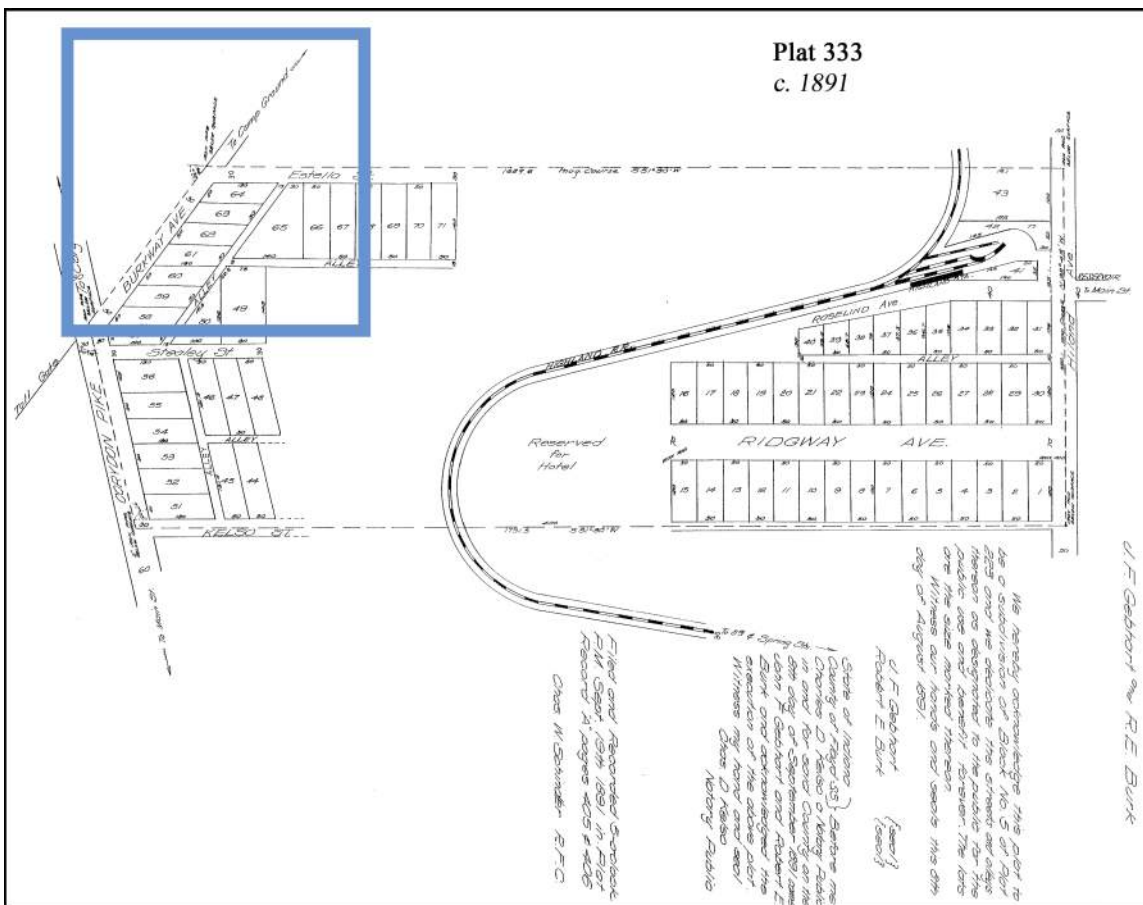
(Figure 5)

Courtesy of The New
Albany-Floyd County Public Library

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In 1891 John F. Gebhart and Robert E. Burk entered plat 333 into record (see figure 6). The plat extends down to Corydon Pike Road where lots are divided along Corydon Pike and Burkway Avenue. Burkway Avenue is the road “*To Camp Grounds*”. Burkway Avenue was most likely named for Robert E. Burk.



Plat 333
c. 1891

(Figure 6)

Plat Map Courtesy New
Albany Floyd-County Public Library

The New Albany Highland Railway electric car line built in 1891 was by far the most innovative means to transport residents and visitors to the summit of Silver Hills. It was a road on rails with panoramic views of the Ohio River Valley and tranquil rides through the woods. The “*Scenic Railway*”, “*It is an inspiration. Nothing can excel it for beauty and grandeur.*”