

Industrial heritage



Architectural rendering courtesy of Veazey Parrott Durkin & Shoulders

Greenway to sport part of Orr building

By **BYRON ROHRIG**

Courier & Press staff writer

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- Middle Levee Corridor
Completed
1.6 miles
- West Levee Corridor
Construction funded
3.2 miles
- Downtown Riverfront Corridor
Completed
1.1 miles



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Greenway to sport part of Orr building

By **BYRON ROHRIG** Courier & Press staff writer 464-7426 or blrohrig@evansville.net

October 18, 2005

A portion of Evansville's industrial heritage will be preserved in an "interpretive center" at the old General Waste property near the Lloyd Expressway-Fulton Avenue junction.

The center is being designed as "remediation" for the demolition of the historical Orr Iron Co. building. The landmark, on the National Register of Historic Places, is scheduled to be torn down in the next several years as part of a revamping of the western half of the Lloyd, from Fulton Avenue to the University of Southern Indiana interchange.

The parklike industrial commemorative area will be along the Pigeon Creek Greenway Passage, but will be built later in a project separate from the

\$2.22 million extension of the passage from Casino Aztar to West Franklin Street. Bid letting for the Greenway extension is scheduled this morning at Indiana Department of Transportation headquarters in Indianapolis.



"I think this is a major attraction the Greenway will be able to offer," said Glenn Boberg, principal park planner with city Parks and Recreation. A \$431,000 project to be funded by the Transportation Department, it is planned to include the main entryway of the Orr Iron building.

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An arrangement of kiosks at the site will incorporate replicas of pillars in the Orr structure, holding up roofs of copper that will replicate sections of the vats once used at the old Sterling Brewery, which was razed. The remediation project will include photographing and otherwise documenting the Orr building, a business tracing its roots to 1835 through forebears of the late Indiana Gov. Robert D. Orr. Signs along the Greenway will recount key chapters in the city's industrial history.

Also as part of the remediation, the Transportation Department has agreed to pay for ground-penetrating radar to search the area around the old turnaround basin of the Wabash and Erie Canal along West Indiana Street. Evansville was the terminus of the ill-fated canal, completed here in 1836. When the canal failed because the railroads rendered it obsolete, the basin was filled in. "We want to see if there are some artifacts there," Boberg said.

Construction on the Aztar-to-Franklin Street leg of the Greenway Passage should begin this fall. Boberg said he looks for it to be completed a year from now, linking Downtown with the West Side business district. "People should be able to go from Downtown to next year's West side Fall Festival via the Greenway," he said. Dates for demolition of the Orr building and constructing the interpretive center have not been set.

According to Boberg, another grant through the state transportation agency will be sought in January to extend the Greenway from Franklin Street to Lamasco Park.