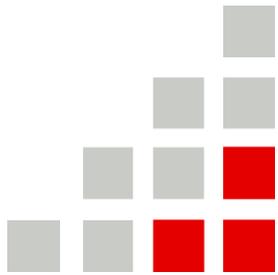


MAY 4, 2016



A CONTEXT OF THE RAILROAD INDUSTRY IN CLARK COUNTY AND STATEWIDE KENTUCKY

CLARK COUNTY, KENTUCKY

TECHNICAL REPORT 15028



SUBMITTED TO:

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KENTUCKY**

OSA Project No. FY15-8453
KHC Project No. FY16-2211

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ABSTRACT

From April 2015 through April 2016 Corn Island Archaeology LLC researched and prepared a historic context for railroad and rail-related buildings, structures, objects, and archaeological resources in Kentucky with a particular focus on the City of Winchester and Clark County. Specifically, Corn Island prepared an inventory of known (recorded) railroad-related cultural resources within the proposed undertaking; assessed the potential for unrecorded railroad-related resources to be present in Clark County; and developed a historical context to allow informed interpretation of these resources as well as those that may be recorded in the future. The project was requested by the City of Winchester to address required mitigation by the Kentucky Transportation Cabinet (KYTC) in response to impacts that occurred to the archaeological remains (site 15CK565) of the Union Depot located in the city of Winchester. The depot was demolished in 1985. The buried archaeological remains (site 15CK565) were impacted during improvements to Depot Street by the City.

The first step to understanding the railroad-related resources in both Clark County and the broader context of Kentucky was to review data provided by the KHC using key terms associated with the railroad industry and compare with the actual site forms. Approximately 1,100 resources were listed on the spreadsheet generated during the site file check, and 382 of these resources are definitely railroad-related and another 42 are possibly rail-related. The remaining 690 resources may or may not be associated with the railroads, and needs to be reviewed to create a complete listing of previously documented resources. A list of the approximately 424 resources known to be railroad-related resources was then examined.

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1

INTRODUCTION

From April 2015 through April 2016, Corn Island Archaeology LLC researched and prepared a historic context for railroad and rail-related buildings, structures, objects, and archaeological resources in Kentucky with a particular focus on the City of Winchester and Clark County (**Figure 1**). Specifically, Corn Island prepared an inventory of known (recorded) railroad-related cultural resources within the proposed undertaking; assessed the potential for unrecorded railroad-related resources to be present in Clark County; and developed a historical context to allow informed interpretation of these resources as well as those that may be recorded in the future. The project was requested by the City of Winchester to address required mitigation by the Kentucky Transportation Cabinet (KYTC) in response to impacts that occurred to the archaeological remains (site 15CK565) of the Union Depot located in the city of Winchester (**Figure 2**). To the dismay of many residents of Winchester, the depot (**Figure 3**, **Figure 4**, and **Figure 5**) was demolished by CSX Railroad in 1985. **Figure 6** and **Figure 7** depict the footprints of the depot and associated railroad builds, including the freight depot, on historic Sanborn Fire Insurance mapping. Many of these buildings have also been demolished. As discussed elsewhere in this report, the buried archaeological remains (site 15CK565) of the depot were impacted during improvements to Depot Street by the City. Current views of renovated Depot Street, including an installed historic memorial, are depicted in **Figure 8** and **Figure 9**.



Figure 1. Clark County, KY

COMPLIANCE REQUIREMENTS

This project was requested by the KYTC to satisfy compliance with Section 106 of the National Historic Preservation Act (NHPA) of 1966 as amended. Section 106 requires that federal agencies or federally funded projects take into consideration the direct and indirect effects of planned undertakings on historic properties listed or eligible for listing in the National Register of Historic Places (NRHP) prior to the issuance of a federal permit or license or the expenditure of any funds for construction. This context was prepared with consideration of specifications for field investigations and for NRHP assessment as set forth in the Secretary of the Interior's *Standards and Guidelines for Archaeology and Historic Preservation* (U.S. Department of the Interior 1983). The lead federal agency is the Federal Highways Administration (FHWA).

The project staff meets the requirements for professional historians and archaeologists as detailed in the Secretary of the Interior standards. The Principal Investigator is a Registered Professional Archaeologist (RPA) and abides by the code of ethics of this organization.

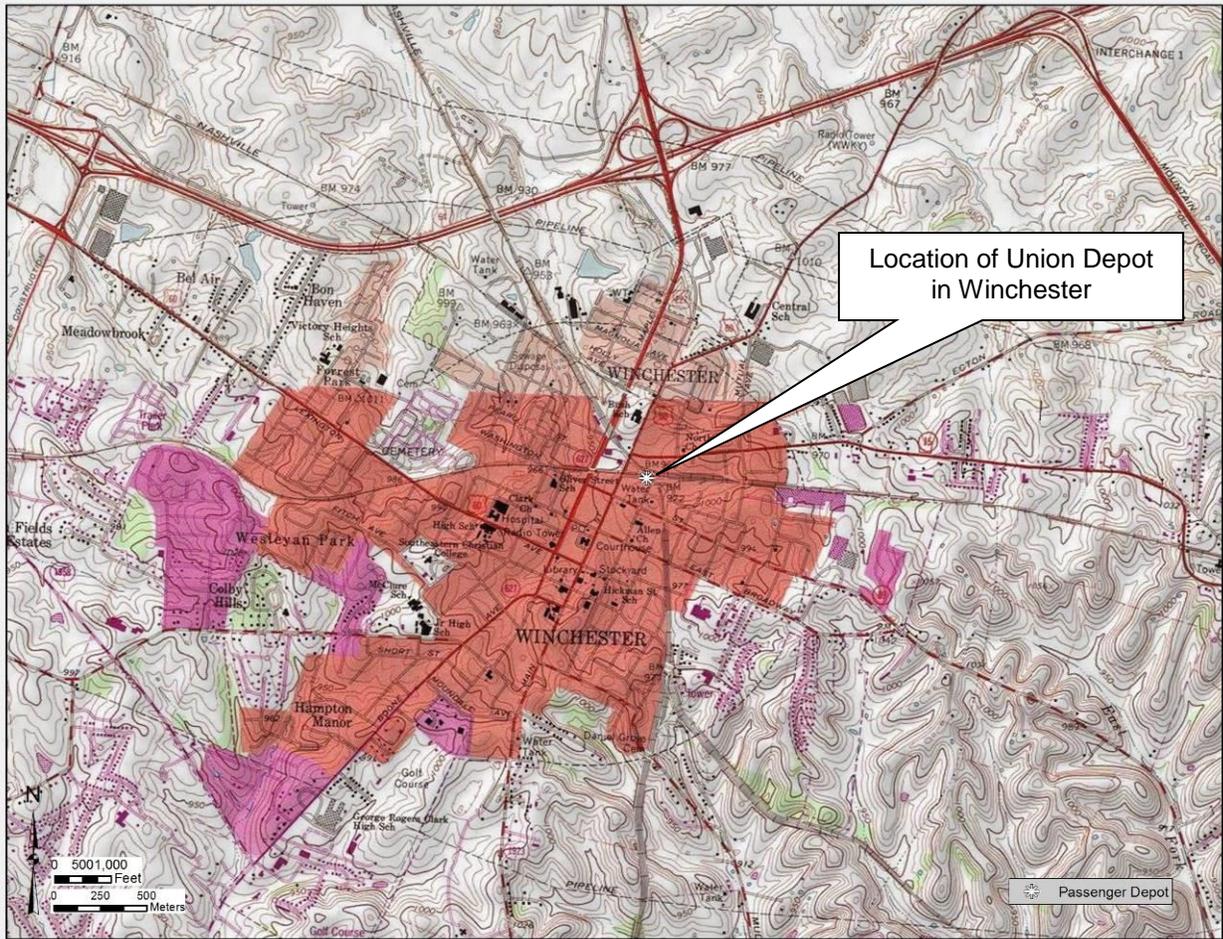


Figure 2. Location of former Union Depot in Winchester.



Figure 3. Historic photograph of Union Depot, front.



Figure 4. Historic photograph of Union Depot, rear.



Figure 5. Trackside view of Union Depot.

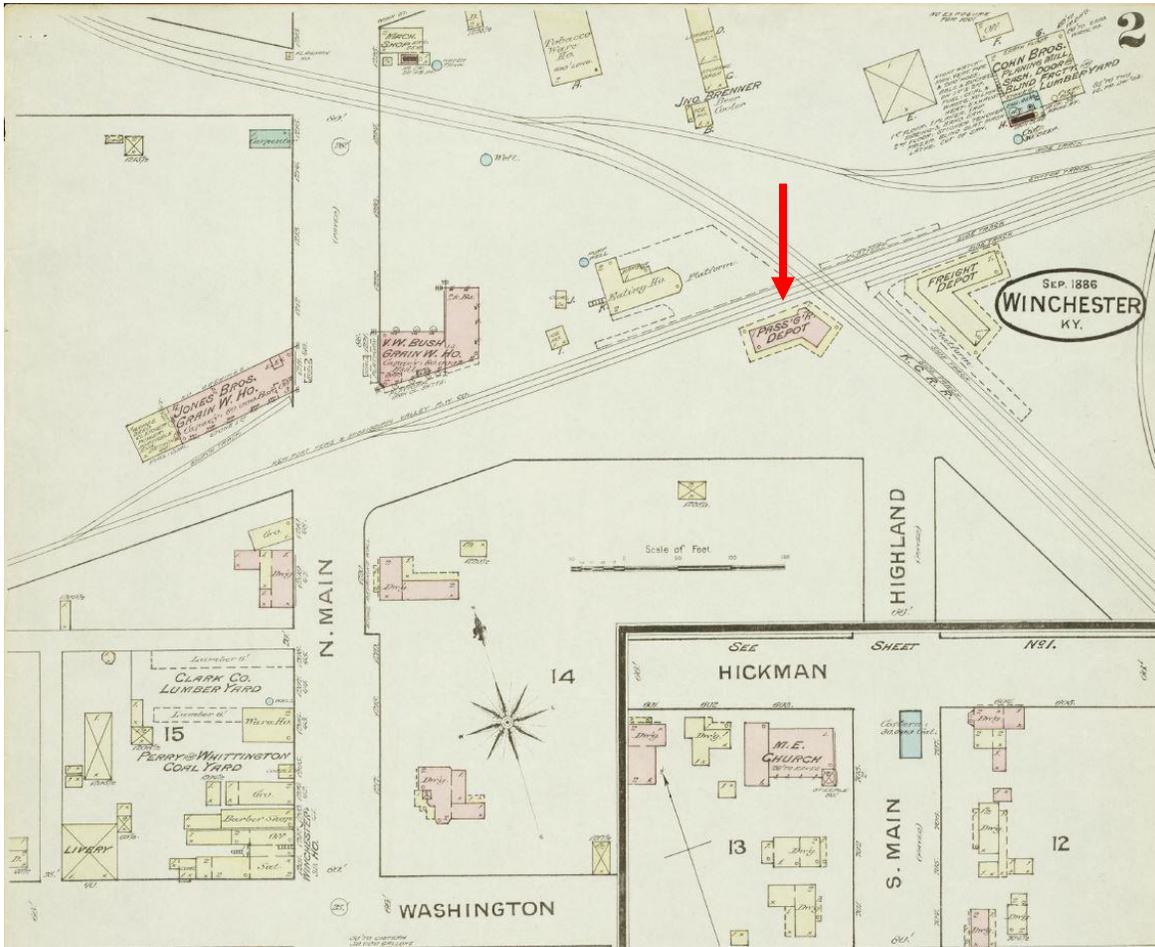


Figure 6. Segment of Sanborn 1886 insurance map, showing original footprint of passenger depot and assorted buildings and businesses connected to the railroad.



Figure 7. Sanborn 1907 Insurance map showing C70 and L&N passenger depot.



Figure 8. View of Depot Street after improvements.



Figure 9. Historical plaque installed at Depot Street.

PROJECT STATEMENT OF WORK

Corn Island assisted the City of Winchester as required by the KYTC by researching railroad-related historic and archeological resources within the state and specifically Clark County, assessing the potential for undiscovered archaeological remains to be present, and preparing a historic context of the railroad industry statewide and Clark County, Kentucky. The project entailed the following tasks:

- Perform a site-check at the Kentucky Heritage Council (KHC)/State Historic Preservation Office (KHC/SHPO) and gather survey data from NRHP Nominations, Kentucky Historic Resource Inventory forms, survey projects, and any relevant associated survey reports or cultural resource management reports
- Conduct a site check at the Office of State Archaeology (OSA) and gather information related to railroads and rail-related archaeological resources
- Conduct archival research at local, regional, and statewide facilities
- Based upon the information gathered, develop a historic context report that briefly outlines statewide trends in railroad development
- Develop a more detailed historic context for the railroad industry in Clark County
- Define specific property types for cultural historic resources and archaeological resources in Winchester/Clark County
- Provide an approximation of the range and number of property types likely to be encountered in the Winchester/Clark County, based upon data from the OSA and KHC/SHPO and historic research

FINDINGS

This project highlights the extremely rich and diverse resources related to the railroad industry across the state. However, it also illustrates that the current state archaeological database does not adequately capture the association between archaeological remains and railroad sites, or even sites related to the theme of Transportation. Only 33 railroad-related archaeological sites across the state were identified during a search of the OSA database; many others are known to exist but are not coded in such a manner as to facilitate their recognition in the database. The majority of the recorded archaeological sites occur in eastern Kentucky; these sites are primarily connected to the mining industry.

The project also demonstrated that while much of the railroad resources of Clark County have been destroyed, there are still extant resources there. These resources, some of which are depicted and mapped in this report, should be officially recorded and documented. A county-wide survey of Clark County would be beneficial at this point before any further destruction of resources occurs.

PROJECT STAFFING

Mathia N. Scherer, MA served as the Principal Investigator for the project. She was assisted by Kathryn J. McGrath, MA, RPA. Dr. Timothy D. Sullivan (PhD) researched the archaeological resources, assisted by Ms. Michelle Massey, BA and Ms. Sara Deurell, BA. Anne Tobbe Bader also contributed to the archaeological portion of the report and conducted site visits to local museums. Report graphics and mapping were prepared by Dr. Sullivan.

2

ENVIRONMENTAL CONTEXT

The study of prehistoric and historic cultures should extend beyond the review of the physical material remains of a society and seek an understanding of the ways in which that society interacted with its environment. Throughout time, the natural landscape has influenced human use, and was in turn affected by that use. This interrelationship is reflected in both the natural and cultural (standing structures, cemeteries, and archaeological sites) resources of the area.

The cultural landscape approach provides a framework for understanding the entire landuse history of an area. It is the foundation for establishing a broader context for evaluating the significance of cultural resources, because the significance of any given cultural resource is not determined in isolation. Rather, it is achieved by examining the entire context of the landscape and interrelationships among its constituent components. These patterns can then provide for more efficient management of cultural resources by better predicting where such resources are likely to occur.

The physical environment is one of many factors that influenced the cultural development of an area. An awareness of the natural setting and available resources of an area allows informed interpretations of cultural issues such as settlement patterns and sedentism, as well as resource utilization and exploitation. The following environmental context provides data on regional ecological patterns such as floral distributions and communities, regional geomorphology, soils, and hydrology. The discussion is aimed at identifying those aspects of the natural environment that may have influenced the cultural development of the study area.

Transportation routes define cultural views of movement over the landscape. The routes of the earliest tracks to those of modern super highways are dependent on a number of factors that change over time. Cultural as well as environmental factors determine the development of road systems. Environmental influences tend to dominate the development of the earliest transportation systems and considerations include access to exploitable resources, natural barriers, and the reuse of animal traces. Cultural influences include religion, the economy, legal boundaries, trade, and political power. These tend to become more important as the culture becomes more complex.

Kentucky has been classified into six broad physiographic regions (**Figure 10**) that characterize the diversity of environment settings within the state. To some extent, the development of the railroads owes their development to the resources that lie within these diverse environmental settings. This is especially true when it comes to eastern Kentucky and coal. In 2012, Kentucky was the third highest coal-producing state and produced 9 percent of the nation's coal (Kentucky Coal Facts 2013). It was behind Wyoming, which produced more than twice as much coal as the second highest state, West Virginia (40 percent and 12 percent, respectively). Kentucky's coal production has been on a steady decline since 1990, the year of highest production, when 179.4 million tons of coal was produced. In 2012, production declined 16 percent. Markets for coal have changed based on economics and environmental regulations. Western Kentucky coal has been predominantly used within the state, but has changed due to these factors. In contrast, Eastern Kentucky coal ships predominantly to the Southeast.

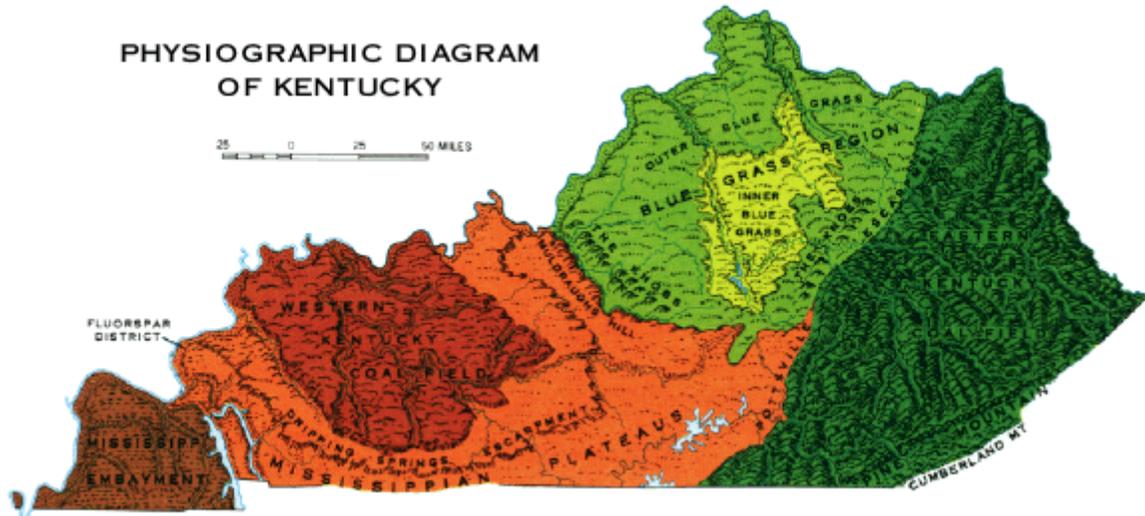


Figure 10. Physiographic regions of Kentucky (University of Kentucky 2013).

Jackson Purchase or Mississippi Embayment Physiographic Region

Located in the extreme western end of the state, this region is vastly different from any other in the state and is composed of part of the unconsolidated Mississippi Embayment. According to Fenneman (1938), the region consists of the Coastal Plain and is predominantly an extension of the East Gulf Coastal Plain but also includes the Mississippi Alluvial Plain along its western border. More specific divisions have been defined for this region: Big Bottoms, Second Bottoms, Cane Hills, Barrens, Oak and Hickory Hills, Flatwoods, and Breaks of the Tennessee (Davis 1923, in University of Kentucky 2016); and Between the Rivers (University of Kentucky 2016). Geology is predominantly mapped as Cretaceous and Tertiary unconsolidated sediments including the Tuscaloosa Formation, Clayton and McNairy Formations, Porters Creek Clay, Wilcox Formation, and the Jackson and Claiborne formation (Olive and McDowell 2001; University of Kentucky 2016). It features the lowest elevation of the state, which is 260 feet above mean sea level where the Mississippi River flows past Fulton County. Relief is low, being predominantly 50 feet or less (University of Kentucky 2016), which presents an advantageous feature for transportation routes. Stream gradients are also low (Newell 2015).

This region's hydrology is controlled through the Ohio, the Mississippi, and the Tennessee rivers (University of Kentucky 2016). Seismic activity has been linked to the underlying New Madrid fault and endured its most upheaval during the earthquake of 1811-1812, which created Reelfoot Lake.

With regard to forest types, the area has been mapped as the Mississippi Embayment Section of the Western Mesophytic Forest Region (Braun 1950). The Western Mesophytic Forest Region extends throughout Kentucky with the exception of an extension along the state's eastern border of the Cumberland Mountain section of the Mixed Mesophytic Forest Region. Along the western border, the region is bounded by the Loess Hills and the Mississippi Alluvial Plain of the Southeastern Evergreen Forest Region. The Western Mesophytic Forest Region is best characterized by what it lacks: the indicator species of the Mixed Mesophytic Forest--yellow buckeye and white basswood (USACE 1980). Generally, it also has few dominant species. In the west, this forest type grades into oak-hickory forests (Braun 1950). Less characteristic for this forest type are the broad-leaved magnolia and the Spanish moss present in the transition between the Loess Hills and the Southeastern Evergreen Forest Region (Braun 1950:161).

Although oak increases on the upper slopes, beech, with hickory, sugar maple, and a few others, predominates in this subarea. With regard to Major Land Resource Areas, Major Land Resource Area (MLRA) 131—Southern Mississippi Valley Alluvium and MLRA 134: Southern Mississippi Valley Silty Uplands are present. Flora in the MLRA 131 consists of species that are more typical of southern climates. Within swamps, the USDA-NRCS records flora including cypress, water tupelo, black willow, and red maple.

The economic resources of the region have been summarized in McGrain (2001). Resources include gravels that comprise the Tuscaloosa Formation, although these contain high proportions of chert and were found to be less desirable for manufacturing and concrete production. The Lafayette gravel has been extensively mined for fill, but chert components have made this deposit also less desirable for concrete production. Other resources have included sufficient groundwater reserves, iron sources that gave rise to iron furnaces, clays including ball clay used in ceramic manufacturing, sand uses of which have included glass manufacturing, and, potentially, lignite and heavy metals. Agricultural products have included tobacco and cotton more so than other areas of the state (University of Kentucky 2016: Plate LVII, Figures 1 and 4).

The most significant changes in physiography and drainage in this region have occurred during three periods. During periods of Pleistocene glaciation, large amounts of wind-blown silt blanketed the uplands of the Mississippi River. During the nineteenth to twentieth centuries, drainage of the surrounding watershed would have been most affected by the progressions of meandering streams, such as the Bayou du Chien. This would have continually eroded outer concave banks and accreted inner convex banks. Drainage class of the soils within the project area would have been most affected by landuse activities that affect soil structure and drainage, such as the use of heavy machinery, clearcutting, or cultivation. The area's drainages and hydrology were further altered as a number of levees were constructed in the area.

Western Coalfields Physiographic Region

The Western Coalfield physiographic region formed as a result of the underlying Illinois or Eastern Interior Basin, a coal-rich region that extends northward into Indiana and Illinois (Kentucky Geological Survey 2015). The region lies along the eastern rim of a large synclinal basin of Pennsylvanian rock called the Dripping Springs Escarpment. Physiographic region has been defined by Fenneman (1938) as the Shawnee section of the Interior Low Plateau Province. This formation consists of resistant Pennsylvanian sandstones and conglomerates. In Henderson County, the Pottsville Escarpment has eroded to form gorge-like valleys and steep, massive cliff lines (McGrain and Currens 1978). Lower and Middle Pennsylvanian and upper Mississippian siltstone, weak shale, limestone, and coal; and Tertiary and Quaternary alluvial and aeolian deposits also persist in the Western Coalfield Region. Predominant geologic rock formations in the region consist of the Tradewater-Caseyville Formations, the Buffalo Wallow Formation and the Tar Springs Formation (Bergendahl 1965). These are composed primarily of sandstone, siltstone, shale, and limestone. The deposits in the Ohio River valley consist of Wisconsin-age and recent Tertiary and Quaternary alluvium to a depth of 6 to 200 feet (1.83 to 61 m) (Granger 1980). The possible Tertiary deposits consist of consolidated sand and gravels that are probably remnants of terraces of the ancestral Ohio River (Turnbow et al. 1980).

The majority of improved agricultural land lies within the Ohio River counties, as the bottom may extend 7.5 miles (University of Kentucky 2016). In addition to the Ohio River, hydrology is controlled by the Green and Tradewater rivers. Forest types have adapted to the drier uplands and swampy bottomlands but are predominantly oak forest (Kentucky Department of Fish and Wildlife Resources 2016). They have been mapped by Braun (1950) as within the Hill section of

the Western Mesophytic Forest Region. In contrast to the surrounding Mississippian plateau, the Western Coalfields sustains plant communities endemic to areas of sandstone bedrock, and the gorge-like areas along the Dripping Springs Escarpment include vegetation similar to the Appalachian Mixed Mesophytic Forest. While the remaining area consists of much oak, the gorge area includes yellow birch, butternut, magnolia, sourwood, chestnut, and hickory. Heath, which more prevalent in the Cumberland Plateau region, may also be present. As with other areas (see the Knobs section, below, for example), vegetation varies between the drier uplands and the moist bottomlands. Additionally, old-field communities of red cedar and dogwood develop in abandoned agricultural land (Braun 1950).

Major resources of the Western Coalfields region include coal. In 2012, the Western Coalfields sources produced 46 percent (42 million tons) of the state's coal and employed 4,500 people (Kentucky Coal Facts 2013). The Western Coalfields surpassed Eastern Kentucky production in 1960 and the final three months of 2012, but generally lagged behind the eastern sources. The lowest years of production were between 2000 and 2010. By the end of 2012, the highest coal-producing county in the state was Union. In contrast to Eastern Kentucky where the proportion of mine types has been almost evenly split between surface and underground mines, underground mining comprises an overwhelming majority (81 percent) of the Western Kentucky mines. Within the southeastern part of the Western Coalfields, bitumen has been identified for asphalt or an energy source (McGrain 2001), and oil and gas have been recovered from the Owensboro oil field (University of Kentucky 2016).

Mississippian Plateau Physiographic Region

This region, also called the Pennyroyal Region, is underlain by Mississippian limestone that is noted by its karst features such as Mammoth Cave. According to Fenneman (1938), the region lies within the Highland Rim section of the Interior Low Plateau Province. This region extends over a large portion of the middle to western part of the state as well as a band to the northeast where it intersects the Pottsville Escarpment. The region is comprised of two plateaus—the lower Pennyroyal Plateau and the higher Mammoth Cave Plateau (University of Kentucky 2016). Hydrology is dominated by the Ohio, Green, and Cumberland rivers (University of Kentucky 2016).

Due to the significant karst systems, development of surface drainage networks has been minimal. Available floral resources, therefore, have also been affected, and areas known as the Barrens were present. Braun (1950) places this region into the Mississippian Plateau section of the Western Mesophytic Forest Region and an oak or oak-hickory forest predominates. Drier areas include cedar barrens while swamp forests grow in wetter conditions. Plants of the barrens area were documented by French botanist Francois André Michaux during the early nineteenth century and included meadow plants such as gall of the earth, white plantain, and purple coneflower (Jones 2005).

Resources are abundant, but do not include coal found in the Eastern and Western Coalfields. Unique to this region, however, is the Fluorspar District. This region is a location of numerous faults, and this activity has produced many minerals unique for areas of the state. Resources that have been most economical include lead, cadmium, zinc, silver, and fluorspar. Lead mining began as early as 1835, and extraction of the region's resources increased during the late 1800s due to the use of fluorspar in steel mills (Pinckney 1976).

Knobs Physiographic Region

The Knobs physiographic region is an arcuate band of erosional remnants severed from the surrounding plateau. As remnants, they may also be called monadnocks or iselbergs. The arcuate band includes those capped by the Rockcastle conglomerate and severed from the Pottsville Escarpment in the east and those capped by the chert-rich St. Louis Formation and severed from Muldraugh's Hill in the west and south (University of Kentucky 2016). Knobs along the western band in Jefferson County can be as high as 320 feet above adjacent valley floors, which vary in elevation from 460 to 500 feet AMSL (Burroughs 1926). In comparison to the rest of the Knobs band to the east, these are the lowest elevations of knobs; highest knob elevations are to the east along the Pottsville (Cumberland) Escarpment (Burroughs 1926; UK 2007). Geologic formations documented on the western Knobs include Harrodsburg Limestone and the Borden Formation. Hydrology varies widely based on subregion, but, in spite of the significant relief, includes broad valleys with meandering streams (University of Kentucky 2016), which may be due to the influx of sediment after periods of deforestation.

Floral and faunal communities would have been unique to specific microhabitats that developed based on elevation and geology. Fenneman (1938) and Braun (1950) place the Knobs within the Hills Section with the Western Coalfields. As with the gorge-like area of the Western Coalfields region, plant communities include Appalachian species and portions may conform to Mixed Mesophytic Forest Types. Braun (1950:136) documents oak-hickory and oak–chestnut on the drier portions of uplands and slopes; chestnut–beech–tuliptree and the oak–tuliptree communities in mesic locations; and red cedar, prairie, and pine communities in the driest locations. Ecological communities defined by the Jefferson Memorial Forest's Resource Management Plan (Jefferson Memorial Forest 1995), which may apply to other knob environments, included the following: 1) acidic mesophytic forest in the lowlands, 2) acidic subxeric forest commonly on the sideslopes, 3) acidic xeric forest commonly on the peaks and ridgetops, 4) pine-oak forest, and 5) shale barrens. With its varied geology and relief within such a confined area, the Knobs present the opportunity to document effects of climate changes.

The economic resources of the region afforded from the geological substrate have included oil and gas in Lee and Estill counties in the east, sandstone in Rowan County, and mineral waters (University of Kentucky 2016). Clay sources have been documented within the New Providence Shale (Ries 1922). The New Providence Shale decomposes into clay with the plastic qualities and mineral inclusions most advantageous to clay manufacturers. Minerals of interest include the amounts of silica, alumina, ferric oxide, lime, magnesia, potash, and soda. Profitable clay deposits formed from the New Providence shale on the sides of knobs in the western subregion including Mitchell and Jefferson Hills, South Park and Norton Hills, and Buttonmold Knob (Ries 1922). Additional industries arising in the Knobs have exploited its rugged character in providing cover for illicit industries such as moonshining, iron ores of the Borden formation in iron furnaces, and the floral communities for industries such as sawmills and the sister industry of tanning, which uses the discarded oak and hemlock bark (Bader et al. 2009; McGrath et al. 2013).

Due to its high relief, high potential for erodibility, and sensitive microhabitats, the Knobs region has had and continues to have a very high potential for detrimental environmental effects due to resource exploitation. Specific effects are noted in the following region.

Bluegrass Physiographic Region

The Bluegrass physiographic region is mapped by Fenneman (1938) as the Bluegrass Section of the Interior Low Plateau Province. It is comprised of the Outer Bluegrass and Inner Bluegrass subregions as well as the intervening Eden Shale belt and the low-lying Scottsburg Lowland. Hydrology of these regions depends on the Ohio and Kentucky rivers and their tributaries. During the historic period, the hydrology of the Bluegrass underwent vast changes. Channelization and emplacement of drainage tiles increased agricultural and residential land while also combatted health problems. Significant deforestation was also due to increasing agricultural and residential land and logging activities as well as the manufacture of charcoal for furnaces. Salt, iron, and brick are noted as the predominant industries using furnaces (Parola et al. 2007). Effects of deforestation include extensive sheet erosion in the uplands, excessive deposition in the valleys, and transformation of forest species from k-selected to r-selected species, the r-selected species being those that are intolerant of shade and can therefore colonize disturbed areas more quickly. Iron, clay, and salt were important resources throughout the Bluegrass region.

Other examples of historic modifications include agriculture, in which the diversity of species in the valleys would have been replaced by monocrop plots; species extermination due to hunting (e.g. the passenger pigeon); and the demise of native species due to competition with introduced species such as Japanese honeysuckle, tree-of-heaven, and burning bush. Improved agricultural land peaked at approximately 5 million acres during the 1890 to 1920 period, and this is also the period that the agricultural land became depleted. Better management of the region's streams became a priority and the Drainage and Reclamation Act of 1912 targeted this problem (Parola et al. 2007).

Forests of the Bluegrass region have been mapped by Braun (1950) as the Bluegrass Section of the Western Mesophytic Forest Region. Species documented in nineteenth century journals for the Outer Bluegrass subregion are the following: "locust, black walnut, black and blue ash, wild cherry, and some white oak; undergrowth of cane" (Kentucky Geological Survey 1857 cited in Braun 1950). Braun adds the prevalence of beech, tuliptree, and red oak in some areas.

The **Outer Bluegrass** subregion is underlain primarily by Ordovician-aged but also Silurian and Devonian limestone bedrock formations and is characterized by a gently rolling karst plain with sinkholes, caves, and underground drainages. Sinks are sometimes filled with water forming small ponds. The Silurian-aged deposits existing along the western uplands consist of Louisville Limestone, Laurel Dolomite, Brassfield Dolomite, and the Waldron Shale (McDowell 1986). Devonian-aged rocks dominate the area around the Falls of the Ohio, however, and the majority of these have been covered by Pleistocene gravels. Jeffersonville Limestone, Beechwood Limestone, and Sellersburg Limestone are some examples. Underlying Ordovician geology can include the Upper Ordovician Drakes Formation and Grant Lake Limestone. The Drakes Formation was originally mapped as three members: the Preacherville Member, the Otter Creek Coral Bed, and the Rowland Member.

Within the western part of the Outer Bluegrass region is the **Scottsburg Lowland** central Jefferson County that is underlain by Devonian New Albany shale. Together, these geological units could have provided numerous resources to historic and prehistoric populations, including clay, iron, rich soil when drained, and building material. The extensive wetlands that developed within the Scottsburg Lowland area created obstacles to development and breeding grounds for pestilence. The underlying geology, however, also provided the means to convert the wetlands to fertile farmland. The clay companies manufactured vast numbers of drainage pipes as well as other necessities to maturing urban infrastructure. Sewer pipes, chimney flues, chimney tops,

and a number of types of brick and tile were also manufactured. The latter included different scales of fire brick, paving brick, wall tile, common brick, stove backs, locomotive blocks, and hollow brick (Ries 1922). Clay companies provide examples of the economic factors that affected industries during the nineteenth to twentieth centuries. For example, clay companies remained competitive with the implementation of new technologies, labor management, and attention to other raw material acquisition, such as access to Eastern Kentucky coal. Profitability was greatly tied to access to this resource in particular and affected by labor strikes, continued exploitation, technologic changes, and transportation affecting that supply industry. Within the clay industry itself, timing of the firing and drying periods varied by facility and product, and new technology such as thermoelectric pyrometers were advantageous additions to the process. Kiln types and drying equipment also varied amongst companies.

Lying between the Outer and Inner Bluegrass subregions is the **Eden Shale** belt or the Hills of the Bluegrass, which marks the boundary between the Inner and Outer Bluegrass. It is a belt of low hills underlain by the Kope and Clays Ferry Formation (Bladen 1984; Newell 2015). These hills are maturely dissected with sharp ridges, “V” shaped valleys, and narrow bottomlands (Bladen 1984). The area is described by Braun (1950:126) as less productive but had been documented in 1850 to be good tobacco land. Oak-hickory forests were interpreted to have been prevalent in this subregion and were frequently described in early surveys as the “oak lands” and, in one instance, cover type is documented to have included “white and black oak, hickory, sugar-tree, dogwood, and some poplar” (Braun 1950:130; Kentucky Geological Survey 1857 cited in Braun 1950).

The **Inner Bluegrass** subregion is defined by Ordovician strata that lie upon the uplifted Cincinnati Arch and contains the oldest strata within the state: the High Bridge Group limestones and dolostone (Kentucky Geological Survey 2015). Other formations include Tanglewood Limestone Member and, predominantly, the Lexington Limestone. Cuestas have controlled drainage development along the Cincinnati Arch (Newell 2015). The area was one of the centers of early settlement and has been highly fertile. As summarized in Braun (1950), cane lands were abundant as reflected by Filson’s journals. Forests in the region included the following: “sugar maple, walnut, bur oak, white oak,...hickories, ash (blue, white and ‘black’), wild cherry, black locust, honey locust, and mulberry are frequently mentioned; hackberry and coffee nut ... are less often mentioned [in early surveys and journals]” (Braun 1950:129).

Cumberland Plateau or Eastern Coalfields Physiographic Region

This region is mapped as the Cumberland Plateau and the Cumberland Mountains sections of the Appalachian Plateaus Province (Fenneman 1938). The geological outcrops of this region, associated with the Appalachian Mountain system, are mainly Pennsylvanian conglomerates, shale, sandstone, and coal (Funkhouser and Webb 1932; Puffett 1963), although alluvial deposits of the Quaternary Period are present along drainages. In portions of the Eastern Kentucky Coalfields such as Laurel County, terrain resembles a dissected plateau rather than a mountain range due to resistant sandstones that have caused the ridges to become flat-topped. These level flat-land areas have become the base upon which the urban development has occurred. In other parts, the differential erosion of the underlying shale and sandstones has created features such as arches and pinnacles (Newell 2015). This source also places Pine and Cumberland mountains, within the Valley and Ridge physiographic province.

In contrast to the remainder of the state’s regions, floral communities of this region have been mapped by Braun (1950) as the Mixed Mesophytic Forest Region; a small area along the eastern border has been mapped as the Cumberland Mountain Section of this forest region. As noted above, however, the Mixed Mesophytic communities may exist within varied topographic

locations of other regions. Within the Mixed Mesophytic of Cumberland Mountain, variation also exists due to topography and geology with pine and pin-oak occupying the summits, chestnut oak and chestnut prevalent over drier slopes, hemlock increasing in drier environments, and beech increasing near valley floors. Transitions in canopy have been significant due to chestnut blight, which have increased r-selected species in clearings. As recorded by Braun (1950:43), the understory of this forest type is also distinctive. This understory includes not only “dogwood, the magnolias, sourwood, striped maple, redbud, ironwood or blue beech, hophornbeam, holly, and service-berry”, but also shrubs such as rhododendron, alternate leaf dogwood, and northern spicebush.

Coal production has perhaps been the single industry with the most impact on this physiographic region. The Eastern Kentucky Coalfields generally out-produced those of Western Kentucky. Production has fairly evenly been divided between surface and underground mining (51 percent in 2012) (Kentucky Coal Facts 2013). Production in 2012 was 49 million tons and the industry employed 9,500 people. Pike County, although the leading coal producing county of the state in 2012, was surpassed by Union County by the end of that year. As with coal production throughout the state, production since 1990 has declined; in Eastern Kentucky, this has been as much as 62 percent.

Rail-Dependent Resource Exploitation

Rail has been a vital component contributing to the success of other industries. Rail opens up new areas to the exploitation of natural resources, as well as providing avenues to markets. In particular, rail lines developed with the coal and lumbering industries. The truck farm era of the early nineteenth century was made possible by the advanced rail network at that time (New York Times 1911). Data pertaining to the volume of resources transported by the country’s rail industry are provided by the Freight Traffic Data website of the Association of American Railroads. Over the course of the past nine years, volume of freight was the least in 2009 (**Figure 11**), which is also the same as for lumber and wood products (**Figure 12**). Coal and grain, however, comprised the least volume of 2013 (**Figure 13** and **Figure 14**). Looking at coal, exclusively, examination by weeks within the last three years show 2012 beginning the year with the highest volume of those years but ending the year with the lowest volume. Fluctuations can be caused by competition with other industries and governmental regulations, which had hampered the industry significantly during the 1970s. This changed after the passing the Stagger Act of 1990, which relaxed regulations that had previously stipulated pricing (Association of American Railroads 2015). Changes in the industry within Kentucky are expected to have occurred after the passing of this act.

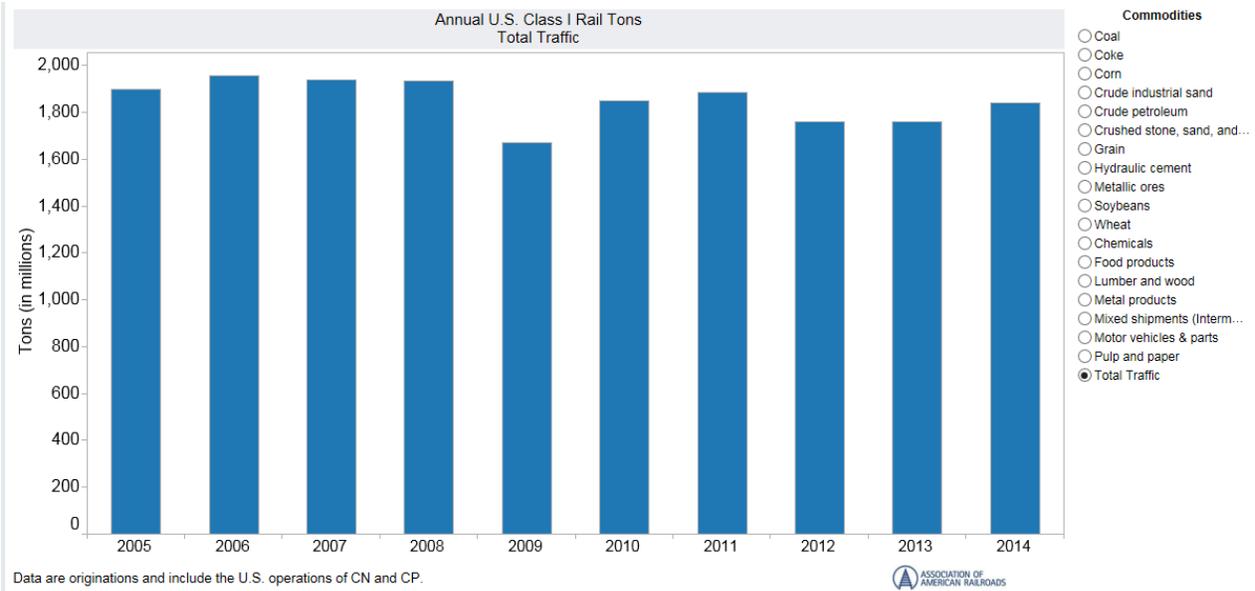


Figure 11. Nationwide transportation of coal by rail since 2005.



Figure 12. Nationwide transportation of lumber and wood products by rail for weeks during the last three years.

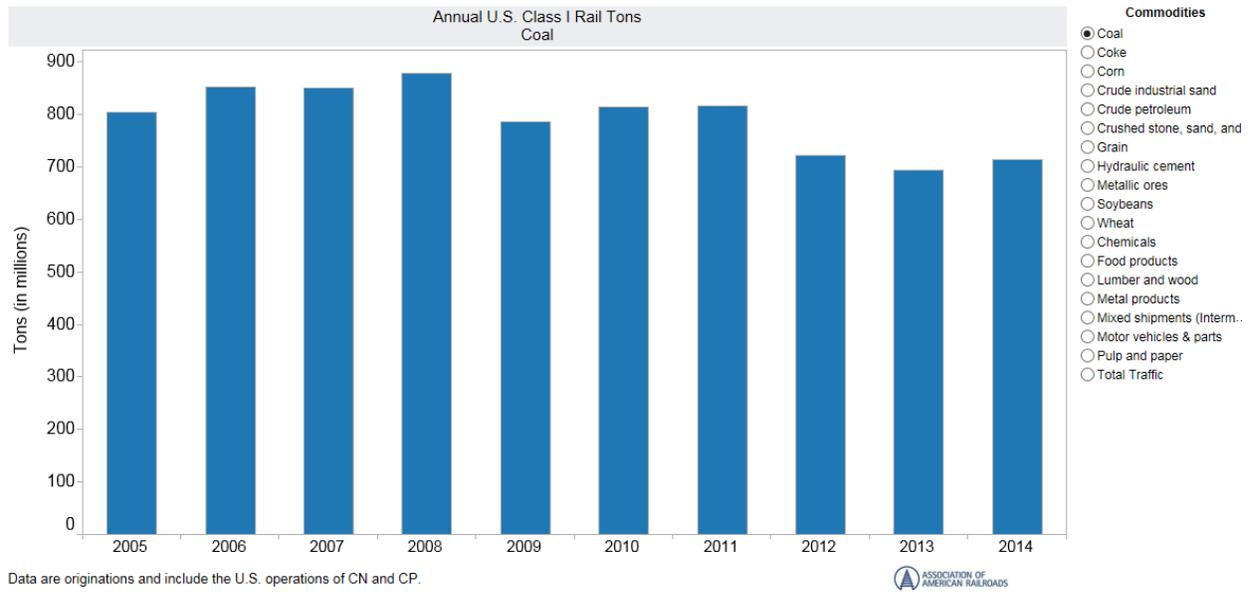


Figure 13. Nationwide transportation of coal by rail since 2005.

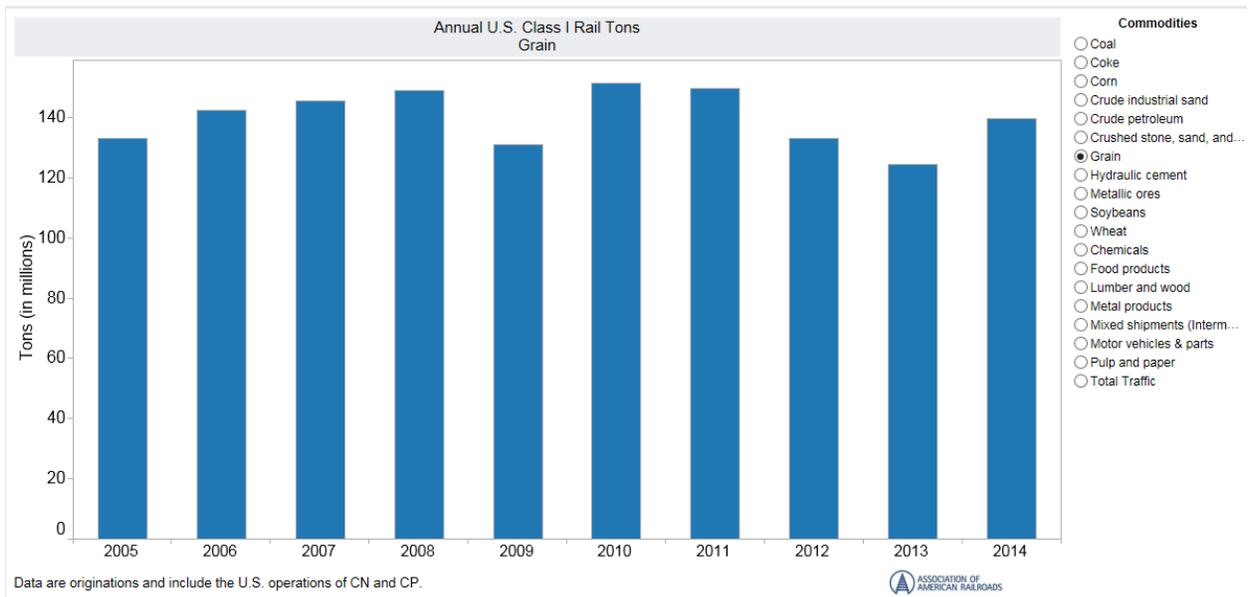


Figure 14. Nationwide transportation of grain by rail since 2005.

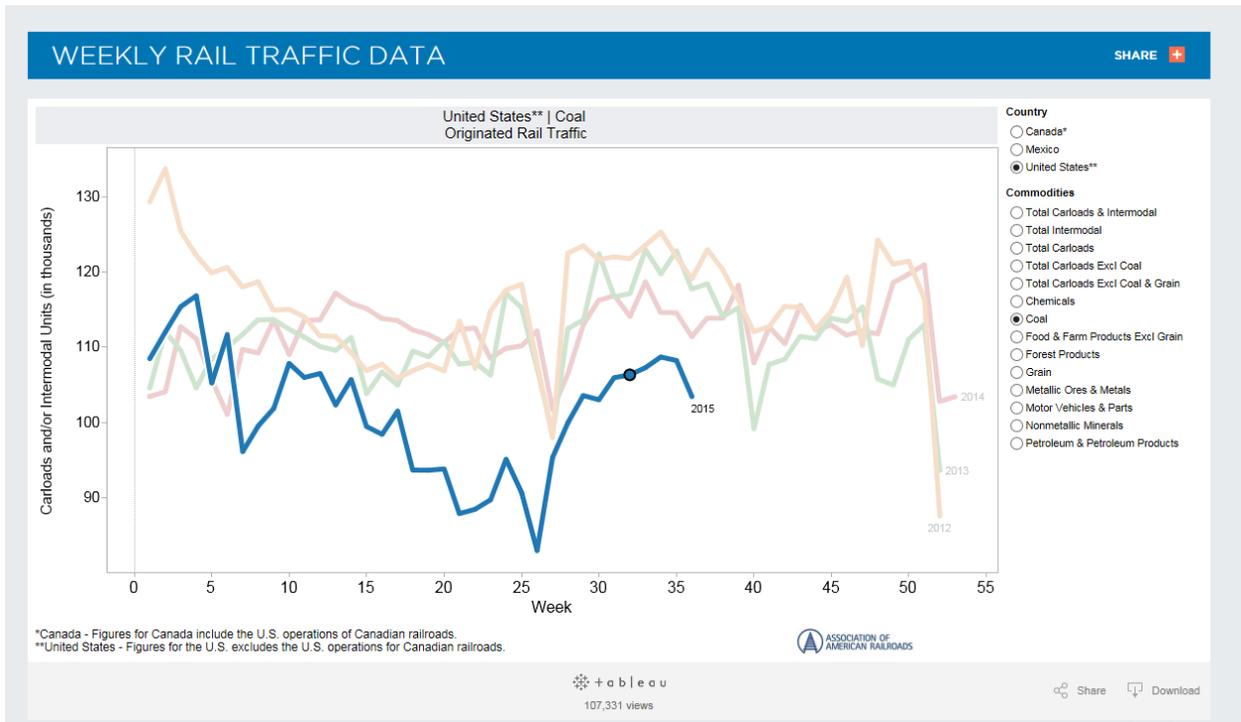


Figure 15. Nationwide transportation of coal by rail for weeks during the last three years.

Within Kentucky, railroad transportation in 2000 is shown in **Table 1**. Rail networks were critical in the development of many areas and the exploitation of the state’s resources. Cannel coal, a form of bituminous coal, was only profitably mined in Morgan County after the extension of the Ohio and Kentucky Railroad connected to the Lexington & Eastern Railroad (Hower 1996). Freight shipped by rail from Kentucky is summarized in **Table 2**. Industries not only relied upon rail lines for import of pertinent raw materials and the export of product, but also on internal rail systems that shuffled material during the manufacturing process. Within the Bluegrass region, rail lines were essential to the bourbon industry (**Figure 16** and **Figure 17**). Within the Eastern and Western Coalfields, coal companies could have their own rail business (**Figure 18** and **Figure 19**). Estimating the profitability of owning their own transportation lines has always been a critical question for industries, but, at times, the common board members of industry and railroads has been questioned. This occurred in the early nineteenth century with regard to the Lake Erie Railroad.

Table 1. Freight Rail Lines within Kentucky in 2000*

Table 1-12: Freight Railroads Operating in Kentucky by Class: 2000			
Railroad		Miles operated in Kentucky¹	
Class I railroads		2,441	
Burlington Northern and Santa Fe Railway Co.		13	
CSX Transportation		1,880	
Illinois Central Railroad Corporation		102	
Norfolk Southern Corporation		445	
Soo Line Railroad Co.		1	
Regional railroads		329	
Paducah and Louisville Railway		329	
Local railroads		192	
Fredonia Valley Railroad, Inc.		10	
Hardin Southern Railroad		9	
Kentucky and Tennessee Railway		11	
KWT Railroad, Inc.		11	
Lexington and Ohio Railroad Co., Inc.		15	
Louisville and Indiana Railroad Co.		2	
R.J. Corman Railroad/Bardstown Line		20	
R.J. Corman Railroad/Memphis Line		62	
Tennken Railroad		10	
Western Kentucky Railway, LLC		42	
Switching and terminal railroads		NA	
<p>¹ Miles operated is in terms of railroad so that a mile of single track is counted the same as a mile of double track. Sidings, turnouts, yard switching mileage, and mileage not operated are excluded. Miles operated under trackage rights provided by another (owning) railroad are included.</p>			
<p>KEY: LLC = limited liability company; NA = not applicable.</p>			
<p>NOTE: For definition of railroad types see previous table.</p>			
<p>SOURCE: Association of American Railroads, <i>Railroads and States - 2000</i>, Washington, DC: 2002, available at http://www.aar.org/AboutTheIndustry/StateInformation.asp as of Mar. 19, 2002.</p>			

* (Bureau of Transportation Statistics 2016)

Table 2. Freight Shipped by Rail from Kentucky

Table 3-8: Rail Shipments Originating in Kentucky(Short tons)						
Commodity	1999		Percent of total	2000		Percent of total
	Coal	93,797,896			86	
Transportation equip.	3,129,522		3	3,194,549	3	
Primary metal products	2,917,936		3	3,111,077	3	
Chemicals	2,188,244		2	2,286,348	2	
Waste and scrap	U		0	922,564	1	
Nonmetallic minerals	1,065,346		1	U	0	
All other	5,529,809		5	5,424,747	5	
Kentucky, total	108,628,753		100	106,416,399	100	
KEY FOR DATA ON THIS PAGE: U = data are unavailable.						
NOTE FOR DATA ON THIS PAGE: Includes the five largest commodities (by tonnage terminated or originated) of the 38 two-digit Standard Transportation Commodity Code groupings plus all others for state total. Includes intrastate shipments.						
SOURCE FOR DATA ON THIS PAGE: Association of American Railroads, <i>Railroads and States-2000</i> , Washington, DC: January 2002, available at http://www.aar.org/abouttheindustry/stateinformation.asp as of Mar. 18, 2002; and <i>Railroads and States -1999</i> , Washington, DC: January 2002, available at http://www.aar.org/abouttheindustry/stateinformation.asp as of Mar. 18, 2002.						

* (Bureau of Transportation Statistics 2016)



Figure 16. Barrel storage warehouses associated with bourbon industry in Deatsville, Nelson County.



Figure 17. Station associated with bourbon industry in Deatsville, Nelson County.



Figure 18. Overview of Blue Heron mine with rail lines, McCreary County (Wikipedia Commons).

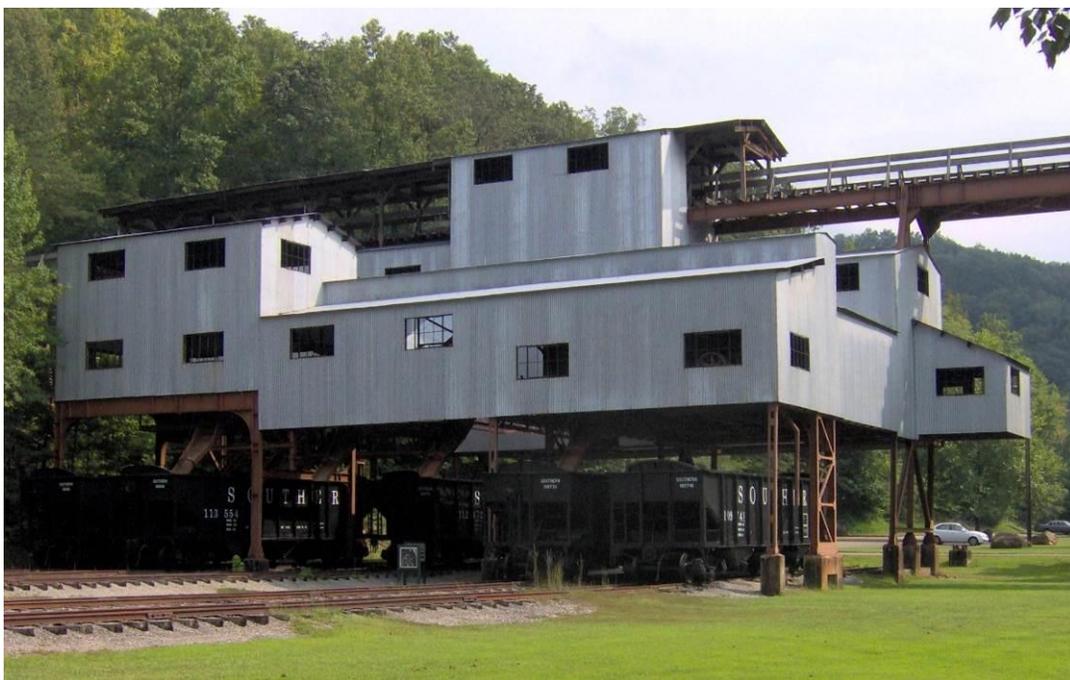


Figure 19. Tippel at the Blue Heron mine, McCreary County (Wikipedia Commons).

Tourism-related Rail Systems

Rail lines also developed in relation to tourism locations. In Kentucky, this was often at natural feature locations such as mineral springs and caves.

Mineral Spas

Activity in the areas of mineral springs during the periods before and after the American Civil War includes salt production, bottling, and the emergence and transformation of health resorts. Visited by both locals and tourists, they were a major component of Kentucky's economy from the 1830s until the early 1900s. Although ostensibly their main purpose was medical in nature, health resorts competed for guests with increasingly elaborate additions to their recreational facilities, extending their functions to socializing, sporting, gambling, and entertainment.

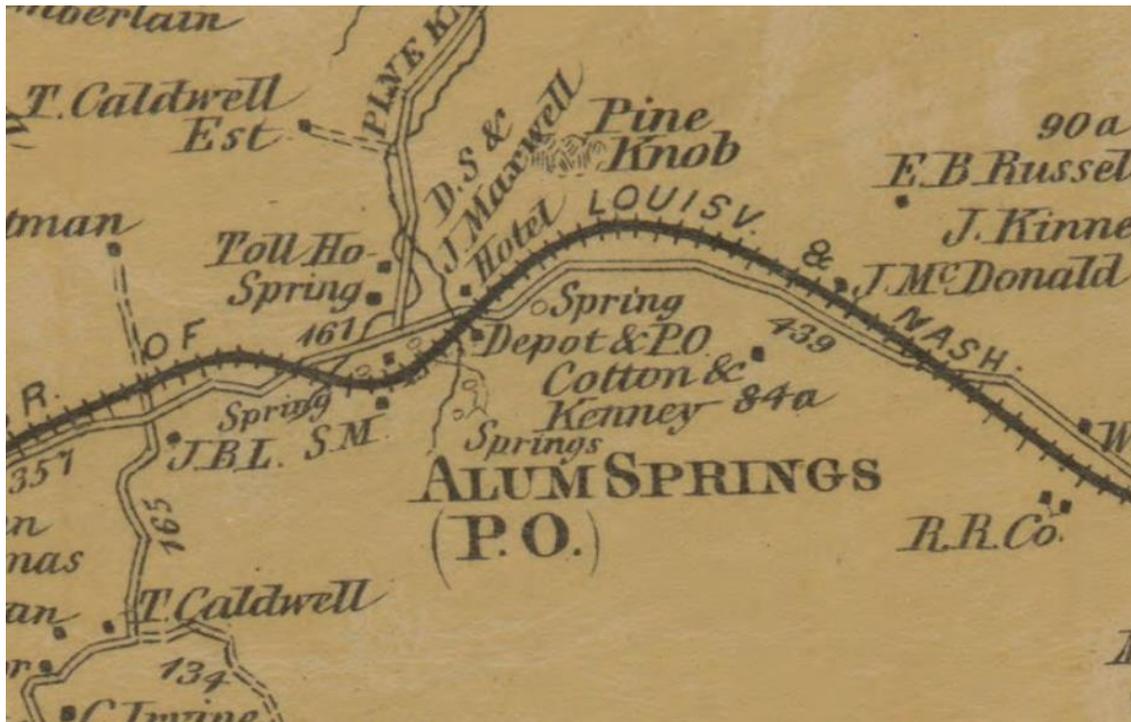


Figure 20. Alum Springs (Beers 1876).

president of the North Carolina & St. Louis Railway and the L.&N. Railroad); and Jere Baxter (NPS park signs; Sides 2006; Sulzer 1959).

In July of 1886, the Mammoth Cave Construction Company, under Jim McDaniel and Henry Chapman, began construction of the railroad (Sulzer 1959). The line was owned by the L&N Railroad and leased to the Mammoth Cave Railroad, with J. Hill Eakin serving as president of the new line. The ledger of the Mammoth Cave Hotel contains the following entry, dated Monday, November 8, 1886: "W. F. Richardson, USA, 1st Passenger on Mammoth Cave Railroad (Ticket No. 1350) \$3.00," (ibid. 1959). A one-mile branch line connecting to Grand Avenue Cave was added soon afterward. The Mammoth Cave Railroad acquired four used Baldwin "dummy" 04-2T steam engines in 1888 (formerly used on street railways), along with two wooden coaches and two wooden baggage/coach cars. Stops between Glasgow Junction and the Mammoth Cave Estate and Hotel included Diamond Caverns, Grand Avenue Cave, and Procter Cave/Procter's Hotel, as well as the Chaumont Post Office, Union City, and Sloan's Crossing. Along the way, the Chester Escarpment required the train to climb 200 feet in elevation in less than one mile, and the train crossed a high trestle at Doyle Valley. African American passengers were confined to the baggage cars until 1892, when partitions were added to the passenger coaches to separate the last two seats from the rest; these were reserved for African Americans. Trains ran 25-minute round trips multiple times a day, except during the winter, when only one round trip was offered (NPS "Steel Rails"; Sides 2006; Sulzer 1959). Tickets ranged from two to three dollars for a round trip, and locals rode for free (NPS "Steel Rails"; Sulzer 1959).

L&N foreclosed the Mammoth Cave Railroad on March 17, 1898, when the Mammoth Cave Railroad Company bought the line outright; relations between the L&N and Mammoth Cave Railroad Company remained positive. Each train was manned by a crew of three: an engineer, a fireman, and a conductor. Engineer Pat Moran and fireman Pete Charlet, conductors J. B. Whitney and R. A. Hatcher, and fireman B.H. Age were some of the employees of the line during the first decade of the twentieth century (NPS park signs; NPS "Steel Rails"). In 1910, the Mammoth Cave Railroad experimented with the use of railbuses (buses with train wheels), but returned to the use of locomotives when the results proved unsatisfactory; in 1929, under new owner F. L. Gallup, the steam engines were replaced with gasoline powered railcars (NPS Trail Bulletin).

An association formed during the 1920s to create the Mammoth Cave National Park, with the support of the L&N, and purchased the Mammoth Cave line on March 31, 1931. Since railroads were not allowed to operate in national parks, the purchase was expressly for the purpose of dismantling the line (Sulzer 1959). The final run occurred on August 1, 1931, and the track was removed by an L&N extra gang under foreman Louis Webster and supervisor George E. Zebrod (NPS Trail Bulletin; Sulzer 1959). All but one car and one combine were scrapped; Locomotive #4 and Combine #2 remain on exhibit at Mammoth Cave (NPS signage; NPS Trail Bulletin; Sulzer 1959) (**Figure 22** and **Figure 23**).



Figure 22. Mammoth Cave railroad exhibit near Mammoth Cave Visitors Center.

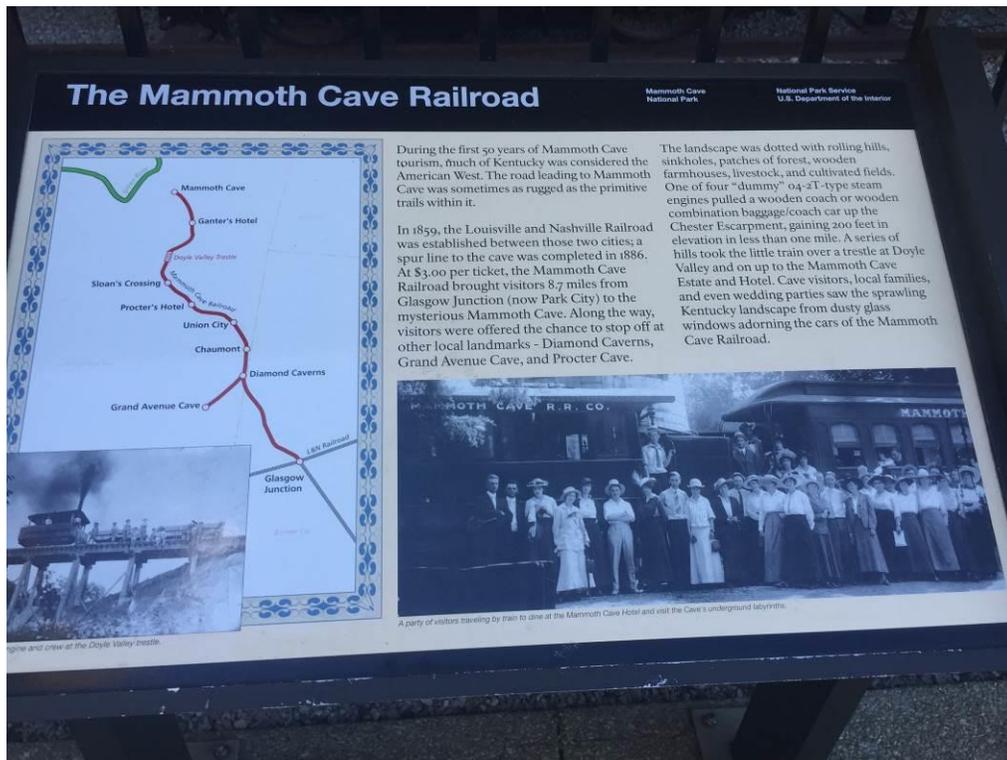


Figure 23. Interpretive signage at Mammoth Cave railroad exhibit.

3

METHODOLOGY AND BACKGROUND

In accordance with the approved scope of work for this project, Corn Island undertook the following tasks:

- provide an approximation of the range and number of railroad-related property types likely to be encountered in the Winchester/Clark County, based upon data from the OSA and KHC/SHPO and historic research;
- focusing specifically on Winchester/Clark County as case study of a typical Inner Bluegrass county, include an analysis of railroad-related property types and mapping that will highlight physical locations for potential historic and archaeological resources. Perform limited fieldwork that details historic and archaeological resources present in the field.
- perform a site check at the KHC/SHPO for recorded historic rail-related buildings and structures; and
- conduct an archaeological site check at the OSA to gather information related to recorded archaeological rail related resources.

In addition to files at the KHC/SHPO and the OSA, following sources were researched, among others:

- the NRHP;
- Kentucky Historic Resource Inventory forms;
- survey reports and cultural resource management reports;
- Kentucky Railroad Museum in Nelson County;
- Bluegrass Heritage Museum in Clark County;
- La Grange Rail Museum in Oldham County;
- Filson Club Historical Society;
- University of Louisville Special Collections and Archives (George Yater Collection);
- historic maps; and
- internet sources.

NATIONAL REGISTER ASSESSMENT OF RAILROAD RESOURCES

“The ubiquity of railroad lines, their interstate nature, varying degrees of historic integrity, and variety of purpose make them a challenging resource for agencies to evaluate” (Schmidt and Pratt 2007).

This statement from a context study performed on railroads in Minnesota summarizes the issue architectural historians and historians have faced in assessing these types of resources. Past evaluations of railroads approached their significance with a narrow perspective – separating out railroad buildings and structures as individual properties without considering these resources holistically or within a greater context. This perspective was effective at identifying individually-significant railroad-related resources, but ultimately failed to define what elements could be grouped together as a district in order to present a broader context on railroad history

and significance. This early approach meant that no guidelines existed for defining and characterizing how railroads could be significant for listing on the NRHP.

Assessing railroad-related resources individually is no longer an effective method of understanding and conveying the context of the railroad industry overall and the respective rail line in particular. In 2008, the Passenger Rail Investment and Improvement Act mandated that a study be performed by the U.S. Department of Transportation (USDOT) regarding ways to streamline the Section 106 and Section 4(f) processes for federally-funded railroad infrastructure repair improvement projects. As a part of this study, which was summarized in a 2013 report to Congress, certain key themes were identified among NRHP-listed railroad-related resources nationally:

- NRHP data analyzed showed significant numbers of individually-listed railroad properties across the nation with New York having the most at 204, few of which were associated with a historic district. Kentucky was listed as having 65 NRHP-listed railroad resources. This data indicated that the sheer number of individual resources associated with the railroad industry historically supports the idea that railroads are very significant to the nation's history and required a broader scope for survey than just as individually resources in a stagnant setting.
- Railroads have a very defined period of significance based on when the line went operational, which for Kentucky would have been as early as 1832, until its peak performance era had passed, the line went bankrupt, or the line was abandoned.
- Railroad related resources were identified as significant under seven common/dominant themes: transportation, architecture, commerce, engineering, community planning and development, industry, social history, and exploration/settlement. These themes remained consistent, with the exception of architecture, which could be would be replaced with engineering in some cases.
- Statewide railroad contexts had only been developed within the past several years. Alaska, Arkansas, Colorado, Delaware, Minnesota, North Dakota, and South Dakota had all recently contracted for contexts in order to assist with assessing these resources on a broader scale as contributing elements to a historic district.
- Despite these statewide contexts, there is no consistent, uniform approach to assessing the NRHP eligibility of railroad-related resources as a group or individually. Only Pennsylvania has issued guidelines, but these are statewide and not national (U.S.Department of Transportation 2013).

Regardless of whether a railroad-related resource is eligible individually or as a contributing element to a historic district, the starting point for all NRHP assessments is with the criteria established by the National Park Service (NPS) for historic and architectural significance. These criteria are explained in NRHP Bulletin #15, *How to Apply the National Register Criteria for Evaluation* (U.S.Department of the Interior 2002). This document also discusses the guidelines for establishing integrity, which is vital to assessing railroad-related resources as they are not stagnant and rarely retain complete material integrity.

National Register Criteria for Eligibility

There are four specific criteria for assessing NRHP significance. These criteria are to be used to identify themes, such as the ones listed above, that provide a resource with significance. A resource must be eligible under at minimum one criterion, although in some cases multiple criteria apply. The four primary criteria for historic and/or architectural significance are:

- Criterion A – association with a famous event: the association of a resource with an important event specifically in American prehistory or history or a specific historical pattern/trend that significantly contributed to local, state, or national history.
- Criterion B – association with a significant historical figure: the association with a person at a local, state, or national level who has contributed greatly to history.
- Criterion C – association with a distinctive type/period/method of construction, a master designer or builder, high artistry, or whose components lack individual merit: the association with the physical design of an individual or group of resources, including its architecture, landscape architecture, engineering, or artistry.
- Criterion D – association with the ability to yield information regarding prehistory or history: the association with any physical cultural resources that offer important information regarding human history and can help test hypotheses about people or events or substantiate existing information.

The 2013 report to Congress, 2007 Minnesota statewide context, and the Pennsylvania Historical and Museum Commission – Bureau of Historic Preservation (PHMC-BHP) guidelines (which pulls extensively from the Minnesota study) all state that railroad-related resources are primarily eligible under Criterion A, for their association with transportation, and Criterion C, for their association with architecture or engineering (Pennsylvania Historical and Museum Commission - Bureau of Historic Preservation 2011; Schmidt and Pratt 2007; U.S. Department of Transportation 2013). Railroad related resources are rarely eligible for NRHP listing under Criterion B or Criterion D. Criterion B, association with a person or person of significance, tends not to apply as the railroads were designed by company engineers rather than specific individuals. Association with an architect, engineer, or master building would fall under Criterion C.

Criterion D presents more of a challenge when assessing the historic and architectural significance of railroad-related resources. Typically, Criterion D is used for archaeological sites more so than architectural resources. Due to the uniqueness of railroad-related resources, Criterion D can be used *so long as the resources are being evaluated as a historic district in its entirety* (Schmidt and Pratt 2007). Utilizing Criterion D for railroad-related resources requires using existing railroad contexts (that are just now being developed) and an extant built environment to develop research questions regarding the “significant aspects of the evolution or development of railroad design, operations, or the inter-relationship between railroads and the industrial and commercial operations that served” (Schmidt and Pratt 2007). Even with this baseline for using Criterion D, the probability of finding a railroad corridor or other district with a sufficient number and types of buildings and structures for analysis would be rare due to the extensive demolition that occurred as the resources deteriorated or a railroad line was no longer used.

Resources may also be eligible for NRHP listing in association with criterion considerations, which must be applied in conjunction with one of the primary criteria for eligibility. Based on

information provided in both the Minnesota statewide railroad study and the guidelines established by the PHMC-BHP, only Criterion Consideration G may apply to railroad-related resources if they are under 50 years of age and have exceptional significance; no other criterion consideration would apply (Schmidt and Pratt 2007; PHMC-BHP 2011).

National Register Criteria for Integrity

In the case of railroad-related resources, it is imperative to establish integrity. The National Register Bulletin #15 *How to Apply the National Register Criteria for Evaluation* states “Integrity is the ability of a property to convey significance” (U.S. Department of the Interior 2002). Integrity is “. . . sometimes a subjective judgment . . . [that] must always be grounded in an understanding of a property's physical features and how they relate to its significance” (U.S. Department of the Interior 2002). The seven aspects of integrity as taken directly from Bulletin #15 are (U.S. Department of the Interior 2002):

- **Location:** Location is the place where the historic property was constructed or the place where the historic event occurred. The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting, is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved.
- **Design:** Design is the combination of elements that create the form, plan, space, structure, and style of a property. It results from conscious decisions made during the original conception and planning of a property (or its significant alteration) and applies to activities as diverse as community planning, engineering, architecture, and landscape architecture. Design includes such elements as organization of space, proportion, scale, technology, ornamentation, and materials.
- **Setting:** Setting is the physical environment of a historic property. Whereas location refers to the specific place where a property was built or an event occurred, setting refers to the *character* of the place in which the property played its historical role. It involves *how*, not just *where*, the property is situated and its relationship to surrounding features and open space.
- **Materials:** Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The choice and combination of materials reveal the preferences of those who created the property and indicate the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place.
- **Workmanship:** Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. It is the evidence of artisans' labor and skill in constructing or altering a building, structure, object, or site. Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques.

- **Feeling:** Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. It results from the presence of physical features that, taken together, convey the property's historic character. For example, a rural historic district retaining original design, materials, workmanship, and setting will relate the feeling of agricultural life in the nineteenth century. A grouping of prehistoric petroglyphs, unmarred by graffiti and intrusions and located on its original isolated bluff, can evoke a sense of tribal spiritual life.
- **Association:** Association is the direct link between an important historic event or person and a historic property. A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to an observer. Like feeling, association requires the presence of physical features that convey a property's historic character. For example, a Revolutionary War battlefield whose natural and manmade elements have remained intact since the eighteenth century will retain its quality of association with the battle.

Establishing integrity for railroad-related structures requires understanding which aspects are most important to that individual resource or historic district. Due to the constant usage of railroads and the materials often used in the initial construction phase, material integrity is often impossible to find. Therefore, the qualities of integrity of location, design, workmanship, association, and feeling are more important.

Categories of Eligibility for Railroad related Resources

Using the criteria for eligibility and integrity, railroad-related resources can be recommended as eligible for NRHP listing under one of six categories:

- Railroad Corridor Historic District;
- Railroad Station Historic District;
- Railroad Yard Historic District;
- Railroad Grade Separation Structures;
- Depot; or,
- Rolling Stock (Schmidt and Pratt 2007; PHMC-BHP 2011).

Four of these six categories are primarily districts, including railroad corridors, stations, yards, and grade separation structures. Only depots and rolling stock tend to be recommended individually. The buildings and structures considered contributing resources to a railroad-related historic district are called the built environment, which were:

- Elements crucial to the continued operation of the railroad;
- Elements directly related to the railroad's function;
- Elements with architectural or engineering significance; and,
- Elements that were constructed, owned, and used by the railroad during its period of significance.

To be considered part of the built environment, the resources should meet the following requirements:

- Be constructed/established during the defined period of significance;
- Retain character-defining architectural/engineering and/or technological elements associated with the construction of the resource;

- Have a clearly-defined relationship with the railroad within the historic district boundaries;
- Retain sufficient extant buildings and structures with some level of integrity other than the railroad roadway to contribute to the historic district; and,
- Be located on its original alignment and be clearly identifiable as rail bed when there is a significant engineering achievement involved (PHMC-BHP 2011).

Perhaps the most interesting aspect of this new approach to assessing railroad-related resources is how the various aspects of railroad operations are separated. While evaluating resources from a holistic perspective seems to mean seeing the railroad in its entirety, the holistic approach refers more so to assessing these various aspects – corridors, stations, yards, separation structures, rolling stock, and depots – in their respective contexts. As a result, these recent context studies have performed two important tasks that serve as unofficial guidelines for assessing NRHP eligibility: 1) identified what property types (i.e. buildings and structures) compose each type of historic district, and 2) recommend criteria significance and standards of integrity under which a railroad-related resource is eligible. For ease of discussion, individual property types will be discussed after the explanation of the eligibility categories as some of the property types overlap districts.

Railroad Corridor Historic District

A railroad corridor historic district is a linear feature that conveys the most important aspect of a rail line: the sense of movement and travel. Railroads could be one of several kinds – main lines, steam lines, spurs, feeder lines, branch lines, or narrow gauge – but they all share the common factor of movement/travel in a linear fashion. The most important feature of a railroad corridor historic district is the railroad roadway. This element is the road bed portion of the right of way built expressly to support single or double railroad tracks (Schmidt and Pratt 2007). The roadway also includes the immediate built environment, including cuts, fills, and ditches, as well as railroad-related buildings and structures. Examples of such buildings and structures include:

- Roadway (railroad bed, ballast, track, and drainage ditch);
- Grade separation structures (bridges, trestles, viaducts, and culverts);
- Railroad stations (depot, platform, commercial buildings/structure, section house, water tank, coaling facility, ice house, and interlocking tower); and,
- Railroad yard (engine house, transfer table, turntable, maintenance shop, power house, yard office, and work shelter) (Schmidt and Pratt 2007).

The significance of a railroad corridor historic district is its role in the movement from “sparsely settled territory to a state integrated in the national economy” (Schmidt and Pratt 2007). A railroad provided a very important service, specifically transportation connections that directly contributed to the establishment or growth of a variety of entities. The contributing elements of a railroad corridor historic district often have significance under the following contexts:

- Agricultural development: railroads transported crops and animals to local and extended markets faster and more efficiently than other modes of transportation in the nineteenth century.
- Logging and mining industries: railroad corridors provided access to previously remote areas as well as a way to bring in equipment in order to extract raw materials before transporting them to a terminal point.

- Development of tourism: the passenger service provided by railroads allowed access to regions outside of the city such as resorts or historic landmarks, expanding the recreational interests of Americans (Schmidt and Pratt 2007).

Several studies, including that in Minnesota and North Dakota as well as the PHMC-BHP, have formulated recommendations of how railroad corridors are significant under the four NRHP criteria and how to assess integrity of the contributing resources (**Table 3** and **Table 4**) (Schmidt and Pratt 2007; ND SOURCE). These recommendations are based on the holistic assessment of the railroad corridor rather than individual resources. As stated previously, only depots or railroad-related resources showing a significant engineering achievement or design would warrant individual listing.

Table 3. Railroad Corridor Historic District Eligibility by Criteria

Criterion A	Have a significant and demonstrated association with the theme of transportation by either opening a region that was sparsely or not settled for development; transporting a significant class of resources to a commerce node and transfer point or terminus; influencing the state's railroad network; or providing a critical link between important railroad carriers.
Criterion B	Not eligible under this criterion as railroads built and operated by large corporations comprised of numerous people rather than one specific individual.
Criterion C	Unlikely to be eligible under this criterion as buildings and structure often followed standardized plans; were constructed over a period of years or decades rather than in a singular moment; and were often modified due to upgrades and replacements.
Criterion D	Unlikely to be eligible under this criterion as railroad corridors rarely retain enough extant resources to provide new information on the significant aspects of the design and evolution of railroad operations and the role of the railroads in industry and commerce.

Table 4. Railroad Corridor Historic District Assessment of Integrity in Order of Importance

Location	Required for contributing elements of a railroad corridor historic district because will determine what buildings and structures extant and thus contributing to the historic district
Design	Required for contributing elements of a railroad corridor historic district because will determine what buildings and structures are contributing to the historic district
Materials	Required for contributing elements of a railroad corridor historic district because will determine what buildings and structures extant and their condition, thus contributing to the historic district
Setting	Loss of setting with the loss of tracks, buildings, and structures in the right-of-way diminishes overall historic significance
Feeling	If retain integrity of location, design, and materials, then historic district retains feeling of the site
Association	If retain integrity of location, design, and materials, then historic district retains the association of the site with the significant rail line
Workmanship	May contribute to the significance of the historic district through such resources as depots and bridges

In addition to assessing the significance of the railroad corridor historic district, a period of significance just also be assigned to the resource. The period of significance should begin with either the date of construction or when significant operations were established in the corridor. The period of significance should differentiate between the when the railroad corridor played a significant transportation role versus when it just provided a useful service (Schmidt and Pratt 2007). A railroad corridor historic district will have one period of significance, and as a result, can be a lengthy span of time. The end date of the period of significance should also be utilized in assessing the integrity of the railroad corridor historic district as these corridors did evolve over time as the track was expanded, rebuilt, or replaced. Modifications to the historic railroad corridor could be reflect changes in the operating patterns and thus contribute to the overall significance of the corridor.

Railroad Station Historic District

If a railroad corridor historic district focused on the significance of the linear nature of the railroad, then a railroad station historic district pertains to the passenger and freight services offered by railroad companies. Specifically, a railroad station historic district is the grouping of buildings and structures that provided both the actual services of passenger and freight transportation and the physical facilities for such capabilities. A railroad station served two functions: as a gateway for passenger traffic and as a transfer and storage point for freight (Schmidt and Pratt 2007). A railroad station may have also offered limited repair and maintenance facilities depending upon the size and location of the city in which the station was located. At minimum, a railroad station historic district will contain a depot. Other property types that may be found in a railroad station historic district include:

- Roadway (railroad bed, ballast, and track);
- Railroad stations (platform, freight houses, watering facility, warehouses, coaling facility, ice house, and interlocking tower); and,
- Commercial loading facilities (grain elevators, stockyards, and lumberyards); and,
- Railroad yard (engine house, transfer table, turntable, maintenance shop, power house, and ash pit) (Schmidt and Pratt 2007).

Railroad station historic districts are significant because of the role they play in passenger and freight handling and transportation. As early stations developed, the facilities associated with passengers and freight were miniscule. Most started with either a ticket booth or depot and a platform. As the railroad industry grew, many of these early stations evolved into diversified transportation and service centers through the construction of larger or combined depots and support buildings to service the rolling stock (i.e. locomotives, freight cars, etc.) (Schmidt and Pratt 2007). These stations became important to local economic growth; freight storage and distribution; and critical servicing and repair of equipment. As a result, the period of significance for a railroad station historic district should reflect the years of active use as a passenger and freight transportation center, storage location, and service center and not necessarily begin with the construction of the first building on site. The period of significance should terminate with the loss of passenger or freight transportation or service facilities for the rolling stock.

Based on its role as a center for passenger/freight transportation and as a service center, the themes under which a railroad station historic district would be significant are primarily under the theme of transportation overall and specifically the changes of railroad facilities to accommodate large scale movement of passengers and freight (**Table 5** and **Table 6**). Railroad stations represented the rail line in a way that basic tracks or individual railroad-related resources could not by providing both local residents and travelers with a physical reference to the line's

capabilities (as seen in the size of the station) and its economic prosperity (as seen in the architectural development of the depots).

Table 5. Railroad Station Historic District Eligibility by Criteria

Criterion A	Have a significant and demonstrated association with the theme of transportation by being a significant contributor to local/regional commercial or industrial growth; serving as a regional distribution center for commercial and industrial products; and serving as a significant regional passenger transportation hub.
Criterion B	Not eligible under this criterion as railroads built and operated by large corporations comprised of numerous people rather than one specific individual.
Criterion C	Unlikely to be eligible under this criterion as buildings and structure often followed standardized plans; were constructed over a period of years or decades rather than in a singular moment; and were often modified due to upgrades and replacements.
Criterion D	Unlikely to be eligible under this criterion as railroad corridors rarely retain enough extant resources to provide new information on the significant aspects of the design and evolution of railroad operations and the role of the railroads in industry and commerce.

Table 6. Railroad Station Historic District Assessment of Integrity in Order of Importance

Location	Required for contributing elements of a railroad station historic district because will determine what buildings and structures extant and thus contributing to the historic district
Design	Required for contributing elements of a railroad station historic district because will determine what buildings and structures are contributing to the historic district
Materials	Required for contributing elements of a railroad station historic district because will determine what buildings and structures extant and their condition, thus contributing to the historic district
Setting	Loss of setting with the loss of tracks, buildings, and structures in the right-of-way diminishes overall historic significance
Feeling	If retain integrity of location, design, and materials, then historic district retains feeling of the site
Association	If retain integrity of location, design, and materials, then historic district retains the association of the site with the significant rail line
Workmanship	May contribute to the significance of the historic district through such resources as depots and bridges

Railroad Yard Historic District

The two previous historic districts discussed the linear format of the railroad and its passenger and freight services. The railroad yard historic district pertains yet another significant aspect of the railroad industry - the construction, maintenance, repair, service, refueling, and storage of the rolling stock as seen in the sorting, classification, switching, assembly, and disassembly buildings and structures. Urban centers contained the largest railroad yards, while smaller yards were located at division points. The size of the railroad yard reflected its capacity for organizing, repairing, and assembling/disassembling rolling stock (Schmidt and Pratt 2007).

Whereas the railroad corridor and railroad station historic districts had more relaxed guidelines for significance and eligibility and overlapped in property types, a railroad yard historic district has more stringent requirements for significance. A railroad yard historic district *must* include “1) a system of tracks and support buildings associated with the classification, switching, disassembly, and assembly of trains and specialized support buildings, structures; or 2) specific facilities associated with the construction, maintenance, repair, refueling, and storage of railroad, rolling stock” (Schmidt and Pratt 2007). Based on this requirement, a railroad yard historic district will have:

- Square or round engine house (with or without transfer or turntable).
- Yard offices, maintenance/repair shop buildings, or work shelters.

Once established that the railroad yard historic district has these key elements, other property types serve as contributing resources to the district. The size of the yard determines how many of these resources contribute to the significance of the district as the size and location of the yard determined the number of buildings and structures. Contributing structures to a railroad yard historic district may include:

- Switching and signaling structures;
- Power house (unless operating off municipal electric services);
- Car construction shop buildings;
- Specialized maintenance and/or repair shops;
- Freight houses;
- Storage warehouses;
- Express buildings;
- Coaling stations;
- Ash pits; and,
- Ice houses (Schmidt and Pratt 2007).

For a railroad yard historic district to be eligible for NRHP listing, it must be associated with a historically-significant railroad corridor. Due to this association with a historic railroad corridor, a railroad yard historic district may contribute to a railroad corridor historic district if the corridor retains integrity. The railroad yard is significant itself if the corridor does not retain historic integrity. Once this has been determined, the railroad yard historic district is significant under the theme of transportation due to its role in the historical operations of the railroad network as described above. The classification and maintenance functions associated with railroad yards is exactly what differentiates it from the other historic districts as the focus is not the large-scale movement of the trains, passengers, or freight, but rather the localized effort is took to maintain such a network of lines and machines. A railroad company was only as good as its rolling stock, and maintenance of that stock was crucial. These themes, then, are what provide a railroad yard historic district with its significance (**Table 7** and **Table 8**). The specialized buildings not only reflect the association with transportation, classification, and maintenance, but also have the potential to represent significant achievements in architecture and engineering. Assessing its integrity also varies slightly from the other historic districts as the integrity of the yard's evolution is as important as the integrity of the individual resources contributing to the district.

Table 7. Railroad Yard Historic District Eligibility by Criteria

Criterion A	Have a significant and demonstrated association with having provided freight car classification services or facilities for the construction, maintenance, repair, service, refueling, and storage of railroad stock on a historically-significant railroad corridor.
Criterion B	Not eligible under this criterion as railroads yards built and operated by large corporations comprised of numerous people rather than one specific individual.
Criterion C	Have an adequately-documented association with classification tracks or support facilities for rolling stock <i>designed and built in a singular construction period</i> (rather than over years or decades) that represent a type of yard influential in the development of the car classification system or rolling stock maintenance/repair facilities
Criterion D	Unlikely to be eligible under this criterion as railroad yards rarely retain enough extant resources to provide new information on the significant aspects of the design and evolution of railroad operations and the role of the railroads in industry and commerce.

Table 8. Railroad Yard Historic District Assessment of Integrity in Order of Importance

Location	Required for contributing elements of a railroad yard historic district in addition to integrity of design and materials
Design	Required for contributing elements of a railroad yard historic district because will determine what buildings and structures are contributing to the historic district
Materials	Required for contributing elements of a railroad yard historic district because will determine what buildings and structures extant and their condition, thus contributing to the historic district
Setting	Loss of setting with the loss of tracks, buildings, and structures in the right-of-way diminishes overall historic significance
Feeling	If retain integrity of location, design, and materials, then historic district retains feeling of the site
Association	If retain integrity of location, design, and materials, then historic district retains the association of the site with the significant rail line
Workmanship	May contribute to the significance of the historic district through such resources as depots and bridges

Railroad Grade Separation Structures

Railroad grade separation structures provide trains a way to traverse a water course, vehicular roadway, topographic features, or other railroad corridor. Five specific types of structures comprise the category of railroad grade separation structures: bridges, trestles, culverts, viaducts, and tunnels. The boundaries of a grade separation structure would include the right-of-way occupied by the specific structure without any of the surrounding environment (Schmidt and Pratt 2007).

Railroad grade separation structures are significant to the railroad industry because of their association with transportation in general, but more specifically the engineering aspect that utilized scientific principles for the design and construction of these structures. In essence, if a railroad could not cross a waterway, the line was essentially useless and would not contribute to the growth of communities and industries. A variety of factors, including structure age, type, and materials, can make grade separation structure eligible and need to be considered in addition to

the four primary NRHP criteria for eligibility (**Table 8**) and the guidelines for integrity (**Table 9**). Examples of factors to be considered, as taken from Schmidt and Pratt (2007) are:

- Some bridge types, such as masonry arch bridges or culverts and viaducts, may be a rare and significant property type due to an association with the early development of railroads as well as their engineering.
- Important transitional structures include metal truss bridges and viaducts constructed first of iron or wrought iron and later steel or concrete.
- While many bridges utilized similar architectural types and materials, such as wood or metal truss, some railroad bridges came to represent how complex engineering was applied to unusual site circumstances, seen especially in the moveable span bridges such as swing, bascule, and vertical lift bridges.
- Tunnels also represented applying the principles of engineering to complex site situations that simple designs could not surmount.

Assessing railroad grade separation structures will require a unique perspective. Although these structures are in their own category, they are significant under Criterion A only if contributing elements to a railroad corridor, station, or yard historic district (Schmidt and Pratt 2007). The period of significance for a railroad grade separation structure that contributes to an established historic district must be the same. Railroad grade separation structures can also be eligible under Criterion C, and often is the criterion under which these types of structures are listed on the NRHP individually. Several factors should be considered when evaluating railroad grade separation structure eligible under Criterion C, including the age of the structure, the rarity of the design type of the structure, the prominence of the engineer/architect, and the use of innovative engineering characteristics (Schmidt and Pratt 2007; PHMC-BHP 2011). In addition to these general guidelines, Schmidt and Pratt (2007) provide specific factors that would qualify a railroad grade separation structure for eligibility under Criterion C based on materials, age, and design (**Table 11**).

As with assessing eligibility, identifying integrity in railroad grade separation structures require a different perspective. Whereas in many historic resources, material integrity is tantamount to eligibility, integrity of location, design, and setting are the most important in determining eligibility. Railroad grade separation structures are not stagnant resources, and due to their constant usage, will most likely have been altered and repaired. These impacts to the structure's material integrity do not necessarily impact its eligibility. Consequently, when assessing the integrity of this type of structure, location, design, and setting must be retained in order to effectively convey the significance of the structure's (or historic district's) association with transportation and/or engineering/architecture.

Table 9. Railroad Grade Separation Structures Eligibility by Criteria

Criterion A	Have a significant and demonstrated association with the theme of transportation contributing to an established railroad corridor, station, or yard historic district.
Criterion B	Not eligible under this criterion as railroads built and operated by large corporations comprised of numerous people rather than one specific individual. Railroad grade separation structures significant due to an association with a master architect or builder may be eligible under Criterion C for its association with architecture and engineering.
Criterion C	Eligible if structures represent the early work of an architecture or railroad engineer; follow designs/building systems representative of a significant construction method (i.e. masonry arches, innovative truss designs, methods of extending span lengths); utilize experimental/innovative engineering to address unusual/extreme site conditions (i.e. high vertical clearance, wide channel clearance); and
Criterion D	Unlikely to be eligible under this criterion as railroad grade separation structure unlikely to provide new information on the significant aspects of the design and evolution of railroad operations and the role of the railroads in industry and commerce.

Table 10. Railroad Grade Separation Structures Assessment of Integrity in Order of Importance

Location	Required to be associated with a railroad corridor, station, or yard historic district
Design	Required to convey engineering design through retention of original physical features, connection types, composition, and configuration of structural members, and is especially important for bridge as much of the distinctive engineering elements are found in the superstructure
Setting	Required to be in setting similar to that of the structure's or historic district's period of significance
Materials	Required to have original building materials or sympathetic replacements in the same materials and character as those during the structure's or historic district's period of significance
Feeling	Should be retained so long as no modern alterations to the historic design in an unsympathetic manner or in such as scale or visual contract that dominates overall appearance of the structure or historic district
Association	If retain integrity of location, design, and materials, then historic district retains the association of the site with the significant rail line
Workmanship	Should be considered if a railroad grade separation structure has any unique decorative or aesthetic features as many structures mass produced and thus do not exhibit qualities of workmanship

Table 11. Railroad Grade Separation Structures Eligible Under Criterion C Based on Schmidt and Pratt Discussion (2007)

Masonry Arch Spans	Built prior to 1938
Masonry Arch Bridges or Viaducts	Having two or more spans
	With highly skewed configurations
Masonry Arch Bridges	Having arch types other than semi-circular or segmental
	Whose rise:span ratio exceed 1:5
Truss Bridges	Metal truss built prior to 1890
	Steel truss built during the 1890s
	Iron or steel arch bridges or through trusses other than those of Pratt or Warren design
Rigid Frame Bridges	Built prior to 1938
	With false arch, ribbed frame, or through frame
Reinforced Concrete Structure	Built prior to 1910
Reinforced Concrete Bridges	Constructed with patented reinforcing systems
	With spans exceeding 100 feet
Bridges with Extended Spans Due to Innovative Engineering	Masonry arch spans 30 feet and longer
	Metal through truss spans 100 feet and longer
	Concrete slab spans 30 feet and longer
	Concrete deck girder spans 50 feet and longer
	Concrete arch spans 100 feet and longer
Any Railroad Grade Separation Structures	Concrete rigid frame spans 50 feet and longer
	Fabricated by a bridge company or fabricator with national or state-level significance
	Designed with patented or otherwise specifically designed elements
	Designed by an important engineer
	Exhibit innovative design solutions addressing unusual engineering conditions (i.e. trestles, movable spans, tunnels)
	Having exceptional aesthetic details or ornamentation

Depots

Depots are one of the most recognizable resources associated with the railroad industry. These buildings would come to represent so much more than their original function, which was to serve as a delivery point for freight. Depots also reflected how railroads also civilized the frontier by contributing to the growth of a town physically and not just economically. Oftentimes, a depot was one of the first buildings built in a newly-platted town, and the raw materials needed for further domestic and commercial construction arrived via the railroad to the depot. Once a town was established, the depot became the location for passenger service and the freight transported in were manufactured goods associated more so with larger urban communities (Schmidt and Pratt 2007).

As a result of the importance of the railroad in growing communities, depots became a primary focus in a community, often even being one of the most visible buildings in a town. Residents used depots as an informal community center, a source of local gossip, and as a gateway to and from the outside world. This usage of depots by communities made railroad companies take interest in depots since the building was a physical symbol of that railroad's corporate identity.

As a result, standardized plans and even color schemes were developed for depots, particularly those built of wood. Depots also clearly defined the space at a railroad station. Several types of buildings and structures could be found at a railroad station in addition to the depot, including passenger and freight loading platforms, service buildings, and warehouses. Typically oriented on a long axis parallel to the railroad tracks, depots separated the passenger function of the railroad from its freight service, again making the depot an important visual reference for those traveling by rail.

Depots were originally simple wood frame buildings constructed to house a ticket office and the station agent. Eventually four types of depots would be constructed based on the building's size, layout, services, and architectural detail, although they all served the common purpose of providing "a means for receiving, sorting and loading any combinations of passengers and freight" (Schmidt and Pratt 2007). The four types of depots, which will be discussed in greater detail later in the chapter, were:

- Flag Depot: first type of station constructed after a railroad was built in a small town or growing community and typically a simple building and platform.
- Passenger Depot: built in cities with significant passenger traffic following standardized plans.
- Combination Depot: provided both passenger and freight services in a single building to small rural communities that did not have enough of either service to warrant separate buildings.
- Union or Terminal Depot: high style buildings designed by architects in a variety of architectural styles with high quality materials that provided a range of services in large cities.

As the importance of the depot grew, railroad companies began following standardized plans for the flag, passenger, and combination depots in order to reduce the costs associated with building a new line while still conveying the railroad's corporate identity. These depots still had some minor architectural detailing and the Arts and Crafts, Italianate, Stick, and Tudor Revival architectural styles were the most influential in the design of these smaller depots (Schmidt and Pratt 2007). Only the union depots were designed without restraint. These depots, of which there was the Union Station in Louisville and the Union Station in Lexington, were considered the pinnacle of railroad depot architecture due to their square footage, high quality materials, elaborate interiors, range of services (from ticketing to restaurants to railroad administration offices), and service shops. Union depots were a source of local pride, but these depots also reflected the competition between railroad lines as well as the progression of architecture in the nineteenth and twentieth centuries.

The historic and architectural significance of depots can be both individually or as a contributing resource to a railroad corridor or station historic district (**Table 12**). Not only does a depot have an association with transportation, but the buildings also represent the importance of the railroad in both the growth of the community and its social interaction; provided a physical image associated with the railroad company that reflected the company's prosperity and commitment to the community; and was one of the most visually recognizable elements of a railroad network (Schmidt and Pratt 2007). Individually, depots also had significance for their architecture, particularly union depots. The period of significance for depots contributing to a historic district or recommended as a multiple resources area, would range from the initial construction period of depots to the end of the high style architectural development. In Kentucky, depots were initially constructed in the 1830s and the end of high style architectural development was in the 1920s. The period of significance for depots eligible individually would be based on its initial date of construction to the end of its peak operating years.

The integrity of a depot must be assessed in two ways: based on its role as a contributing resource to a historic district or individually (**Table 13**). When contributing to a railroad corridor or station historic district, the depot must retain its integrity of location and association to convey the role of the depot in the historic district as well as its spatial relationship to the other buildings and structures. Many smaller depots have been moved for adaptive reuse purposes, particularly as museum buildings or for commercial purposes. When a depot has been moved, the building loses its integrity of location, setting, association and feel and should be assessed individually as it could still be eligible under Criterion A and/or Criterion C if it meets the requirements under Criterion Consideration B, which is one of the seven “exceptions” when assessing cemeteries/graves, properties owned by or used for religious institutions and purposes, birthplaces, reconstructed historic buildings, commemorative properties, and in the case of some depots, properties that have been moved. Under Criterion Consideration B, a property may be eligible if it has been “removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event” (U.S. Department of the Interior 2002). If a depot is eligible individually, the railroad corridor or yard historic district will not be present, meaning the transportation corridor the depot is associated with has been removed or altered. There should remain, though, some vestiges of the historic corridor to convey the depot’s historic location.

Table 12. Depot Eligibility by Criteria

Criterion A	Must have contributed significantly to commercial or industrial growth; served as a significant commercial or industrial distribution; or operated as a dominant regional transportation center.
Criterion B	Not eligible under this criterion as railroads built and operated by large corporations comprised of numerous people rather than one specific individual. Depots significant individually due to an association with a master architect or builder may be eligible under Criterion C for its association with architecture and engineering.
Criterion C	Must embody a distinctive architectural design or construction method associated with the railroads, which can include the standardized depot plans; represent the design of a significant architect, engineer, or builder, most likely on a regional or state level; or possess high style architectural qualities and values integral to the development of railroad depot architecture.
Criterion D	Unlikely to be eligible under this criterion but must yield important information on the construction methods and spatial arrangement of the depot itself and its placement in a railroad corridor.

Table 13. Depot Assessment of Integrity in Order of Importance

Location	As a contributing resource to a historic district, required to be physically located on its historic building site within the railroad corridor or station. As an individual resource, must retain some visible expression of a significant railroad corridor or yard.
Design	Must retain enough of the building's original architecture, structural elements, and stylistic features to effectively convey its significance as a railroad depot and its architectural or engineering design.
Materials	Required to have original building materials or sympathetic replacements in the same materials and character as those during the structure's or historic district's period of significance
Setting	Must remain in original location, be relocated to a setting similar to that of the building's period of significance, and retain physical and visual association with an active railroad corridor or former corridor that is easily recognizable as such.
Workmanship	If a depot based on a standardized plan, and thus mass produced, unlikely to exhibit qualities of workmanship unless there are decorative or aesthetic features that stylistically define the building. If individually-designed, must retain evidence of the construction methods and decorative or aesthetic features.
Feeling	Should be retained so long as no modern alterations to the historic design in an unsympathetic manner or in such as scale or visual contract that dominates overall appearance of the structure or historic district
Association	Must convey the role of the building, specifically the significant services it provided. If retain integrity of location, design, and materials, then historic district retains the association of the site with the significant rail line.

Rolling Stock

A final category of railroad-related resources is rolling stock. This category is often overlooked due to the types of resources that populate it, specifically anything in the railroad industry that is mobile. Rolling stock includes locomotives, freight cars, passenger cars, maintenance equipment, and snowplows (Hufstetler and Bedeau 2007). Most of these resources are no longer in active service, but remain a recognizable piece of railroad history.

The fact that these resources are mobile rather than buildings and structures does not minimize their significance (**Table 14**). Rolling stock represents railway design, construction, operation, and maintenance, which was in integral part of the industry. If depots were the face of a railroad company, the rolling stock was the company's "tools" (Hufstetler and Bedeau 2007). The majority of rolling stock followed a standardized plan across the country since the mid-nineteenth century and thus reflects the transportation technology of that period.

Assessing the integrity of rolling stock requires focusing on the design of the resource, the materials and workmanship used to create it, and its visible association with railroad history (**Table 15**). Due to the nature of rolling stock as mobile resources, they rarely retain integrity of location and setting and in fact do not need to retain it. Rolling stock must, though, be able to show its design elements as they relate to the resource's period of significance; retain enough original materials and key components to convey its workmanship, such as the exterior cladding of a passenger car or the key components of a locomotive; and evoke an association with the railroads.

Table 14. Rolling Stock Eligibility by Criteria

Criterion A	Have a significant and demonstrated association with the historic patterns of railroad design, construction, and operation.
Criterion B	Not eligible under this criterion as rolling stock built and operated by large corporations comprised of numerous people rather than one specific individual.
Criterion C	Must retain enough integrity to convey railroad design and engineering and the transportation technology related to the resource's period of significance and
Criterion D	Unlikely to be eligible under this criterion as rolling stock unlikely to provide new information on the significant aspects of the design and evolution of railroad operations and the role of the railroads in industry and commerce.

Table 15. Rolling Stock Assessment of Integrity in Order of Importance

<u>Design</u>	Required to be associated with a railroad corridor, station, or yard historic district
<u>Materials</u>	Required to have original materials or sympathetic replacements in the same materials and character as those during the resource's period of significance
<u>Workmanship</u>	Required to retain key components that convey construction method
<u>Feeling</u>	Should be retained so long as no modern alterations to the historic design in an unsympathetic manner or in such as scale or visual contract that dominates overall appearance of the resource
<u>Association</u>	If retain integrity of design, materials, and workmanship, then resource retains the association with the significant rail line
<u>Location</u>	Not required due to inherent portable nature of the resource
<u>Setting</u>	Not required due to inherent portable nature of the resource

PROPERTY TYPES ASSOCIATED WITH RAILROADS

In accordance with the scope of work for this project, an approximation of the range and number of railroad-related property types likely to be encountered in the Winchester/Clark County, was researched. The data presented below is based upon data from both the OSA and KHC/SHPO as well as historic research.

Understanding the numerous property types associated with the railroad is vital to both assessing railroad-related resources for historic significance and for planning purposes. There are five primary categories of property types:

- Roadway structures;
- Grade separation structures;
- Railroad Station structures;
- Railroad Yard structures; and
- Depots.

Within each of these categories are specific structures that define that property type. Many of the structures do overlap. Structures that are significant to a railroad station may also be

significant to a railroad yard. Depots can contribute to a railroad corridor or yard historic district or stand alone. To simplify discussion, each structure was placed under the property type for which it is most significant.

There are several property types not identified within the following categories, specifically hotels, hospitals, and the YMCA. Union depots in particular often had an associated hotel onsite or adjacent to the depot as this was one of the features that differentiated the union depot from the other three types. Hospitals were sometimes constructed for the obvious purpose of providing care for the workers. More detailed research will be needed on this topic to ascertain of the hospitals were for the workers or the also their families. Finally, prior to the use of hotels, many railroad workers boarded at YMCAs, and as a result, several were constructed in association with the railroad. Later policies would require railroad works to board no closer than one mile from the track and as a result, the use of the YMCA died out. Two of these property types, the hospital and the YMCA, can be found in Kentucky.

Roadway Structures

The railroad roadway includes the structures that make up the linear corridor over which the rolling stock travels. Commonly referred to as railroad tracks, the roadway includes the railroad bed, ballasts, track, and drainage ditches within a modified (i.e. cut, filled, and/or graded) ground setting (**Table 16**). Historically the roadway was single track except in the passing siding, which was located approximately every five miles; areas of heavy railroad traffic, such as large cities; and in stations and yards where the rolling stock had to be assembled and disassembled. The roadway structures comprise the roadway property type and primarily contribute to railroad corridor historic district.

Table 16. Structures in the Roadway Structures Property Type

Railroad Bed	Always present in railroad roadway regardless of amount of ground modifications
	Consists of layers of soil to provide a level plane for the tracks and to uniformly distribute the weight of the rolling stock, tracks, and ballast
	Single track beds typically measure 16 – 24 feet with 20 feet being the most common
	Ballast and railroad track indicate active track
	Abandoned railroad track often overgrown with vegetation even if tracks remain
Ballast	Layer of material situated between the railroad bed and the tracks
	Historically crushed stone, slag, gravel, sand, cinders, or burned clay
	Helped distribute weight and pressure of the rolling stock, passengers, and freight on the tracks
	Sub-ballast layer occasionally added to further help distribute weight
	Sub-ballast layer gravel, slag, or cinder
Track	Steel rails spiked to wood ties bedded into the upper portion of the ballast
	Timber ties typically measured 6 inches x 8 inches or 7 inches by 9 inches in the cross-section and 8 – 9 feet in length
	Situated perpendicular to rails and conform to an inverted T profile
Drainage Ditch	Typically flank railroad bed side slope where fill is located
	Tile pipes lining the bottom of the ditch and culverts added to promote drainage
	Slopes planted with vegetation and shoulders rounded off to prevent erosion

Grade Separation Structures

Grade separation structures (**Table 17**) were designed to allow rolling stock to cross areas where there was no ground foundation to lay the roadway or no direct passage due topographic features. These types of structures - which include bridges, trestles, viaducts, culverts, and tunnels - crossed roadways, waterways, valleys, or went through hills or mountains. These structures could contribute to a railroad corridor historic district or, if not present, form their own separate property type. Examples of some railroad trestles and bridges are shown in **Figure 24**, **Figure 25**, and **Figure 26**. Several tunnels are shown in **Figure 27**, **Figure 28**, and **Figure 29**.

Table 17. Structures in the Grade Separation Structures Property Type

Trestles	Early railroad bridges timber trestle
	Brace-framed construction designed for deep river valley crossing
	Trestles have short 12 – 14 feet spans
	Timber trestle bridges easier and cheaper to build
	Timber trestles could span large obstacles in some circumstances
Bridges	Fixed metal bridges installed at permanent river crossings
	Movable bridges (i.e. vertical lift bridge, swing bridge, cantilevered bascule bridge) built in where location needed an intermittent gap
	Superstructure top of the bridge including the deck) location of most of the engineering components associated with bridge design, but piers and abutments in the substructure may show important elements of the construction method
	Masonry arch bridges utilized hyperbolic, segmental, and semi-circular arches for stability and weight distribution
	Masonry arch bridges best alternative to timber trestle prior to steel and concrete
	Masonry arch bridges more expensive but more stable and durable
	Masonry arch bridges had greater aesthetic appeal
	Truss bridges most common during latter half of nineteenth century and early twentieth century
	Geometric framework allowed for different states of tension and compression although engineering principle the same for metals truss bridges as for timber trestle bridges
	Most common truss types were Howe, Pratt, and Warren
	Predominantly iron or steel
	Truss bridges better designed to handle heavy weight of rolling stock and freight
	Configuration of posts, chords, and bracing elements of truss bridges remained largely unchanged
	Reinforced concrete slab used for short (20 feet or under) spans where simple design allows for concrete and metallic reinforcement to bear the weight distribution
	Reinforced concrete I-beam utilize multiple concrete-jacketed I-beams as stringer place approximately 16 – 18 inches apart
Reinforced concrete rail top used for very short 6 – 10 feet spans where closely-spaced steel rails acted as stronger to support the concrete slab	
Viaducts	Resemble trestle but skeletal frame is made of steel girders
	Expensive but more durable and handled heavy weight distribution better
	Designed to cross deep river valleys as well as minor streams and gullies
Culverts	Small bridges commonly over minor or intermittent streams that either provide drainage for a waterway or passageway through fill material
	First culverts were box-like masonry structures with masonry sidewalls and stone slabs
	Masonry arches provided stronger structure and resembled arched bridges with stone or concrete drainage
	Ornamentation on culverts included brickwork or interlocking metal plates arranged in a semi-circular barrel arch
Tunnels	Provided passage through an obstruction, primarily a hill or mountain
	Characterized but the design of the portal and the construction materials
	Stone, concrete, and brick used for construction of tunnel bore and portal



Before High Bridge was built, a suspension bridge design was created by John A. Roebling (who later designed the famous Brooklyn Bridge in New York) in the early 1850s, at the request of the Lexington and Danville Railroad. However, the Lexington and Danville Railroad could not sustain the necessary finances to complete the bridge construction, and only the towers for the bridge's design were actually built. Later, a new and innovative cantilever bridge design was created by Charles Shaler Smith, an engineering officer in the Confederate Army during the Civil War. His cantilever design called for a minimal amount of scaffolding and used the already existing towers (Bridges and Tunnels 2015; Powell 2010).

Finally, the 275-foot-tall bridge spanning 1,125 feet over the Kentucky River, opened for traffic of the Cincinnati Southern Railway in 1877 (<http://www.worldtimzone.com/railtrail/highbridge/>; Kleber 1992:428). At the time of its opening it claimed the title for the highest bridge in North America and the highest railroad bridge in the world (Kleber 1992:428). It held onto the record for the highest bridge over a navigable stream until the early twentieth century (<http://www.worldtimzone.com/railtrail/highbridge/>). The bridge attracted international attention because of these titles and its innovative scientific cantilever design. To keep up with heavy traffic, High Bridge was revamped in 1911 with a design by Gustav Lindenthal (Kleber 1992:429). The new structure consisted of steel, built by the American Bridge Company around the original iron. In 1929 the bridge was double-tracked. The bridge closed in 1977. Located seven miles southwest of Nicholasville (Rennick 1984:139), the Jessamine County side of the bridge was once home to social life and entertainment, but was neglected in the late twentieth century. Today, High Bridge has been designated a national historic civil engineering landmark (Kleber 1992:429).

Figure 24. High Bridge, Jessamine and Mercer counties.



The Pope Lick Trestle lies on the active Norfolk Southern line near the community of Fisherville in eastern Jefferson County. The Pope Lick Trestle in Jefferson County, Kentucky, was built in 1925 for the Southern Railway, and is still in use by Norfolk Southern Railroad. It is a deck plate girder trestle spanning 810 feet across Pope Lick Creek and Pope Lick Road (Bridgehunter.com 2016). As can be seen in this view from Taylorsville Road, the trestle is some 90 feet above ground level over Pope Lick Creek, a tributary of Floyd's Fork. The trestle is a local and regional legend. The urban legend of The Goat Man, who supposedly lures people onto the tracks, has led to many accidental deaths by thrill-seekers since its construction (Gee 2014).

Figure 25. Pope Lick Trestle, Jefferson County.



Constructed over the course of six months in 1889, Young's High Bridge (also known as Tyrone Railroad Bridge) included the longest cantilever span in the United States at the time of its completion, and remains one of the oldest cantilever truss bridges in the country. The total bridge length is 1,659 feet, with a 551-foot cantilever span, 283 feet above the low water mark of the Kentucky River (historicbridges.org 2016; Moore 2004). The bridge was part of the Louisville Southern Railroad, built under controversial circumstances during a legal conflict between the L&N and Louisville Southern Railroads (LSR), both of which were building Lexington lines at the same time. The LSR was accused of paying \$10 per vote for approval for their extension, but bridge construction was completed before an injunction could be issued by the L&N. Kentucky native and former Confederate Bennett H. Young, for whom the bridge is named, was president of the LSR at this time (Moore 2004).

Designed by the Union Bridge Company of Buffalo, New York and Athens, Pennsylvania, Young's High Bridge was built by four companies: Union Bridge Company built the superstructure, Detroit Bridge and Iron Works of Michigan fabricated the parts, Hopkins and Company built the substructure, and Baird Brothers was the erection contractor (Bridgehunter.com 2016; bridgesandtunnels.com 2016; historicbridges.org 2016). The LSR chief engineer was John MacLeod (Bridgehunter.com 2016). Passenger and freight traffic utilized the bridge until 1937, when, in December, the last passenger train crossed. Later, Norfolk Southern Railway Company (NSRC) owned the bridge, although when it was purchased is unclear (Bridgehunter.com 2016; Moore 2004). Freight traffic continued over Young's High Bridge until November of 1985, when it was closed to all traffic. Young's Bridge Partners LLC acquired the bridge in 2013, and is now used by Vertigo Bungee, which offers base jumping from the bridge (Bridgehunter.com 2016; historicbridges.org 2016).

Figure 26. Young's High Bridge, Anderson and Woodford counties.



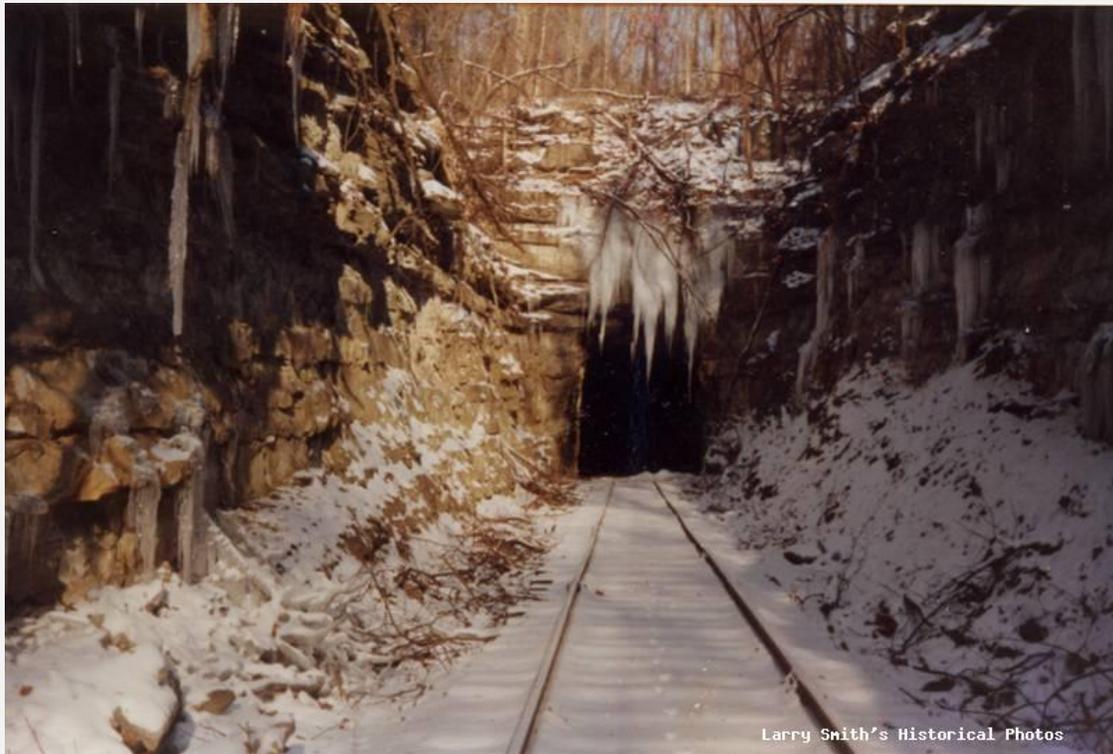
According to the historic marker emplaced near the site, this early tunnel was hand-bored by the Lexington & Frankfort Railroad in 1849. The first passenger train passed through the tunnel in 1850. The tunnel replaced an incline that had been constructed in 1835 just to the east of the tunnel location. The incline had been built by the Lexington & Ohio Railroad, which was the first railroad in Kentucky.

Figure 27. Frankfort Tunnel, Franklin County.



Listed on the NRHP, Nada Tunnel in Powell County is a one-lane tunnel along KY 77 that was built as part of a narrow-gauge logging railroad for Big Woods, Red River and Lombard. It was constructed between December of 1910 and September of 1911, using dynamite, steam drills, and hand tools, with one fatality during construction. The first load of timber to pass through in 1912 jammed inside the tunnel and had to be blown free using dynamite, after which the passage was enlarged. Climax locomotives (25 and 35 tons) hauled timber from the Red River Gorge to the Clay City sawmill, 15 miles away. The final measurements of Nada Tunnel are 900 feet long by 12 feet wide by 13 feet high (Bridges and Tunnels 2015; U.S.D.A Forest Service 2015) .

Figure 28. Nada Tunnel, Powell County.



The 1,900-foot-long Spurlington Tunnel was excavated between 1867 and 1874, as part of the L&N line between Greensburg and Lebanon. At that time, the community of Spurlington was a prosperous rural trade center, served by the nearby station at Campbellsville (hauntedhovel.com 2016; Rennick 1984:280). In October of 1879, the first train came through the Spurlington Tunnel, followed by a schedule of four freight and passenger trains per day. The tunnel is allegedly haunted by the ghost of Nancy Bass. According to the story, Bass witnessed the Jesse James gang burying loot from a Cumberland Mountain train robbery on top of the tunnel; the gang murdered her and buried her with the money. The ghost of Bass supposedly puts a curse on anyone who tries to dig up the loot (hauntedhovel.com 2015). Photograph Source: Larry Smith 96.7 FM The Wave (Smith 2016)

Figure 29. Spurlington Tunnel, Taylor County.

Railroad Station Structures

Railroad stations are often confused with depots. A railroad station is “the portion of the railroad right of way operated for the purpose of a railroad stop and designated by name in [the employee] railroad timetables” (Schmidt and Pratt 2007). The railroad station property type includes structures associated with the commercial side of the railroad industry, specifically the transfer of passengers and freight. This role differentiates the railroad station property type from the railroad yard property type, which include structures associated with the maintenance and sorting of railroad-related resources. Railroad station structures included depots (to be discussed individually), platforms, head stations, freight housing, commercial buildings and structures, section housing, water tanks, coaling facilities, ice houses, and interlocking towers (**Table 18**). Railroad stations were typically 20 miles apart due to the required water refills required by steam engines. Examples of commercial buildings, stations, and other structures are shown in **Figure 30**, **Figure 31**, **Figure 32**, **Figure 33**, **Figure 34**, and **Figure 35**.

Table 18. Structures in the Railroad Station Structures Property Type

Platforms	Facilitated movement of passengers and freight to and from railroad cars to depots and warehouses
	Typically wooden frame or concrete structures
	Low platforms used by passengers were at grade and required the use of the passenger car steps to board the train
	High platforms typically 4 feet in height to allow loading/unloading of freight or passengers
Head Stations	Located in passenger terminal
	Contained ticket counters, waiting rooms, baggage facilities, and restrooms
	May include passenger concourses or walkways between the platform and the depot
Freight Houses	On and offload transfer points for smaller amounts of freight, referred to as l.c.l (less-than-carload), although larger amounts could be handled
	Constructed as separate buildings primarily in larger communities due to higher volume of traffic
	Smaller combination depots had freight room
	Functional and simple design
	Large freight houses typically masonry structure with arched or flat truss roof to allow for maximum use of interior space
	Small freight houses either wood frame or masonry structures with series of large freight doors on trackside loading platform and opposite elevation
	Many masonry buildings still extant due to durability of materials, greater adaptability, and cost of demolition while wood frame buildings mostly gone
Commercial Buildings and Structures	Specialty warehouses for products such as agricultural produce or Beer
	Grain elevators
	Storage bins
	Stockyards
	Lumberyards
	Style of building dependent upon product being stored
Section Housing	Typically constructed in low population areas every 3 – 10 miles
	Living quarters built by the railroad company for section crews and their families, the section foremen and their families, and occasionally the station agent (although typically resided in depot)
	Small, inexpensive, wood frame buildings constructed on a standardized plan (commonly foursquare or saltbox design) and lacked any ornamentation or architectural details
	At remote stations railroad companies occasionally built a separate house

	for the section foreman and family and a bunkhouse for the section crew If a separate house constructed for the station agent, tended to be larger and more ornate in comparison to section houses
Water Tanks	Also referred to as water stations
	Location where locomotive steam engines could be refilled with water
	Connection to water source through uptake pipes, wood or metal tanks/towers, delivery spout, or small wood frame pump house
Coaling Facilities	Also referred to as coal stations
	Storage and delivery location for coal for locomotives
	Coal delivered to locomotive through elevated coal trestle with inclined approach to platform where coal dumped through chutes to locomotive coal tender
	Mechanical coaling elevators built of reinforced concrete or steel
Ice Houses	Storage facility for ice used in refrigerated cars and in passenger service
	Typically wood frame building although occasionally brick
	Insulated with sawdust, wood shavings, ashes, or occasionally tongue-in-groove sheathing and insulating paper
Interlocking Towers	Protect trains from collisions
	Located at head of switch and yard systems as part of the block signaling system
	Towers were elevated wood frame structure with hipped or gabled roofs and large bank of windows to provide operate views of the roadway and surrounding area



The Louisville & Nashville Railroad Company held headquarters in Louisville for the majority of its 132 years. Offices were initially split among several buildings throughout downtown Louisville, and then conjoined in a new combination freight and passenger depot at 9th and Broadway in 1857. However, the company's needs outgrew this space and some offices were again separated and moved to other buildings. Plans for a new office space began to form in the 1870s. A four-story building housing the L&N Headquarters and Ticket Office at the corner of Second and Main Streets was completed in 1877. However, by the 1890s the company had quickly outgrown the new headquarters and was in need of a larger building. Construction for the new 11-story Louisville & Nashville Railroad Office Building, located adjacent to Union Station, began in 1902 and was completed on 1907. The headquarters needed one last expansion, however, and the west end was enlarged in 1929, which doubled the size of the building. At its peak, more than 2,000 employees worked in the office building. However, after L&N was sold to CSX, operations were moved to Jacksonville, Florida in 1980. The office building was purchased by the state of Kentucky and renovated in 1984. It had been added to the NRHP in 1983. Today it houses the Kentucky Cabinet for Health and Family Service (Mooseky 2016).

Figure 30. L&N Building, Louisville, Jefferson County.



Plans for Union Station, designed by F. W. Mobray, chief architect for the L&N Railroad, began in early 1873. Construction began in the early 1880s but because of financial issues, was suspended until 1889 (TARC 2009). The Louisville & Nashville Railroad opened Union Station for service in 1891, located adjacent to the L&N Railroad Office building. The station served L&N, Pennsylvania, and Monon trains for most of its operating life, and served Chesapeake & Ohio trains beginning in 1963. In 1976 the last passenger train left the station and by 1979, passenger train service in Louisville ceased to exist. The Union Station train shed was demolished in 1973, but in 1979 the Union Station building was purchased by the Transit Authority of River City (TARC) of Louisville. Union Station was renovated and reopened in 1980 as the headquarters of TARC (Flanary 1995; TARC 2009).

Figure 31. Union Station, Jefferson County.



The Bardstown train station was built in 1860 for the Bardstown and Louisville Railroad, a freight and passenger line. The station is constructed of dry-laid limestone, and is included in the NRHP as the last dry-laid stone depot in the state of Kentucky. The line was foreclosed in 1864, when the Louisville and Nashville Railroad purchased it. Later, CSX Transportation acquired the 25 mile branch. Passenger service was discontinued in 1953, and the passenger portion of the station was demolished. In 1987, R. J. Corman Railroad Company purchased the station and line from CSX, opening My Old Kentucky Dinner Train entertainment restaurant in 1988, and continuing freight service to local industries. A waiting room was added to the station in 1992 (My Old Kentucky Dinner Train 2016).

Figure 32. Bardstown Station, Nelson County.

The Frankfort Union Station was built by the Louisville Nashville Railroad in 1908. This station was also used by the Chesapeake and Ohio, Frankfort and Cincinnati, and Kentucky Highlands railroads. According to the historic marker at the site, the last scheduled passenger run occurred in 1971. The station replaced an earlier depot that served the Lexington Frankfort Railroad in the 1850s.



Figure 33. Frankfort Union Station, Franklin County.



The building was placed on the NRHP on December 18, 1979. Opened in 1925, the standing depot is the third Louisville & Nashville Railroad depot that served Bowling Green. The first Bowling Green railroad depot was built in 1858 prior to the L&N's rails reaching Bowling Green. The rail line from Nashville reached Bowling Green on August 10, 1859. The L&N branched just south of Bowling Green with routes to Clarksville, Tennessee, and the line to Memphis, Tennessee, opening the path to the Western war plans. By 1863 the L&N was the only railroad to cross both Union and Confederate Territories. When the Confederates were forced to retreat from the city in February 1862, they burned downtown and all the supplies they could not carry, as well as the depot and trains. The Union troops occupying the city set about building a new depot. It was a wooden building and served the railroad and people of Bowling Green into the twentieth century. By the 1880s, the depot was becoming too small to adequately serve all those who used it, and was in dire need of repair. However, the president of the L&N, Milton H. Smith refused to build a new station in Bowling Green after the citizens chartered a competing railroad, the Bowling Green & Ohio, that was to run east to Scottsville and connect with the Chattanooga & Ohio out of Gallatin, Tennessee. In retaliation, Milton Smith moved the railroad operations to Paris, Tennessee, causing economic hardships for Bowling Green. Milton Smith died in 1921 and the current depot was opened with much fanfare October 2, 1925. It was constructed of limestone from the former White Stone Quarry located in southern Warren County, Kentucky.

During the 1930s and 1940s, the Bowling Green station was a stop for over 30 passenger trains, plus freight trains, on a daily basis. With the signing the Transportation Act in 1957 to create a national interstate road system and the burgeoning popularity of air travel, passenger service began to decline in the 1960s. Amtrak replaced L&N passenger service with the Floridian in 1971, and the last passenger train left the depot on October 6, 1979. The L&N depot currently serves as the home for The Historic Railpark and Train Museum, with a two-story museum in the old "colored" waiting room, and special events venue space in the original white waiting room.

Abstracted from Wikipedia (Wikipedia 2016).

Figure 34. Bowling Green Station, Warren County.



This historic photograph shows the original train station at New Haven along with a water tank.
Courtesy of Kentucky Railway Museum.

Figure 35. Historic photograph of water tank, New Haven, Nelson County.

Railroad Yard Structures

The purpose of the buildings and structure in the railroad yard property type is the switching, assembly/disassembly, maintenance, construction, service, and repair the railroad company's rolling stock. Railroad yards were located at specific locations, such as terminals, division points, or larger railroad stations or junctions rather than in a prescribed distance such as railroad stations. Structures within a railroad yard included the roundhouse or engine house, transfer table and turntable, maintenance shop, railroad power house, ash pit, railroad yard offices, work shelters, and catenaries (**Table 19**). An example of a yard structure is shown in **Figure 36**.

Table 19. Structures in the Railroad Yard Structures Property Type

Roundhouse	Large building that provided mechanical service for rolling stock
	Typically located in terminals or at division points approximately 100 miles apart on most major rail lines
	Focal point of the yard due and ancillary structures (such as water tanks, oil houses, coaling stations, etc.) that worked with roundhouse
	No standardized plan for roundhouses other than being large structure with multiple tracks leading to turntable bays, at minimum one engine pit for maintenance of a locomotive's undercarriage, and boiler washout facilities to clean mineral deposits and debris from locomotive boilers
	Exterior either wood, stone, or brick, but brick preferred due to reduction of fire risk and large windows for natural light
	No standard roof shape, although gabled, clerestory, and sawtooth common, particularly the latter as they allowed for rows of windows near the roofline for additional light
	Large interior space characterized by heavy wood-post interior supports and turntable stalls with large smokestacks
	Flooring differed in each roundhouse and could be packed earth, wood planks/blocks, asphalt, brick, or concrete
Engine House	Small-scale roundhouses located in significantly smaller yards
	Provided mechanical services to rolling stock
	Commonly used on short lines or branch lines that had less traffic
	Buildings were square, wood-frame with side-by-side berths for locomotive repairs
	Track switches utilized rather than turntable to access engine house tracks
Transfer Table	Mechanism to move locomotives into the engine house
	Used in square houses
	Rectangular platform with tracks that moved train perpendicular to the main line coming through the yard
Turntable	Mechanism to move locomotives into roundhouses
	Circular platform on steel trusses or plate frameworks that turned locomotives or freight cars to line them up for access to the roundhouse or in the roundhouse stall
Maintenance Shop	Used at junctions or division points to maintain rolling stock
	Could be combined with engine house
	Shop complex as a while had ancillary shops, such as mill rooms, machine shops, carpenters, blacksmiths, oil shop, wheel foundries, etc.
	Typically wood frame buildings with brick or brick veneer
	Multi-light windows and large bays doors utilized for access and natural light
	Blacksmith shops included chimney vents for forges
Power House	Power source for to shops and engine houses
	Provided steam-generated electricity
	Distributed steam for heat
	Typically small wood frame building near engine house
	In some cases, a larger building that included room for boilers
Ash Pit	Location for locomotives to dump ash and cinders
	Typically 1 – 4 feet in depth with stone, brick, or metal side walls
	Occasionally had water pits for extinguishing hot coals
Railroad Yard Offices	Location for employees responsible for organizing incoming/outgoing railroad traffic; classifying passenger and freight cars and assembling trains based on the classification; scheduling services and repairs; and arranging locomotive ore-run preparations
	Typically simple, plain frame buildings although could be brick
Work Shelters	Structures used to monitor railroad operations
	Includes watchman shanties, flagman shanties, signal houses
	Typically simple wood frame building based on a standardized plan with hipped or gable roof, board and batten or clapboard siding, and large windows



Extant structure at Lebanon Junction.

Figure 36. Loading facility structure at Lebanon Junction, Nelson County.

Depots

Depots were the central location for passengers and freight. These buildings often became the center of a community and were the physical face of the railroad company. Architecturally, depots represented the progression of styles across the county from the nineteenth to early twentieth century. There are four types of depots based on size, location, and services (**Table 20**). Examples of depots are shown in **Figure 37**, **Figure 38**, **Figure 39**, **Figure 40**, **Figure 41**, and **Figure 42**. Examples of other railroad-related structures that served as depots but likely also other functions are shown in **Figure 43**, **Figure 44**, and **Figure 45**.

Table 20. Structures in the Depot Property Type

Flag Depots	Often first type of railroad-related building constructed after the rail line completed
	In communities just established by due to railroad construction or communities that developed around the railroad
	Location where low traffic and train was flagged down as needed for passenger or freight transportation rather than having scheduled stops
	Typically open-air or enclosed building with a gable or shed roof with a simple platform located next to the tracks
	No major design plan or architectural detailing
Passenger Depot	Constructed in locations passenger transport was the primary service
	Smaller passenger depots based on standardized plan with some variation in appearance based on nationally-popular architectural styles
	Small passenger depots were one story and typically included a ticket office, waiting room, and baggage room, although freight could be accommodated if needed
	First class passenger depots were larger and designed individually rather than on a standardized plan
	First class passenger depots could be one or two stories and included a ticket office, waiting room, smoking room, dining room, baggage room, mail/telegraph/wire services office, news stand, conductor and trainmen lounges, administrative offices, supply rooms, and restrooms
Combination Depot	Typically located in small rural communities where level of passenger and freight traffic low enough that separate buildings not warranted
	Approximately the same size as a small depot with a single, central office where passenger tickets and freight bills processed
	Passenger waiting room located on one end of the depot and the freight room on the opposite end
	Architecturally similar to passenger depots
	Low-volume "first class" and high volume "second class" combination depots based on standardized plans developed by railroad engineering departments
	Typically frame building with wood siding or brick cladding
	Architectural influences included Arts and Crafts, Tudor Revival, and Victorian Eclectic
A later trend in combination depots was the addition of a living space for the station master and bunks for the railroad workers	
Union or Terminal Depot	Located in large urban centers
	Designed by regional or state architects using high architectural styles and quality building materials
	Common styles included Beaux Arts, Classical Revival, and Richardsonian Romanesque
	Exterior and interior materials included brick, stone, terra cotta, marble, and hardwoods
	In addition to passenger and freight offices and storage facilities, union depots included agency offices, station master's office, train master's office, express office, and hotel facilities



The L&N depot at Deatsville was nominated for the NRHP in 1987, as part of the T. W. Samuels Distillery Historic District. Both the district and the station are considered significant under criteria A and C, based on the role of the distillery and railroad in industry and design/architecture before, during, and after Prohibition (Hall 1987:3, 11). The standing Deatsville Depot was built in 1913 (replacing an earlier building) from L&N's Plan C for both passenger and freight trains, including freight to and from the distillery (Hall 1987:5). The attic space was converted into an apartment in 1980 and the terra cotta-tile roof replaced with shingles, but the lower level, including waiting rooms, ticket/freight office, and loading docks, remains intact (Hall 1987:11).

Figure 37. T.W. Samuels Distillery and L&N Depot. Nelson County.



In 1851, the Louisville and Nashville Railroad built the track split and refueling point at Lebanon Junction. The main line continued southbound to New Orleans, while the northbound trains climbed Muldraugh Hill toward the town of Lebanon in Marion County. The L&N constructed a two-story wood frame hotel on Main Street to house the railroad workers (the building burned down in 1912, along with several other businesses, two residences, and a Knights of Pythias meeting hall). During the Civil War, Confederate troops destroyed a bridge over the Rolling Fork at Lebanon Junction, as well as the wood trestles on Muldraugh Hill. Four thousand Union troops were headquartered at the station in 1861 (*Courier-Journal* 2007). In 1892, a terminal was built and a boomtown sprang up at Lebanon Junction, officially incorporated as a town in 1895. Lebanon Junction grew to be the largest city in Bullitt County, with an around-the clock depot, even after the business district was damaged in a fire on May 24, 1912 (Strange 2015). The introduction of diesel engines allowed trains to go further between refueling, however, and L&N shifted most of its Lebanon Junction business to the South Louisville Yards off of Grade Lane in 1935. Coupled with the Great Depression, this change halted the growth and prosperity of Lebanon Junction, and rail traffic at its depot ended in 1957. The depot building was demolished in 1961 (Strange 2015; *The Courier-Journal* 2007). Photo used with permission of the Bullitt County History Museum.

Figure 38. Lebanon Junction Depot, Bullitt County.



The Paris Railroad Passenger Depot in Bourbon County was constructed for the Louisville & Nashville Railroad (L&N) in 1882 and expanded in 1904 and 1911. It was used by both the L&N and the Frankfort & Cincinnati. It is the city's only example of late Victorian Stick Style architecture, with a balloon frame and both vertical and horizontal siding, a covered platform supported by thin posts with triangular braces, and a tin hipped roof with carved wooden decorative detailing (Warminski 1989; Whitley 1972). The three main rooms of the building were a station master's office and two waiting rooms, with a large baggage room and small office (possibly the baggage master's), as well as a men's and women's restroom. A ceiling hatch leads to a large loft space. A "butterfly" shed and other railroad buildings once stood near the station, but had all been torn down by the 1970s (Whitley 1972).

The Paris Depot, in addition to transporting passengers between Lexington, Georgetown, Cincinnati, Louisville, Lexington, Frankfort, Washington, and Florida, also shipped racehorses, livestock, produce, and grains, including hemp. Theodore Roosevelt, during his candidacy on the Bull Moose Party ticket, made a "whistle stop speech" at the Paris Depot. The depot also brought performers to the Paris Opera House after it opened in 1890, as well as the circus (Whitley 1972). When, in the 1970s, the depot's demolition was proposed, it was instead listed in the NRHP in 1973 and subsequently restored (Warminski 1989). Until around 2005, it was adapted into a restaurant, which has since closed.

Figure 39. Paris Depot, Bourbon County. Historic photos.



The Matson State Line Depot is listed as a Kentucky Historic Landmark by the Kentucky Heritage Council. The depot is named after General Robert Matson, who served in the Kentucky Legislature in 1832 and 1834. Matson owned farms in Bourbon County, Kentucky and Coles County, Illinois. When he moved his slaves from Kentucky to Illinois, he left a housekeeper in Illinois for an extended period of time. She sued for her freedom in Coles County Court, and Matson hired Abraham Lincoln as his defense lawyer. Lincoln lost the case and Matson absconded to the State Line community in Kentucky. Matson was hired by the Hickman-Obion Railroad in 1854, to build a rail line from Hickman, Kentucky to Woodland Mills, Tennessee; he utilized slave labor for the construction. The railroad granted him a siding on his land, known as Matson Switch, which later evolved into the State Line Depot (Facebook Member feeling happy 2016).

The rail line became operational shortly before the Civil War, and Union and Confederate troops fought for control of the railroad and the adjacent Mississippi. On the grounds of the Matson State Line Depot is a historical marker for General Nathan Bedford Forrest's crossing of the state line and raid on Hickman on March 24, 1864. Ownership of the railroad changed several times following the war (Facebook Member feeling happy 2016). In the 1890s, the Nashville-Chattanooga and Saint Louis Railroad (NC&SL) bought the line in the hopes of bridging the Mississippi at Hickman, and in 1901 constructed the Matson State Line Depot. The depot is a wood and stucco structure, 20 feet by 40 feet, with an elevated cargo area (Facebook Member feeling happy 2016; LocationsHub 2015). No sound footing could be located for bridge construction, and passenger service ended at the State Line Depot in 1952. Cargo service ended the following year (Facebook Member feeling happy 2016).

Figure 40. Matson State Line Depot, Fulton County.



According to the City's website, a man named Gideon King provided land for the railroad track and station, freight house, and cattle pens. The railroad was completed in 1849 and crossed the New Castle-Shelbyville Turnpike between Louisville and Frankfort. It was a catalyst for the growth for the community. The name "Eminence" means "high place" and the town was the highest point along the railroad between Louisville and Lexington (900 feet AMSL). The presence of the rail line through Eminence is touted as the reason that the city grew to be larger than the Henry County seat of New Castle. At one time, there were seven depots in Henry County. The Eminence Depot, shown above, is still standing and in use for other purposes. It is only one of two depots extant in the county (City of Eminence 2016).

Figure 41. Eminence Depot, Henry County.



In 1877, the Southern Railway reached Lexington and constructed a depot. Though Southern was only one of four railroads to stop in Lexington, it was the only railroad whose Lexington line was a main line rather than a branch. The first depot was destroyed by fire in 1906, and a new Colonial/Georgian Revival depot designed by H. Herrington was constructed on the same site from 1906-1908. The Hendricks Brothers company was in charge of construction, with supervising architect Paul Anderson and staff architect Arthur Giannini overseeing the work. The Southern Railway Passenger Depot was a two-story salmon-yellow brick building with Ionic columns. The first floor housed the baggage and mail rooms, ticket office and vault, restrooms, a dining room, a smoking room and a women's retiring room, and a general waiting room and separate "colored" waiting room. Upstairs were the offices of railway personnel (DeCamp 1987).

Sixteen daily passenger trains operated on the Southern line through Lexington by 1930. During the 1940s, a train jumped the tracks and damaged the northwest corner of the depot; it was rebuilt to the original design, and was the only alteration to the building's exterior during its history. The depot was abandoned in the early 1970s, but was added to the National Register of Historic Places in 1987, with a recommendation to preserve and adapt the building to a new use. At that time, almost all of the original structure and materials were intact, with the exception of the removal of partitions separating the "colored" waiting room and ticket office and the closing off of the foyer entrance (DeCamp 1987). The building was Central Kentucky's only standing major railroad station when an arsonist destroyed it in 1991 (The Bluegrass Trust for Historic Preservation 2016).

Figure 42. Southern Railway Passenger Depot, Lexington, Fayette County.



This stop had previously been known as “Lime Kiln” for the kilns that had been located there and was denoted as such on the 1879 atlas. The name appears to have changed to Florida Heights by 1883. The stop is depicted by Sulzer (Sulzer 1950) as a stop on the Louisville Harrods Creek & Westport; it is also depicted as an interurban stop on the 1912 USGS map. A shelter is at the location, but its history is currently unknown. Renovations have included new roofing. The underlying structure was thought to be partially original (Ron Schooling, personal communication 2009), but one reference referred to the original structure being washed away during the 1937 flood (JCPS Archives 2010).

Figure 43. Open-air shelter, possibly reconstructed, at the Lime Kiln/Florida Heights stop, Jefferson County.



The first railway stop at Glenview has been stated to have been developed in 1871 at the location of the Glenview post office. According to its inventory form, the current building of the Glenview post office was built about 1887 (Brooks 1998).

Figure 44. Glenview Depot, now the Glenview U.S. Post Office, Jefferson County.



Avoca is a neighborhood in northeast Jefferson County that is located along Aiken Road. Little information was found regarding this small building located adjacent to the train tracks near Avoca Station Road. It appears that it may once have been a small depot known as Avoca Station. One website contains a speculation that it was once the Avoca post office, and afterwards a grocery. It has also been affiliated with the Lyndon Coal Company. The building is in considerable disrepair and seems abandoned (Holland 2011).

Figure 45. Avoca Station, Jefferson County. Former post office/station.

CULTURAL LANDSCAPES

In many ways similar to the notion of a railroad historic district, railroads can also be integral components of cultural landscapes. Many communities developed along the rail lines and were responsible for its development and growth. These landscapes incorporate cultural elements that are not rail-related per se, but are there because of the presence of the line. In other circumstances, railroads and rail facilities form part of a larger industrial landscape which is dominated by the exploitation of particular resources, such as coal or timber.

The cultural landscape approach is the foundation for a broader context for evaluating the significance of cultural resources and is based on an analysis of the spatial relationships between natural and human features on the landscape. By looking at the distributions of cultural resources and their correlation with environmental factors such as landform, vegetation, drainage, etc., patterns in the locations of these resources can sometimes be defined.

Since defining the original five historic property types, the NRHP recognized four cultural landscape categories, which are not mutually exclusive: historic designed landscapes, historic vernacular landscapes, historic sites, and ethnographic landscapes. These categories may be used to determine if a landscape is a historic resource and how it should be treated, managed, and interpreted. Additional information may be accessed at the following website:

<http://www.nps.gov/history/hps/tps/briefs/brief36.htm>. Cultural landscape categories are as follows:

- **Designed Landscape:** *a landscape that was consciously designed or laid out by a landscape architect, master gardener, architect or horticulturist according to design principles or an amateur gardener working in a recognized style or tradition.*
- **Vernacular Landscape:** *a landscape that evolved through use by the people whose activities or occupancy shaped that landscape. Through social or cultural attitudes of an individual, family or a community, the landscape reflects the physical, biological, and cultural character of those everyday lives.*
- **Historic Site:** *a landscape significant for its association with a historic event, activity or person.*
- **Ethnographic Landscape:** *a landscape containing a variety of natural and cultural resources that the associated people define as heritage resources.*

A designed historic landscape is defined as a landscape that is significant as a work of art; as the use of a design principle or work of a master designer; for its association with a historic event, person, or trend; and/or its contribution or relationship to landscape architecture (US Department of the Interior n.d.). Many, if not most, Kentucky railroad-related cultural landscapes, however, are more closely aligned to the concept of a rural landscape (exceptions being train facilities in large urban centers such as Louisville and Lexington). Unlike a designed historic landscape, the significance of a rural historic landscape reflects the daily activity of its inhabitants and various forms of use including agriculture, ceremonial or cultural sites, conservation, industry, maritime, migration, or transportation (U.S. Department of the Interior 1999). Of eleven characteristics of rural landscapes, one is especially relevant to railroads:

Circulation Networks: The presence of systems for the transportation of people, goods, and raw materials from one location to another.

Examples of rail-related cultural landscapes could include small rural towns that developed along the rail lines. While many of these landscapes have fallen into decline along with the decline of the rail service (**Figure 46** and **Figure 47**), others have been incorporated into the “Main Street” program initiatives of small cities and have played an important role in revitalizing downtown districts (**Figure 48** and **Figure 49**).



Sulphur Station in Henry County is on the Little Kentucky River. Built in 1867, the depot in Sulphur served the Louisville Cincinnati & Lexington (later the Louisville & Nashville Short Line). Originally, the village which grew up around the station was called Abbottsford, but was renamed for local sulfur springs in 1880 (Rennick 1984:287).

Figure 46. Views of abandoned commercial and residential buildings along tracks, Sulphur, Henry County.

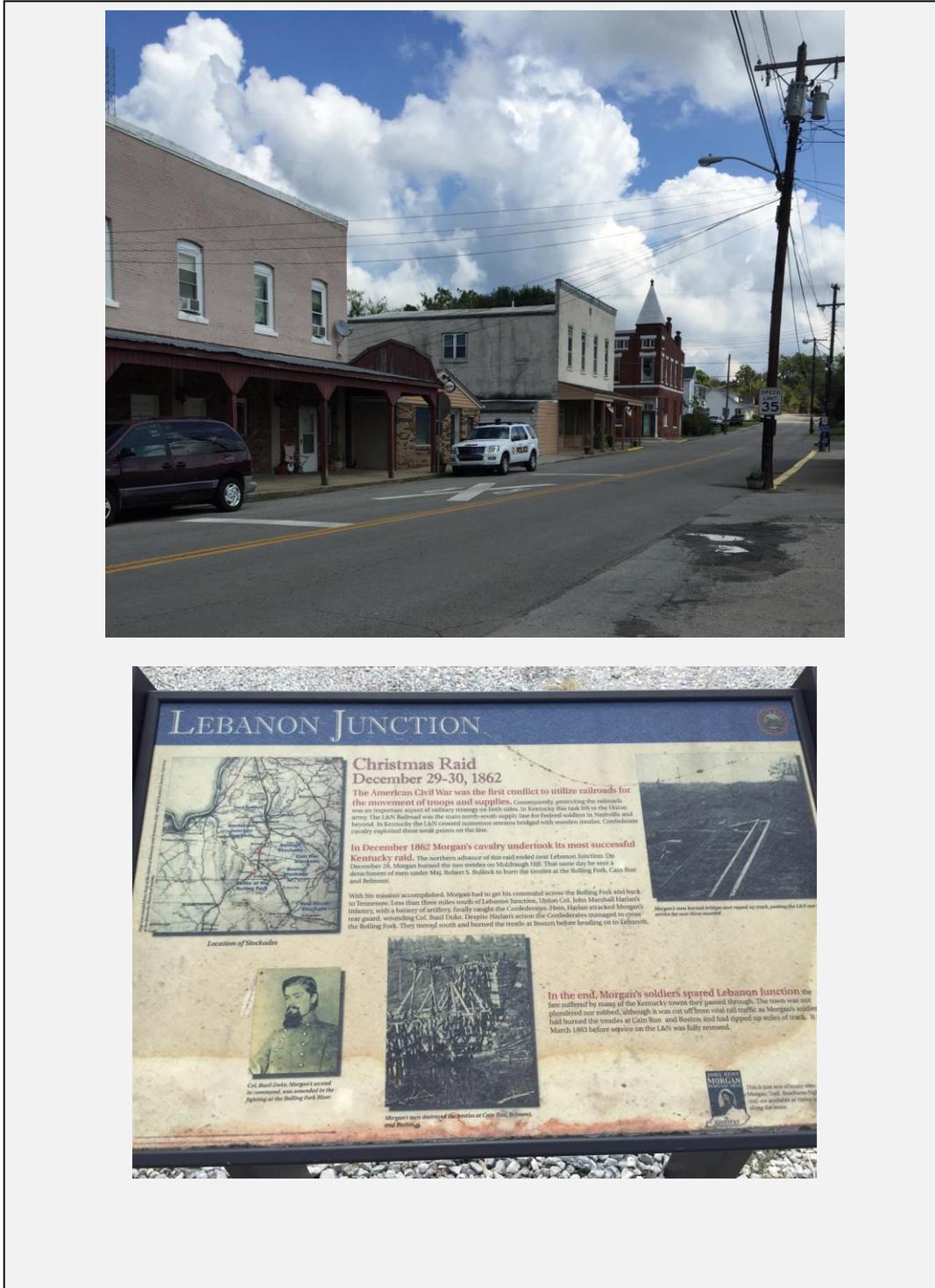


Figure 47. View of downtown Lebanon Junction at tracks with Civil War Memorial, Nelson County.



To this day, up to 30 freight trains a day roll down the center of Main Street in La Grange. This small town takes pride in being friendly and colorful, and many shops, restaurants, along with art and other attractions can be found along Main Street. <http://www.lagrangecrossroads.org>.

Figure 48. Downtown Street in LaGrange, Oldham County.



Like many small cities faced with a declining downtown, a major streetscape renovation project brought new life to Midway through an initiative called *Main Street Kentucky*. Today, the downtown aligned along the railroad brings many tourists to the city from miles around.

https://www.google.com/search?q=midway+kentucky+images+downtown&biw=1366&bih=622&tbm=isch&imgil=SMcCPUSVTsHM%253A%253BsJzMmivudv0gFM%253Bhttp%25253A%25252F%25252Fclubchaosagents.com%25252Flocal%25252FKentucky%25252FMidway&source=iu&pf=m&fir=S-3McCPUSVTsHM%253A%252CsJzMmivudv0gFM%252C_&usg=__1bCjxIAIjDVFLejzviyziW M155Q%3D&ved=0ahUKEwj7prydLTMahXEct4KHQ9oAYUQyicJw&ei=Gn0jV_uxJMTj-QGP0IWocA#imgsrc=KQIRijCLuoezhM%3A

Figure 49. Midway downtown, Woodford County.

Examples of other, ethnographic, landscapes are less easy to discern. As an example, a possible ***hobo landscape*** was identified during a 2008 Phase I archaeological survey of a possible industrial park in Henry County (McGrath and Anne Tobbe Bader 2008). During this survey, remains possibly associated with a railroad section house were documented. An 1882 atlas depicts a structure labelled as a "Section House" (Henry County Historical Society 2000). The section house was part of the railroad, presumably housing equipment to complete maintenance along the line. Employees completing the work were known as "section hands"; some African American section hands lived in the nearby city of Campbellsburg (Moore et al. 2002). This section of the track is a unique stretch along the line. The track bordering the project area was a high point along the line and from there, to a place known as Turners Station, was down slope. Therefore, trains would be slowest near the Section House, then, as the train descended to Turners Station, would gain speed. This pattern was well known in the area and had another consequence--hoboes hopping on trains at this slow section (Hammer Smith, Henry County Historical Society, personal communication 2008).

This location was assigned site 15HY66. No archaeological evidence of the location of the Section House was recovered, and the artifacts from the site are few, as might be expected. Among the few recovered artifacts are six glass fragments. A solarized glass fragment indicates a date between 1880 and 1915. In addition, one of the two round bottle bases could be identified. According to Toulouse (1971:377), the "NB" visible on the base was a bottle from the North British Manufacturing Company. This company existed as such from 1903 until 1937, thus extending the date range from approximately 1880 to 1937. The contents of these bottles were generally Scotch whiskey. It could be conjectured that the debris resulted from workers at the Section House depicted on the 1882 atlas, or hoboes waiting for a ride (**Figure 50**).

4

RECORDED HISTORIC AND ARCHAEOLOGICAL RESOURCES

CULTURAL LANDSCAPE DEFINITIONS AND DISTRIBUTIONS

Five broad cultural landscapes have been defined for Kentucky. Recorded railroad-related resources (according to the KHC database) within these landscapes are shown in **Figure 51**. This figure shows a greater number for the Bluegrass landscape area than for others. Also evident is the low number of resources that have been identified in the Jackson Purchase landscape. Definitions of the cultural landscapes follow.

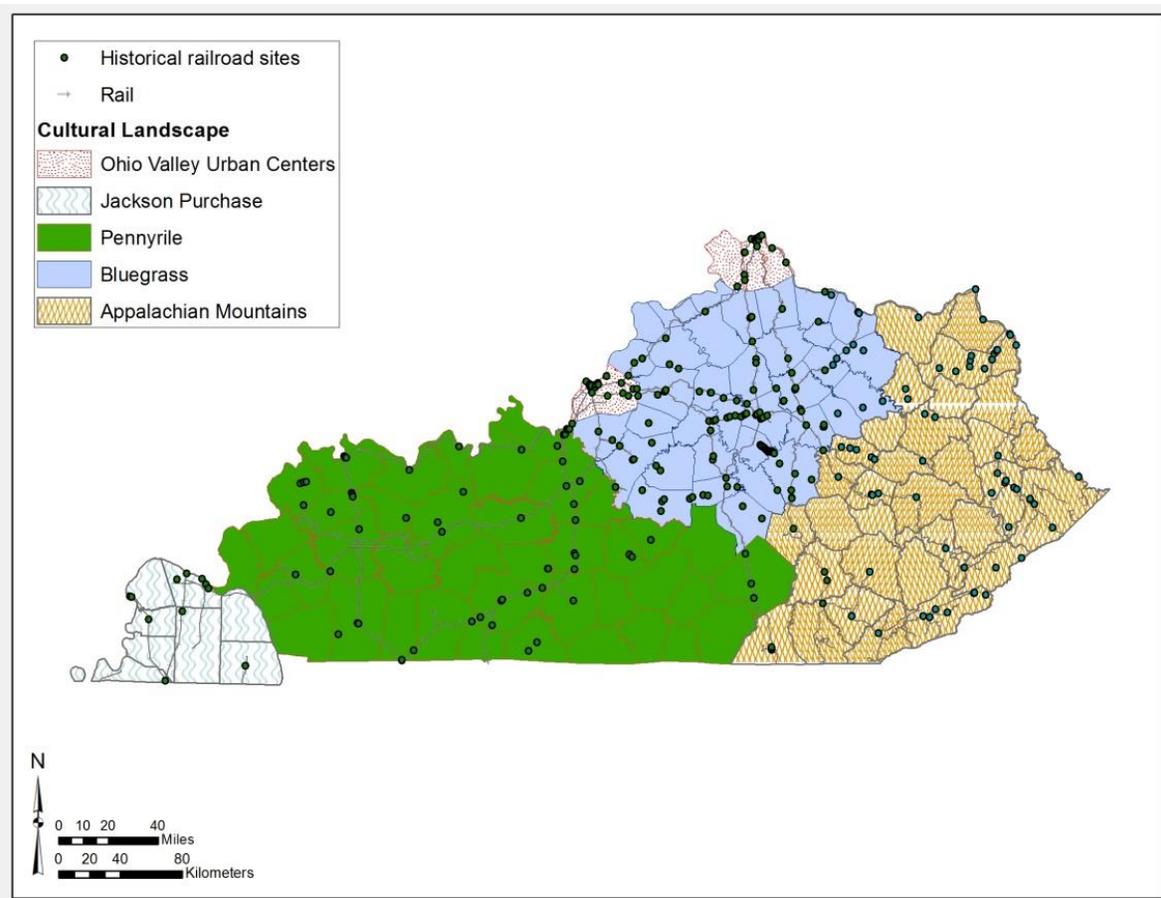


Figure 51. Statewide railroad-related historical sites by cultural landscape.

Jackson Purchase

The Jackson Purchase Cultural Landscape covers an area of approximately 6559 square kilometers. The Jackson Purchase area was the last area in Kentucky to be settled by European Americans, and consequently the earliest buildings in this area date from the 1820s and 1830s. Most of the towns reflect the planning and architectural concepts of the post-Civil War era.

Access to regional markets in this area was provided via the Ohio-Mississippi River system (Stackelbeck and Mink 2008:20). A variety of railroad lines entered into this part of Kentucky. The Mobile and Ohio (M&O) connected Columbus, Hickman County, in the Jackson Purchase to the Gulf Coast in 1861, and interests in Paducah built a connecting spur to this line through Mayfield soon after (Castner 1992:753). Paducah was connected to Elizabethtown in the Pennyrile Cultural Landscape by 1870 (McBride and McBride 2008:952).

To date, no railroad-related archaeological sites have been recorded for the Jackson Purchase Cultural Landscape. At the time of this study, 14 railroad-related historic sites were listed for this area with the KHC, with a density of one per 468 square kilometers (**Figure 52**). None of these sites have been nominated to the NRHP.

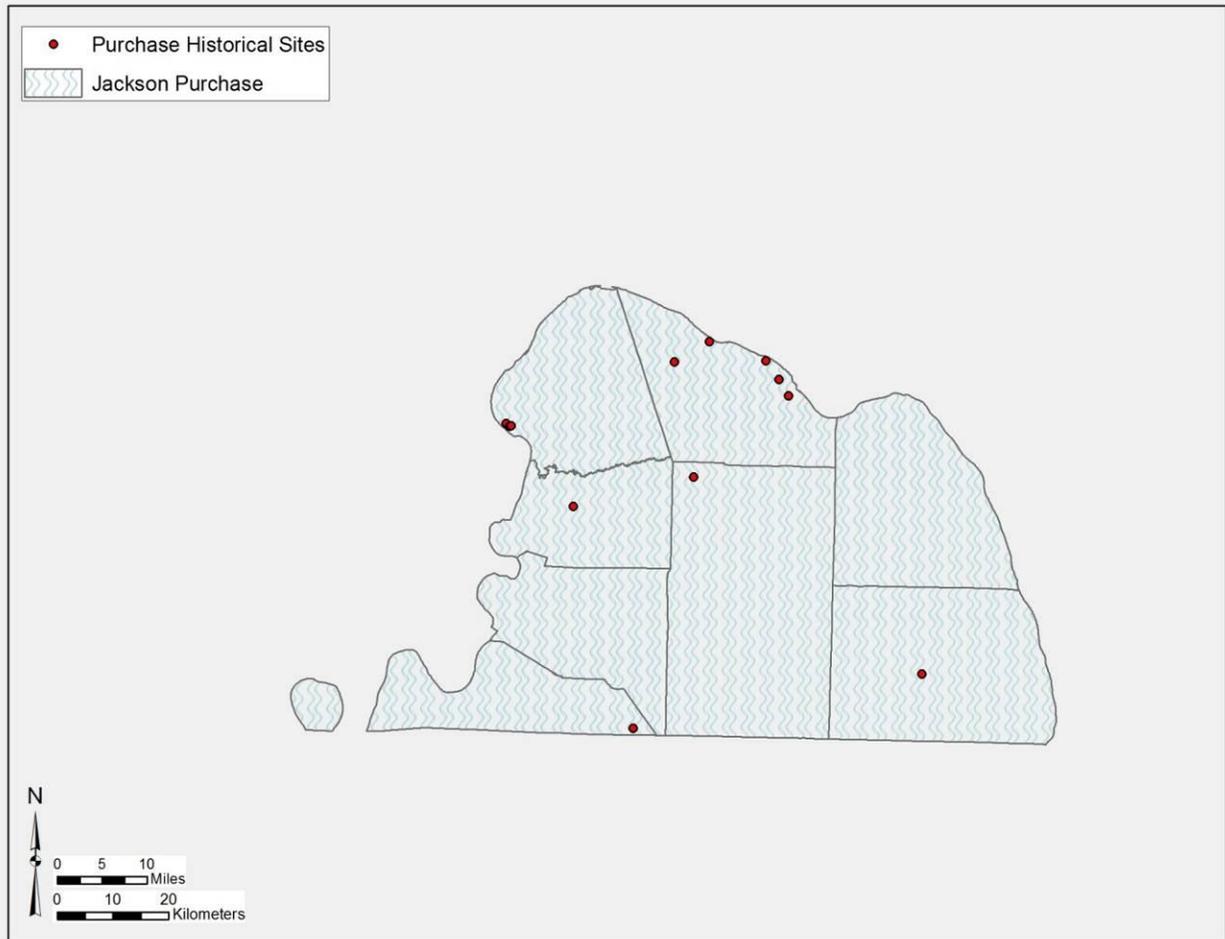


Figure 52. Historical sites in the Jackson Purchase Cultural Landscape

Pennyrile

The Pennyrile Cultural Landscape covers an area of approximately 42,216 square kilometers. The State Plan subdivides this area into the Western Coalfield, the Pennyrile Plain, and the Eastern Pennyrile. The Western Coalfield is characterized by land with limited agricultural potential. Coal has been mined in this area since the 1820s (McBride and McBride 2008:927), resulting in the development of several mining communities and railroad centers (Stackelbeck and Mink 2008:21). Most of the major lines into the Pennyrile Cultural Landscape were in place

by 1880. In 1836 a crude tramline was constructed connection Bowling Green with freight service to a wharf about a mile and a half on the Barren River. The Louisville Nashville Railroad(L&N) acquired this spur in 1850 (Castner 1992:753). The city of Bowling Green benefited more than others from its position on the Louisville and Nashville line (McBride and McBride 2008:927).

The Pennyryle Plain is the second most agriculturally productive area in Kentucky, after the Bluegrass Cultural landscape and did not historically develop much in the way of industry (Stackelbeck and Mink 2008:21). The Eastern Pennyryle is characterized by agriculturally marginal soils, and even today has an underdeveloped transportation infrastructure (Stackelbeck and Mink 2008:21).

Records checks produced a total of five railroad-related archaeological sites in this area, or one per 8440 square kilometers (**Figure 51**). None of these sites has been recommended as eligible for the NRHP. At the time of this study, a total of 71 railroad-related sites were listed for this area with the KHC, a density of one per 595 square kilometers. Three of these sites, two depots and a railroad-associated house, have been nominated to the NRHP.

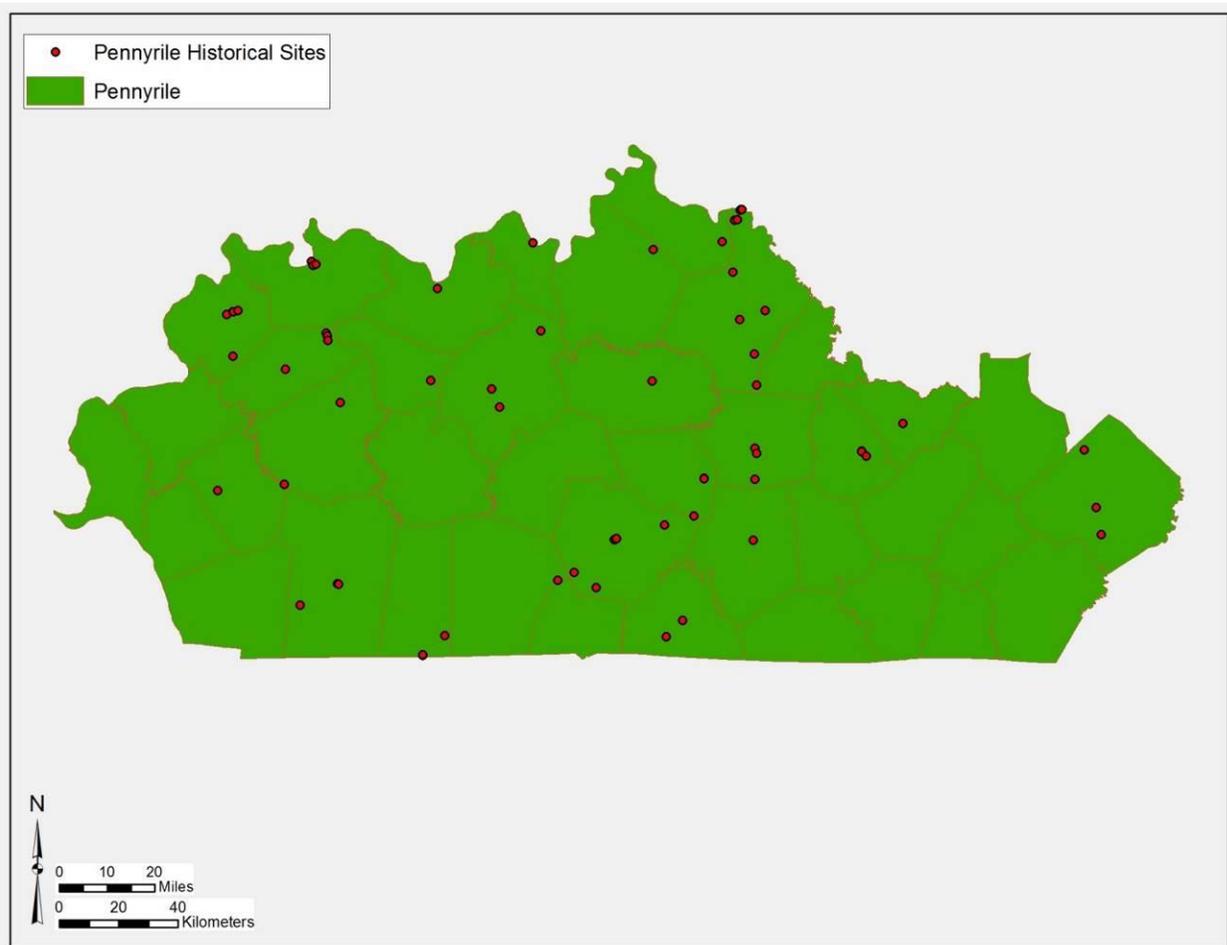


Figure 53. Historical sites in the Pennyryle Cultural Landscape

Ohio Valley Urban Centers

The area designated as The Ohio Valley Urban Centers Landscape covers approximately 2532 square kilometers. This landscape is divided by the State Plan into Louisville and Northern Kentucky, the latter consisting primarily of the Covington and Newport urban areas. These communities developed with the industrialization of the Ohio Valley that began in the 1840s and continued into the twentieth century. Their relatively rapid growth as industrial and regional commercial centers during the last half of the nineteenth century is due in large part to their location on the Ohio River (Stackelbeck and Mink 2008:21). Both of these areas were destination points for the earliest railroads running out of Lexington, and elsewhere in Kentucky (Castner 1992; Strategier 1950).

A records search produced no documentation of railroad-related archaeological sites in this area. At the time of this study, a total of 41 railroad-related historic resources were listed for this area with the KHC, a density of which is one per 61 square kilometers (**Figure 54**). Three of these sites, consisting of two depots and a railroad associated building, have been listed as eligible for the NRHP.

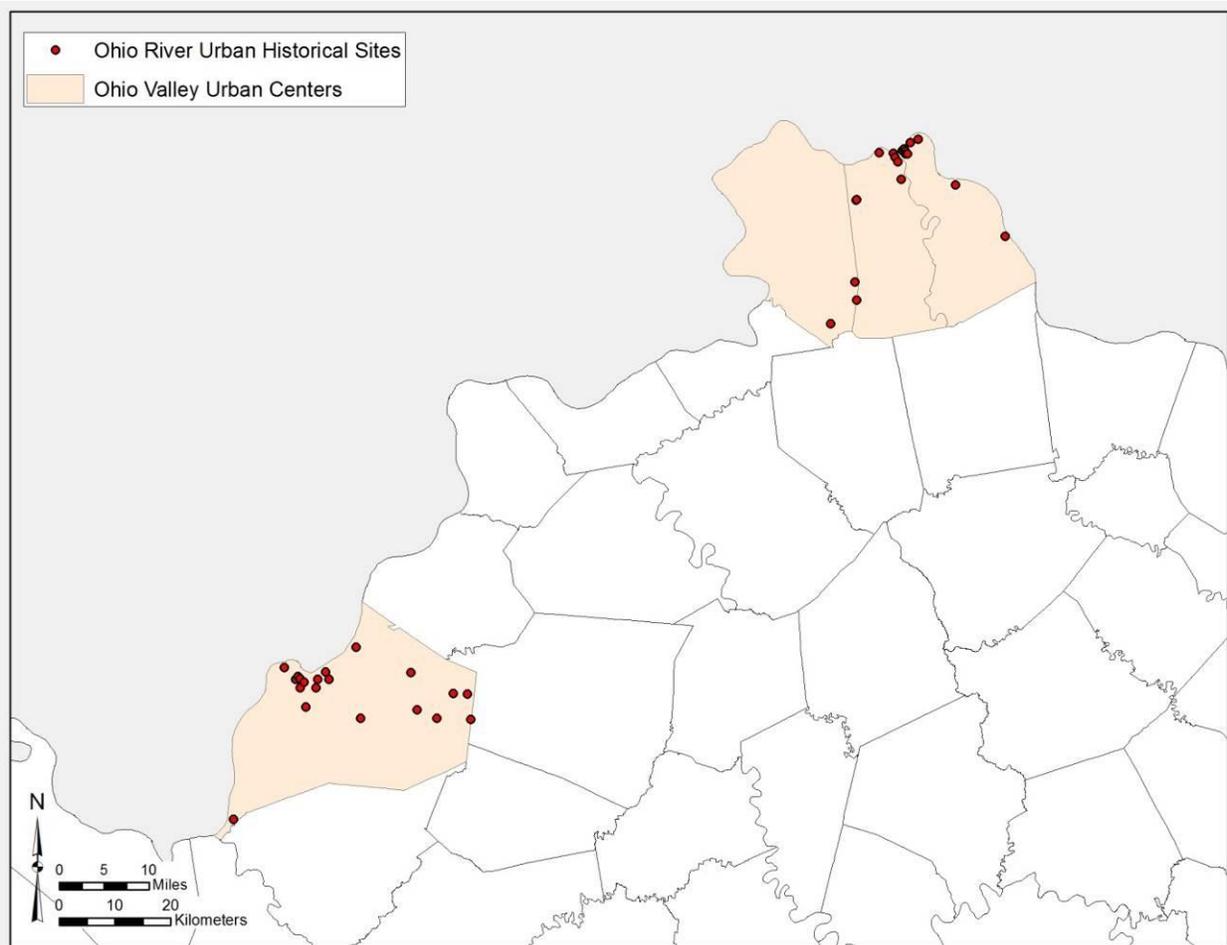


Figure 54. Historical sites in the Ohio River Urban Centers Cultural Landscape.

Bluegrass

The Bluegrass Cultural Landscape covers an area of approximately 23,252 square kilometers. This area is divided in the State Plan into the Inner Bluegrass and the Outer Bluegrass. This area of the state was the locus of the earliest Euro-Americans in the state, and population here grew fairly rapidly in the early 1800s (Stackelbeck and Mink 2008:22). With the boom of river trade in the 1800s, Lexington found itself being eclipsed by the growth of cities on the Ohio River, and correspondingly, interests from this town began the first investments in the state towards building a railroad, with the goal of establishing a railroad connection to the Ohio River (Castner 1992:753; Strategier 1950:91).

The Inner Bluegrass is the most agriculturally productive area of the state (Stackelbeck and Mink 2008:22), and increases in the production of tobacco produced in this landscape in the post-civil war period spawned conflict between the cities of Louisville and Cincinnati over the construction of a line between Cincinnati and Knoxville. Before the construction of the Cincinnati-Knoxville line occurred, goods from Cincinnati headed south through Louisville. Interests in Lexington and other cities in the Bluegrass Cultural Landscape also saw themselves in competition with Louisville and the L&N Railroad (McBride and McBride 2008:951). Initially, Louisville was able to block the charter needed by Cincinnati to construct the line, but Cincinnati ultimately prevailed through federal intervention. The line running from Cincinnati through Lexington to Knoxville was completed in 1880, and greatly increased marked connections of the Inner Bluegrass Section. New employment opportunities were created in the Inner Bluegrass Section through jobs associated with the transfer of freight from one line to another, with the Louisville and Nashville, Chesapeake and Ohio, and Southern Railroad lines converging in Lexington, and the Chesapeake and Ohio, and Louisville and Nashville lines converging in Winchester. The entrance of railroads into these communities was accompanied by relatively rapid economic and population growth (McBride and McBride 2008:952).

Our records check produced a total of four railroad-related archaeological sites in the Bluegrass Cultural Landscape, or one per 5813 square kilometers (**Figure 55**). None of these sites has been recommended as eligible for the NRHP. At the time of this study, a total of 159 railroad-related historic resources were listed for this area with the KHC, a density of one per 146 square kilometers. Fifteen of these sites, consisting of six railroad bridges, two corridors, six depots, and one house, have been listed as eligible for the NRHP.

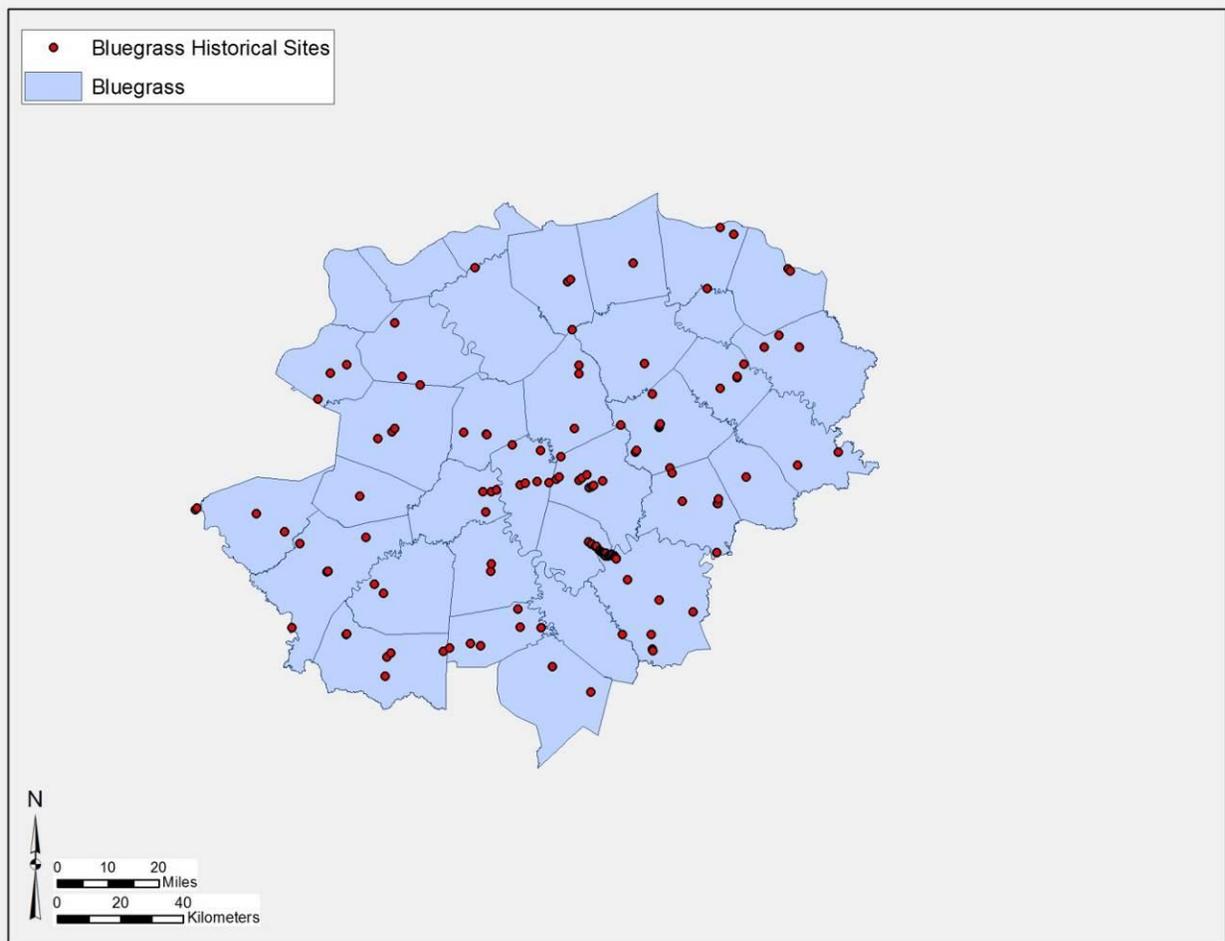


Figure 55. Historical sites in the Bluegrass Cultural Landscape.

Appalachian Mountains

The Appalachian Mountains Cultural Landscape covers an area of approximately 30,090 square kilometers. In the State Plan this Cultural Landscape encompasses two sections, classified as the Coalfields and the Foothills (Stackelbeck and Mink 2008:23). The coalfields have little agriculturally suitable land and were sparsely populated until the entrance of railroads into the area, and the subsequent expansion of coalmining and logging activity. The foothills had a slightly greater quantity of good agricultural land in river bottoms, and were subjected to heavy clear-cut logging in the nineteenth century (Stackelbeck and Mink 2008:23).

The Appalachian Mountains Cultural Landscape remained somewhat isolated throughout the antebellum development of Kentucky, with the mountainous terrain making access to the area difficult. Investment in paved roads into the area was also minimal before the Civil-War (McBride and McBride 2008:923).

In 1872 the Elizabethtown, Lexington & Big Sandy Railroad, a standard gauge line was completed between Lexington and Mount Sterling, running through Winchester (Lexington History Museum 2010). After reaching Mount Sterling the money for the project ran out, and it remained stalled until the company was purchased by the Newport News and Mississippi Valley Railroad in 1872. Under this ownership the line was extended to Ashland, with the first trains

moving out of Ashland in 1882 (Lexington History Museum 2010). The expansion of the Chesapeake and Ohio Railroad into this area after 1887 integrated a much greater expanse of the region into the national economy (McBride and McBride 2008:952).

Our records check produced a total of 22 railroad-related archaeological sites in the Appalachian Mountains Cultural Landscape, or one per 1367 square kilometers (**Figure 56**). This is the highest density of railroad-related archaeological sites in any of the Cultural Landscapes. One of these sites has been nominated by SHPO for the NRHP, and one is a NRHP property. A total of 76 railroad-related historical resources were listed for this area with the KHC, a density of one per 395 square kilometers. Three of these sites, consisting of two depots and one bridge, have been classified as eligible for the NRHP.

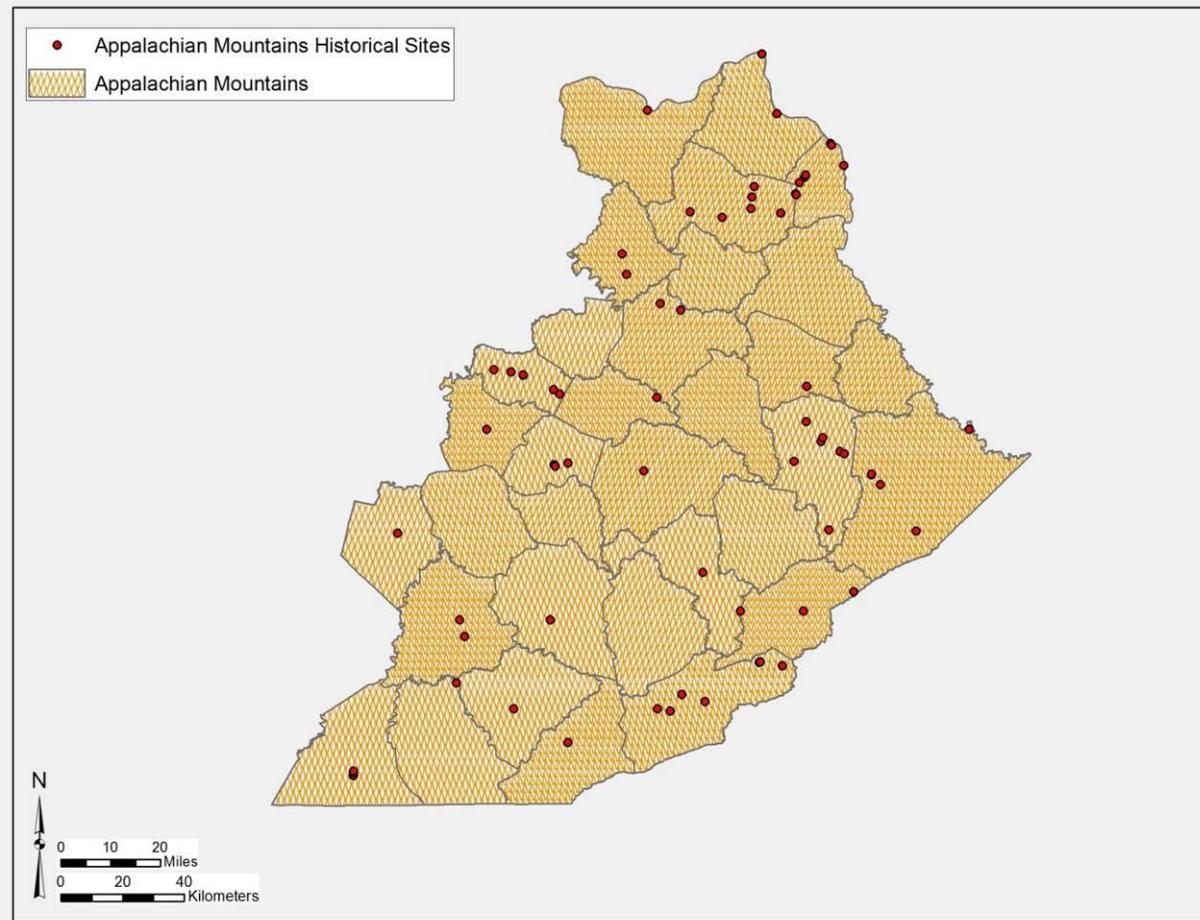


Figure 56. Historical sites within the Appalachian Mountains Cultural Landscape.

Comparison of Cultural Landscapes

Using the KHC data, the distribution of the represented property type groups and specific property types is examined by cultural landscape in **Figure 57** through **Figure 59** and in **Table 21** and **Table 22**. It is clear from these that the Bluegrass landscape has had the most resources surveyed.

To examine distribution further, the Western Coalfields was pulled out separately in **Figure 60**, **Figure 61**, and **Table 23**

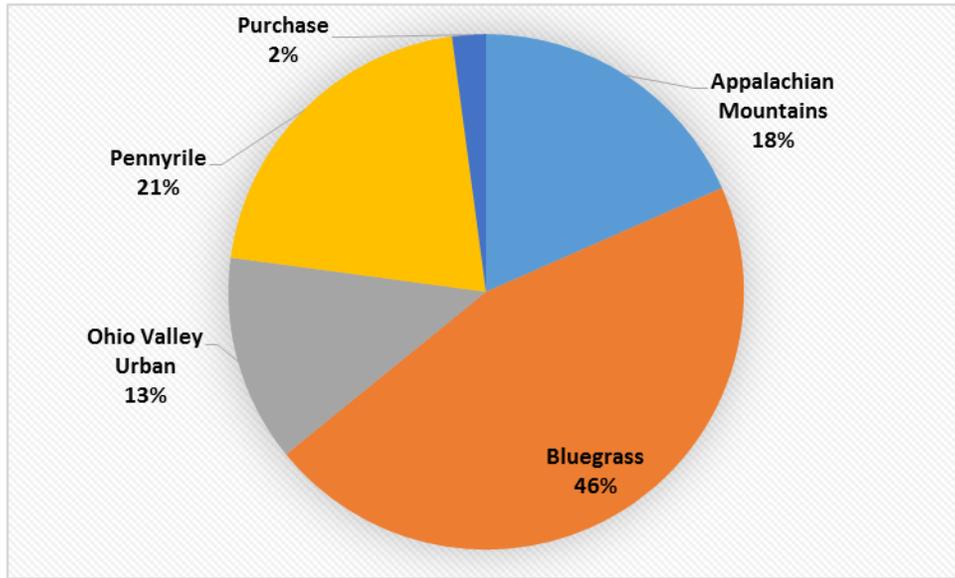


Figure 57. Proportion of previously identified cultural-historic rail-related resources by KHC cultural landscape area.

Table 21. Property Type Groups of Previously Identified Cultural-Historic Rail-Related Resources by KHC Cultural Landscape Area

Property Group	Appalachian Mountains	Bluegrass	Ohio Valley Urban	Pennyrile	Purchase	Totals
Depot	30	60	19	30	3	142
Grade Separation Structure	32	74	22	23	4	155
No group yet assigned	8	15	7	16		46
Railroad Station Structure	5	17	1	9	1	33
Railroad Station Structure/Depot		1				1
Railroad Yard Structure	2	1	3	2		8
Roadway Structure	1	23	2	4	1	31
Rolling Stock		3	1	4		8
Totals	78	194	55	88	9	424

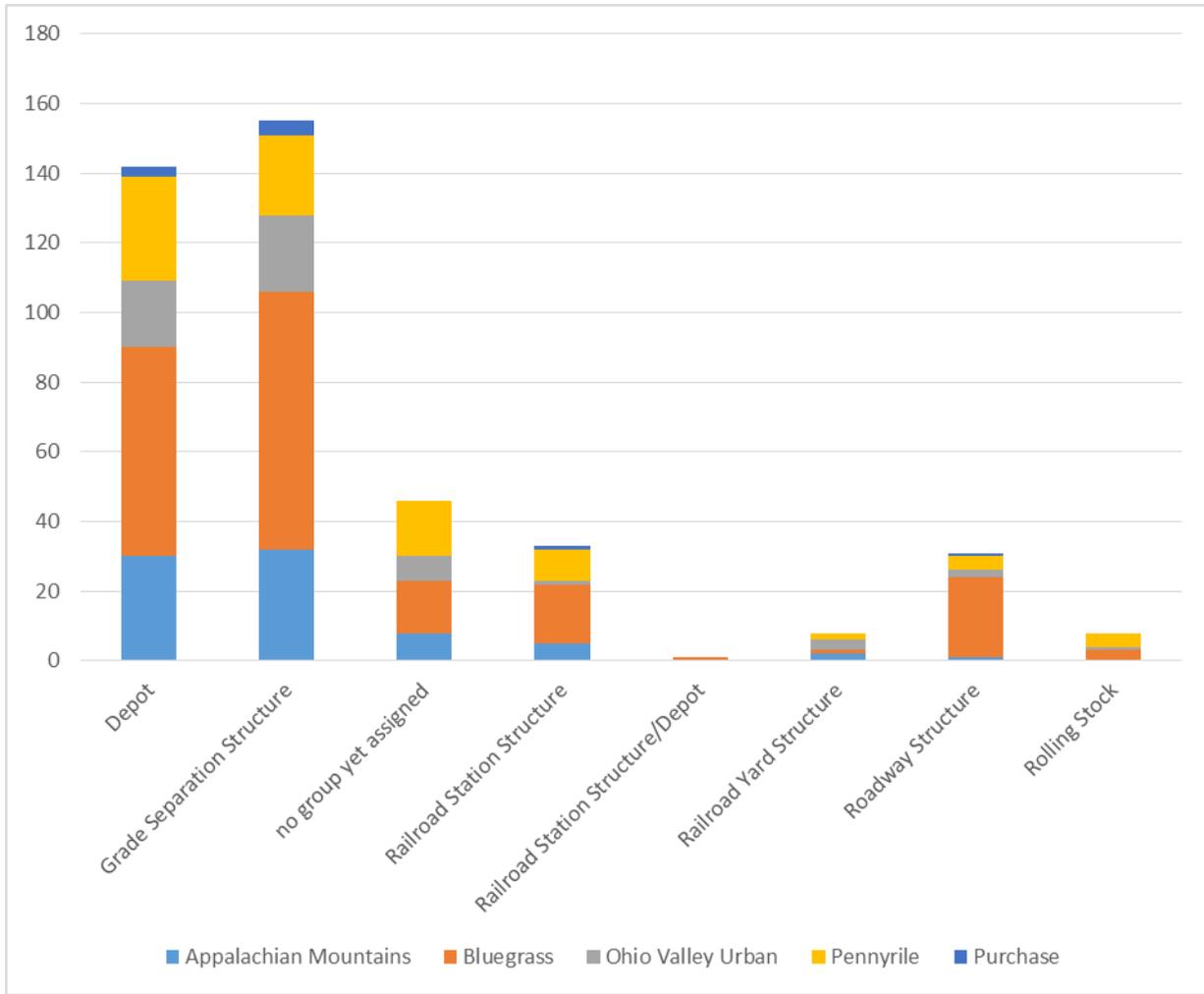


Figure 58. Property type groups of previously identified cultural-historic rail-related resources by KHC cultural landscape.

Table 22. Property Types of Previously Identified Cultural-Historic Rail-Related Resources by KHC Landscape

Property Type	Appalachian Mountains	Bluegrass	Ohio Valley Urban	Pennyrile	Purchase	Totals
associated building	6	10	5	10		31
bridge	21	51	22	21	1	116
coaling station		1				1
combination depot		1				1
commercial building and structure	1					1
corridor		8	1	1	1	11
culvert	1	10		1		12
depot, freight	1	8	3	6		18
depot, passenger	3	6	1	3	1	14
depot, unspecified	25	44	13	20	2	104
depot/section house		1				1
depot/store	1					1
drainage ditch		1				1
fence		1				1
freight house		1	1			2
housing	3	8		3		14
maintenance shop	2			2		4
park and/or memorial		1		2		3
platform		1				1
power house			2			2
railroad bed	1	13	1	3		18
rolling stock		3	1	4		8
roundhouse		1	1			2
section housing		6		5		11
signaling structure		1	1	1		3
station/freight depot					1	1
trestle	1	10			3	14
tunnel	9	2		1		12
union or terminal depot		1	2	1		4
unknown	2	3	1	3		9
viaduct		1				1
water station	1			1		2
Totals	78	194	55	88	9	424

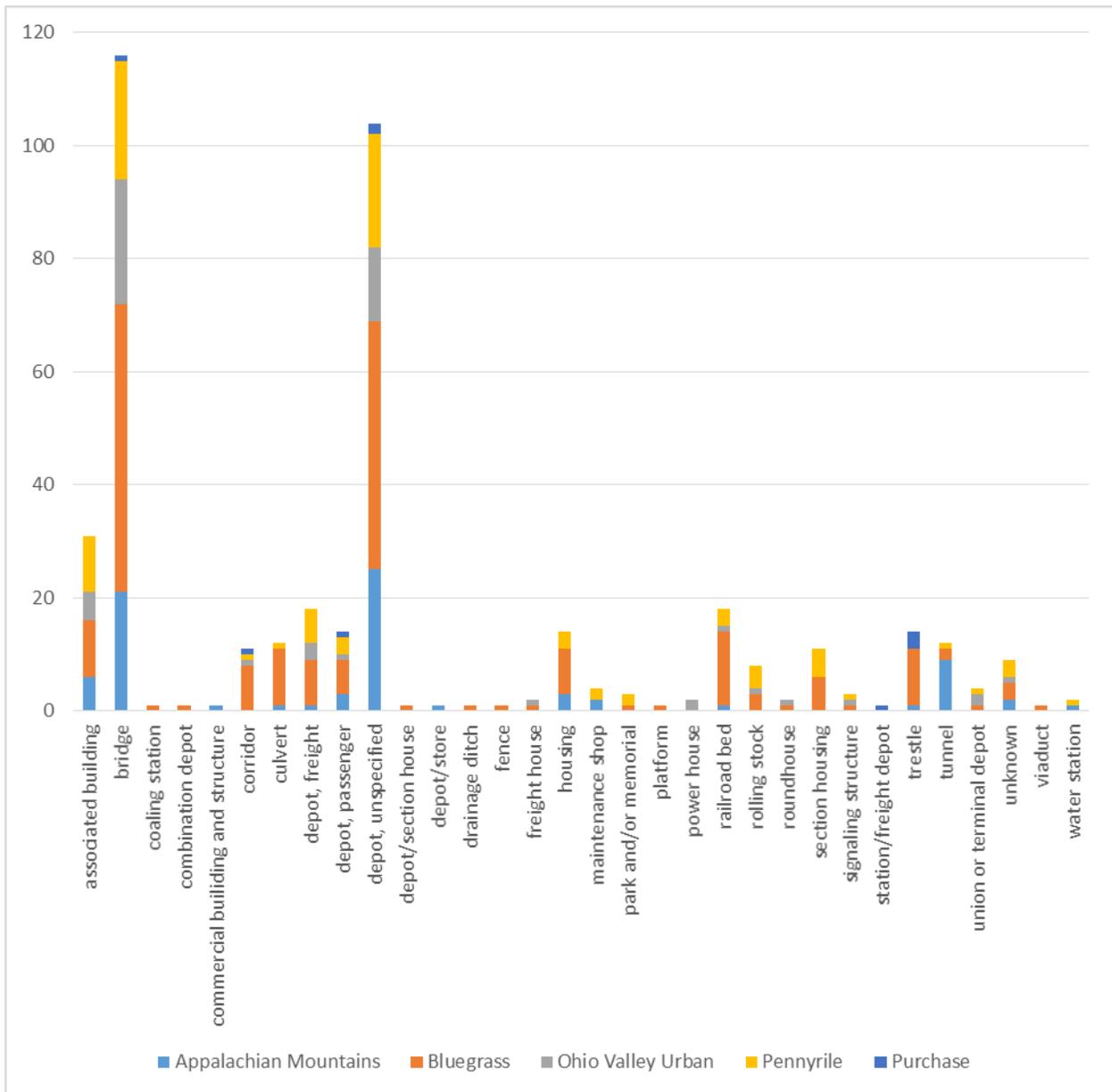


Figure 59. Property types of previously identified Cultural-historic rail-related resources by KHC cultural landscape.

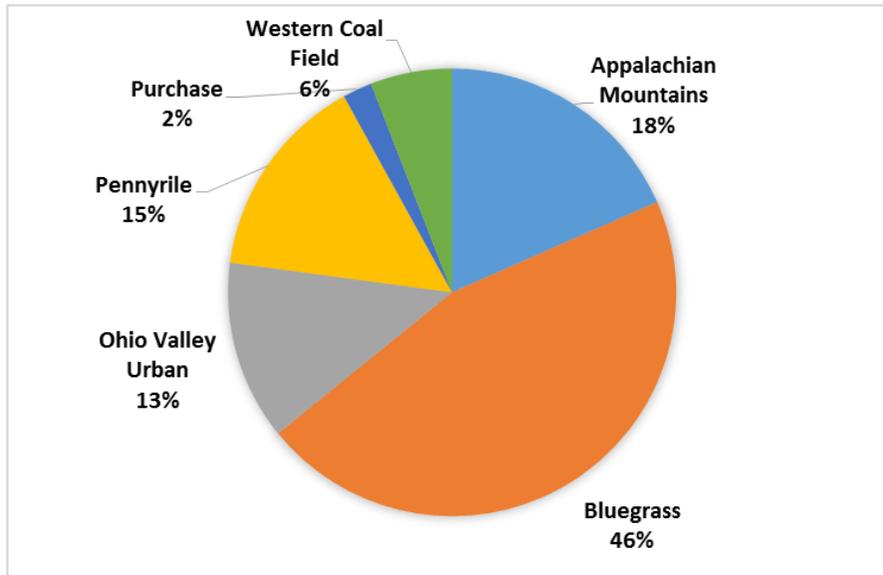


Figure 60. Proportion of property groups with Western Coalfields separated.

Table 23. Property Groups with Western Coalfields Separated

Property Group	Appalachian Mountains	Bluegrass	Ohio Valley Urban	Pennyrile	Purchase	Western Coal Field	Totals
Depot	30	60	19	14	3	16	142
Grade Separation Structure	32	74	22	18	4	5	155
no group yet assigned	8	15	7	16			46
Railroad Station Structure	5	17	1	7	1	2	33
Railroad Station Structure/Depot		1					1
Railroad Yard Structure	2	1	3	2			8
Roadway Structure	1	23	2	3	1	1	31
Rolling Stock		3	1	3		1	8
Totals	78	194	55	63	9	25	424

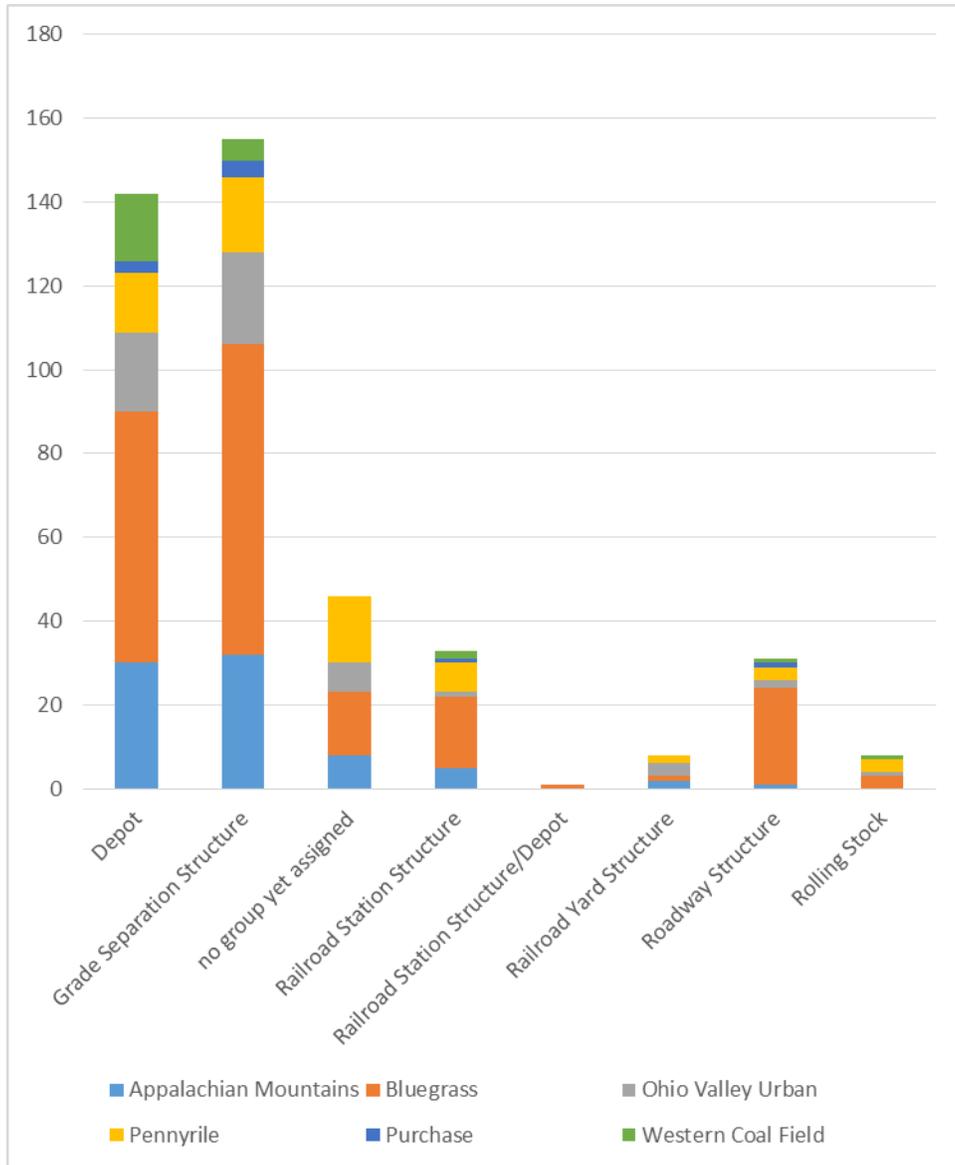


Figure 61. Property groups with Western Coalfields separated.

RECORDED RAILROAD RESOURCES STATEWIDE

Statewide data on extant railroad-related historic structures and buildings were made available from KHC, distributions of which were then further examined by cultural landscape. A review of the KHC site files using key word *railroad, train, depot, section housing, bridge, and culvert* was performed to identify railroad-related resources statewide. Approximately 370 railroad-related resources were identified as having been previously documented (**Table 24**). This number is not a definitive count as all of the site forms themselves were not reviewed to verify the association of each resource with the railroad industry. These 370 railroad-related resources were then divided into 63 categories, most of which were common property types discussed previously in this report. Only two resources, a railroad hospital and a railroad YMCA, were not typical railroad-related resources. A total of 11 resources were identified as listed on the NRHP, although this number reflects only individual resources easily identified and does not include railroad-related resources that contribute to a historic district unless railroad-related. None of the resources identified in the site file check were identified as Landmarks. Bridges and depots were the two resources documented the most frequently. A complete list of the documented railroad-related resources statewide can be found in **Appendix B**.

Railroad Lines

In addition to identifying the property types that have been documented statewide, the records check sometimes revealed the rail lines associated with these resources. While not every railroad that was incorporated in the state is represented in this list, the companies named do provide a good introduction to the variety of lines that either started in the state or used the depots to transfer products and passengers. The railroad companies documented include:

- Ashland Coal & Iron Railroad
- Chesapeake & Nashville Railroad
- Chesapeake & Ohio (C&O) Railroad
- Covington & Cincinnati Railroad
- CSX Transportation (CSXT)
- Eastern Kentucky Railway
- Elizabethtown & Paducah Railroad
- Flemingsburg & Northern Railroad
- Frankfort & Cincinnati Railroad
- Hardin Southern Railroad
- Illinois Central Railroad
- Kentucky Central
- Kentucky & Indiana (K&I) Railroad
- Louisville, Henderson & St. Louis Railroad
- Louisville & Nashville (L&N) Railroad
- Louisville Railway and Navigation Company
- Marine Railway
- Norfolk Southern (NS)
- Pennsylvania Railroad
- Riney B Railroad
- Russell Railroad
- Seaboard Coastline Railroad
- South Union Railroad
- Southern Railroad
- Texas & Pacific Railroad
- Transkentucky Transportation Railroad, Inc. (TTI)

Table 24. Summary of Documented Railroad related Resources Statewide

Category	No Evaluation/ Insufficient Data (U)	NRHP Listed	Eligible Individually (D)	Eligible as Group (N)	Ineligible (S)	Moved	Demolished
Abutments	9						
Agent's House	1						
Bridge	33	1	14		10		2
Bridge Footings	1						
Bridge Piers/Supports	4				1		
Clerk's House	1						
Coal Bin	1						
Company Buildings	1						
Company House	1						
Creek Crossing					2		
Culvert	3	1			1		
Depot – No Classification	68	11		1	1		3
Depot – Combination	2						
Depot – Freight	8	3		1			2
Depot – Passenger	5	5				1	1
Depot – Section House	1						
Engine Repair Shop	1						
Fence Along Track	1						
Foreman's House	3						
Freight House	2						
Hospital	1						
Interurban Powerhouse	1						
Interurban Station	5						
Junction	1.						
Locomotive/Railway Car	4	4					
Memorial	1						
Overpass	2	1					
Pedestrian Bridge/Pedestrian Overpass	2						
Platform	1						
Railroad		1					
Railroad Bed/Spurs/Grade	16				1		
Railroad Berm	1						

Category	No Evaluation/ Insufficient Data (U)	NRHP Listed	Eligible Individually (D)	Eligible as Group (N)	Ineligible (S)	Moved	Demolished
Railroad Bridge Keeper's House			1				
Railroad Buildings	5	4			3		
Railroad Complex	1						
Railroad District	1						
Railroad Office	1						
Railroad Park	3						
Railroad Transportation Corridor	1						
Railroad View	3						1
Remnant	1						
Right of Way	3						
Roundhouse/Turntables	2						
Section Houses	10						1
Section Pump	1						
Shops	3						
Signal Tower					1		
Skew Bridge	1						
Station/Station House	19	2			1	1	
Store	1						
Subdivision					1		
Suspension Bridge	1						
Swing Bridge					1		
Terminal	3	1					1
Track	3						
Trestle	11		1		1		
Truss	1						
Tunnel or Tunnel/Cut	11		4				
Underpass	2	1					
Viaduct	1						
Watch Tower	1						
Workers House	4						
YMCA		1					

Interurban Lines

Interurban resources and context are included in the table above and summarized in greater detail in **Appendix C**. Incorporation papers were filed for many lines, but whether or not they were ever completed requires additional research.

County-level Distributions

The KHC data is a valuable research resource and was examined to provide geographic distribution of one property type in particular, namely, depots (**Figure 62**). This method can be used for other property types as well. Such information is a management tool that can show areas with few preserved resources or lack of survey.

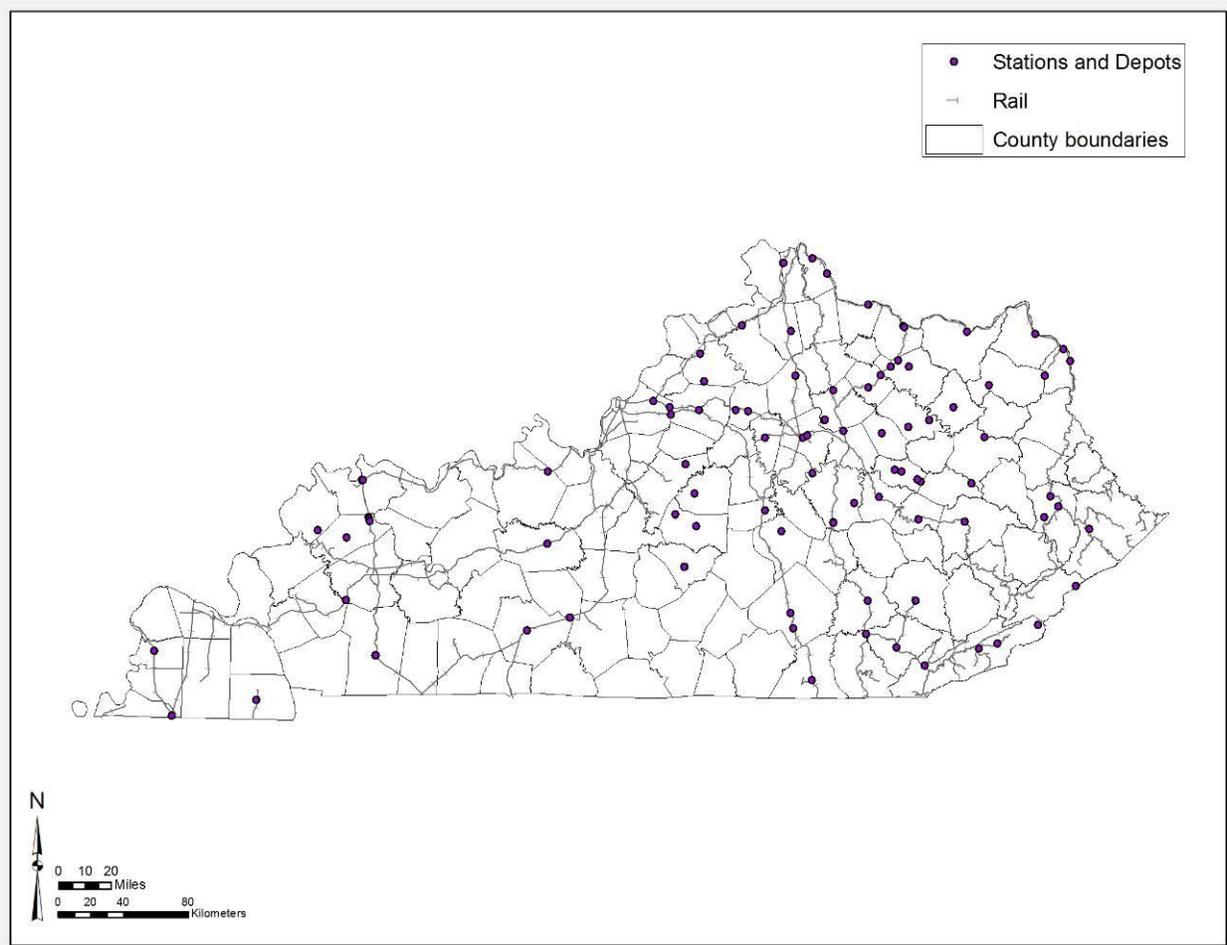


Figure 62. Distribution of recorded stations and depots in Kentucky.

A comparison of previously surveyed cultural-historic railroad related resources by county is shown in **Figure 63** and **Figure 64**. Clark County does not fall within the group of counties with the higher frequencies of rail related resources. Of those within the latter figure, many counties are those that are associated with either the Eastern or Western Coalfields and are expected to have many more resources that have yet to be identified.

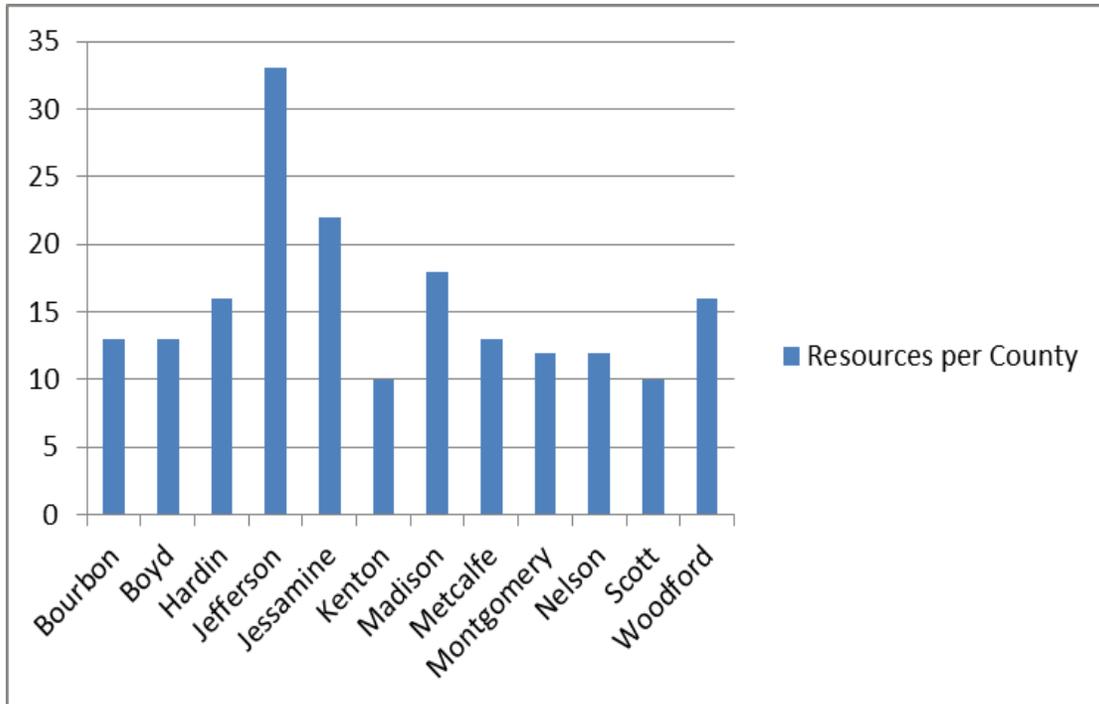


Figure 63. Previously identified rail-related cultural-historic resources for counties with ten or more resources.

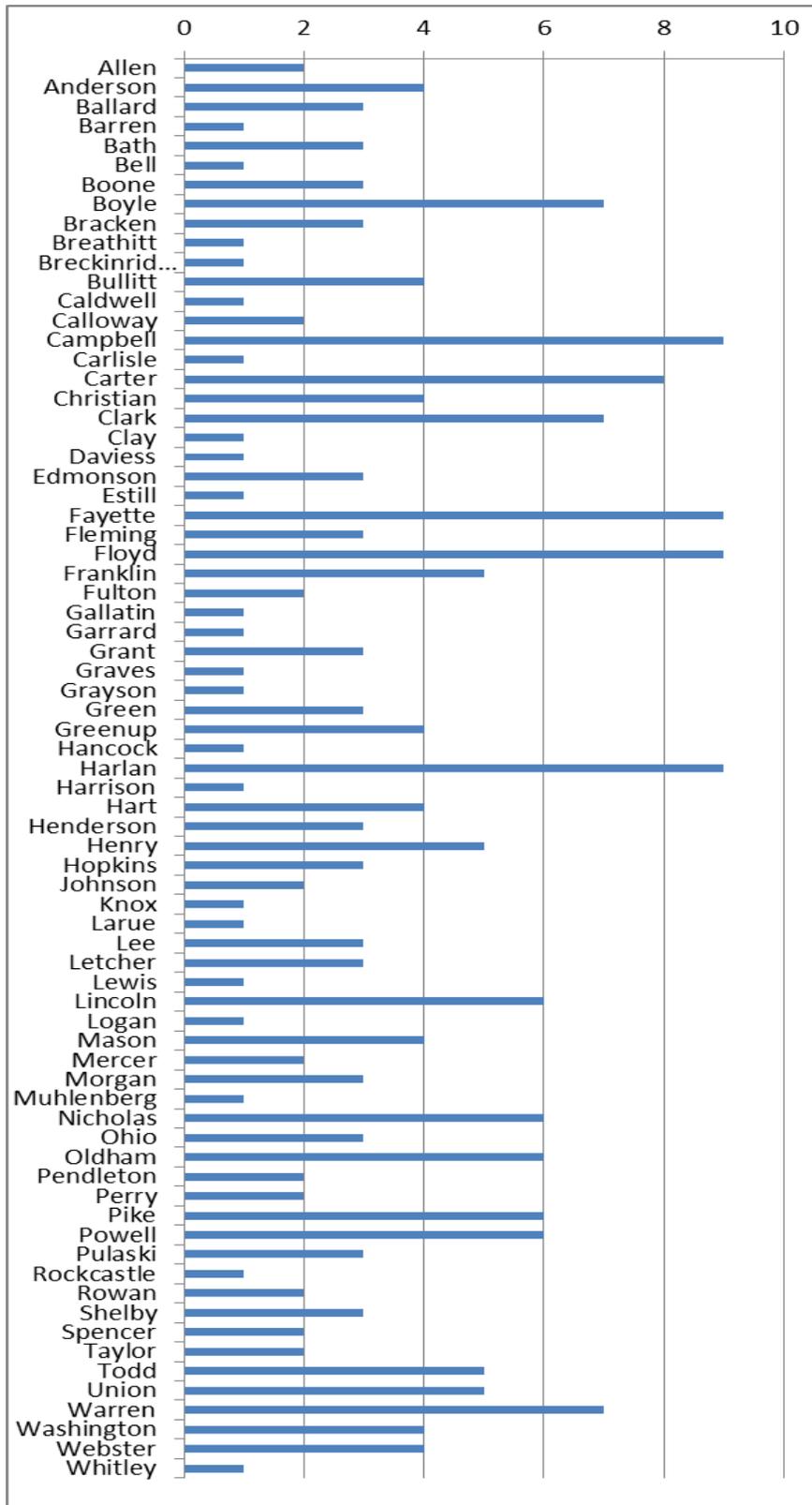


Figure 64. Previously identified rail-related cultural-historic resources for counties with less than ten resources.

RECORDED HISTORIC RAILROAD RESOURCES IN CLARK COUNTY

The following discussion is intended as a historic context for the railroad industry in Clark County and a historic overview of the railroad industry statewide. The document is not a formal overview or survey of existing resources and unidentified railroad-related resources. An effort was made to identify if the resources previously documented were extant, but not every Clark County resource was verified. Recommendations associated with previously-documented resources in Clark County and statewide will be discussed in a later chapter of this report.

A total of seven railroad-related resources have been documented in Clark County (**Table 25**). These resources include trestles, depots/stations, housing, and a tunnel. Of these seven resources, only two have NRHP assessments. The remaining resources have been documented with no formal recommendation for eligibility. None of the seven resources documented have been actually listed on the NRHP. Two of the resources have been demolished. According to Mr. Charles Bogart, a local railroad historian, many of the railroad-related resources in Clark County were demolished as the railroads were closed or abandoned and the services no longer needed. Based on information provided by Mr. Bogart, demolished resources include maintenance shops, water tanks, a roundhouse, and housing. All of the depots built in Clark County have now been demolished.

Not included in the inventory below, is the small depot constructed halfway between L&E Junction and Winchester, at the point where the tracks crossed Clark Montgomery Turnpike Road (now Ecton Road), by the Kentucky Union Railroad, before going into receivership. This depot was evidently a shoddy and temporary construction, given that when the company went into receivership, the Ecton family, from whom the right-of-way had been purchased, sued the new railroad owners, the L&E, for violating the terms of the purchase. The court ruled in favor of the Ecton family on the grounds that the depot was indeed a temporary structure (Hines 1901).

Table 25. Previously-Documented Railroad related Resources in Clark County

Survey Number	Resource Name	Location	Construction Date	NRHP Evaluation	Description	Current Status	Associated Railroad
CK-178	Railroad Station House	Renick Station Road	None given	None given	Station house and watering station for locomotives	Extant	Kentucky Central
CK-181	Red River Trestle	Over Red River at Estill County line	c. 1920	None given	One of the longest trestles at 2,200 feet in length and 233 feet in height	Extant	L&N Railroad
CK-290	Hedges Station House	Hedges Station Road	1889	None given	Originally the Preston Hedges Farm; became station complex with depot, stockyards, and blacksmith; depot closed in 1940	Unknown	Kentucky Union
CK-630	Kentucky Union Railway Cut and Tunnel No. 1	Schollsville Road	1886	D – eligible individually	Cut and tunnel part of the Winchester to Fincastle route, which was abandoned in 1942; tunnel was 16 feet 10 inches in height and 250 feet in length	Partially extant	Kentucky Union
CK-631	Gordonton Station	1344 Schollsville Road	1900	S - ineligible	Railroad station house	Unknown	Lexington & Eastern/ L&N Railroad
CK-W-253	C&O and L&N Railroad Depot	Depot Avenue, Winchester	1905	None given	Colonial Revival train station deeded by C&O to L&N in 1915	Demo'd 1981	C&O and L&N Railroad
CK-W-563	Section House	220 N. Main Street, Winchester	c. 1900	None given	Simple two-story house for section crews; demolished date unknown	Demo'd	Unknown

RECORDED ARCHAEOLOGICAL RESOURCES STATEWIDE

Corn Island requested data on rail-related archaeological sites across the state from the OSA. Archaeological property types are not, however, coded and recorded according to transportation classification. It was decided that the state would provide data on all sites recorded or coded as “industrial”. Each of these sites was reviewed by examining the site forms on file at the OSA to determine if they were rail-related.

The query produced a total of 307 sites, of which 29 could be directly or tangentially classified as railroad-related. These sites range from sites that were directly associated with the railroads, such as switching stations and depots, to sites encompassing entire coal towns or logging camps that were connected to a railroad. It is, however, likely that some archaeologically documented railroad sites were missed, due to an apparent lack of uniform categorization of these sites as “Industrial”. The Winchester Union Depot Site (15CK565), recorded in 2013 (Mills 2013), for example, was not retrieved in the query of industrial sites. Likewise, as an example, the Custer Site (15JF732) in Jefferson County is coded primarily as a prehistoric site despite the fact that the headquarters of the Kentucky & Indiana Railroad Company stands on the site.

As it stands, the majority of the railroad-related sites that emerged in the query are from eastern Kentucky (n=24 or 82%) (**Table 26; Figure 65 and Figure 66**). In this region there has been a relatively strong archaeological focus on recording industrial sites since at least the 1980s, and an abundance of sites related to the coal and timber extraction industries have been documented. The railroads considered in this study varied in gauges, including narrow gauge lines, some of which were relatively temporary fixtures serving the needs of timber extraction.

The results of the background research conducted at the Kentucky OSA are presented below. The background research consisted of a records check and a review of gray literature documenting previous cultural resources management investigations within the project area.

Table 26. Distribution of Railroad related Archaeological Sites in Kentucky

County	Resource Type	Number	Cultural Landscape
Bell	Mining Complex	2	Appalachian Mountains
Breathitt	Logging Camp	1	Appalachian Mountains
Floyd	Mining Complex	1	Appalachian Mountains
Harlan	Mining	1	Appalachian Mountains
Knott	Logging Camp	1	Appalachian Mountains
Jackson	Logging Camp	3	Appalachian Mountains
McCreary	Mining Complex, Logging Camp	5/1	Appalachian Mountains
Perry	Mining Complex	3	Appalachian Mountains
Pulaski	Steam Engine Repair Shop/ Mine	1/1	Pennyrile
Rowan	Logging Industry	1	Appalachian Mountains
Whitley	Mining Complex	2	Appalachian Mountains
Madison	Railroad Bed/Corridor	1	Bluegrass
Daviess	Tramway	1	Pennyrile
Livingston	Coal Loading Facility	1	Pennyrile
Spencer	Bridge Abutments	1	Bluegrass
Clark	Railroad Station/Depot	2	Bluegrass

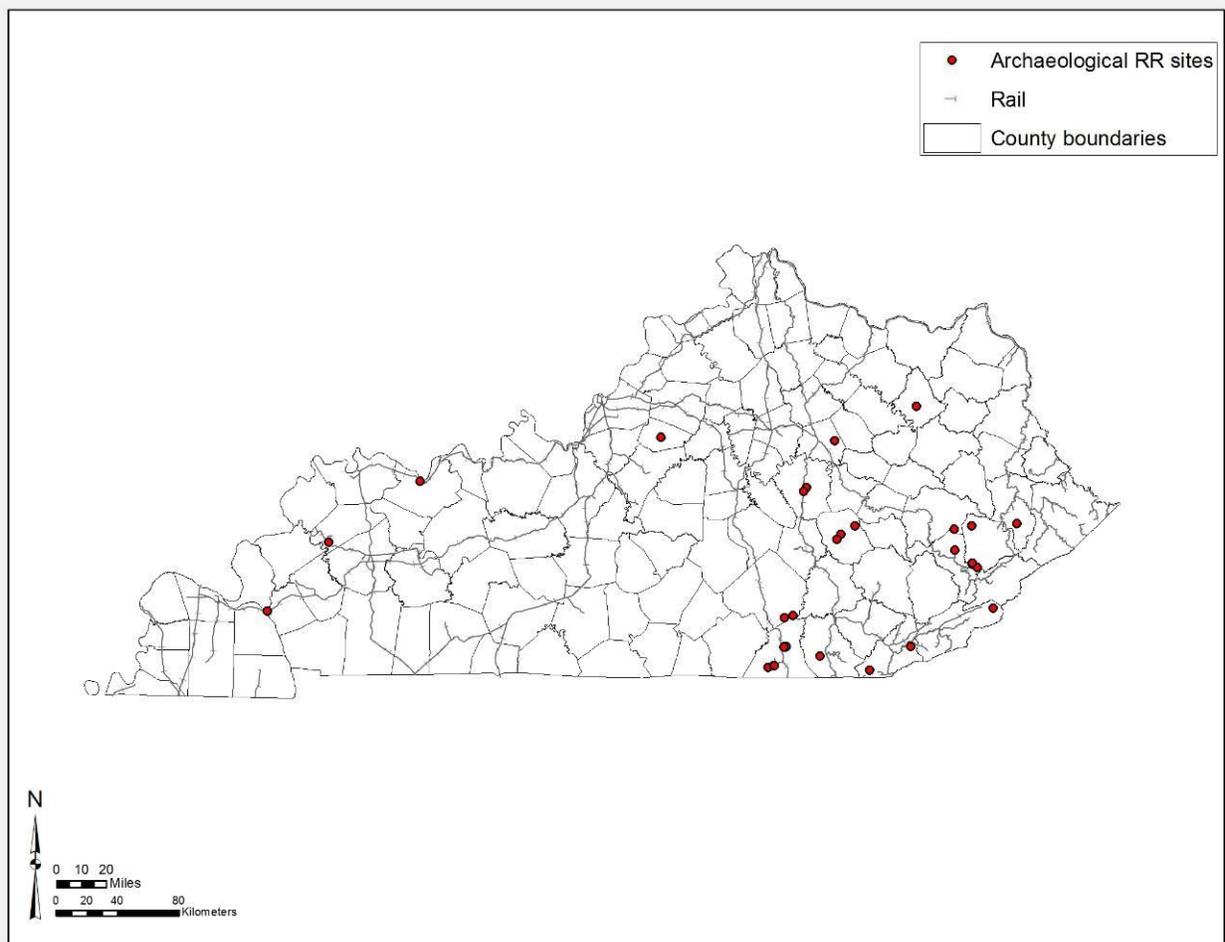


Figure 65. Distribution of recorded rail related archaeological sites in Kentucky.

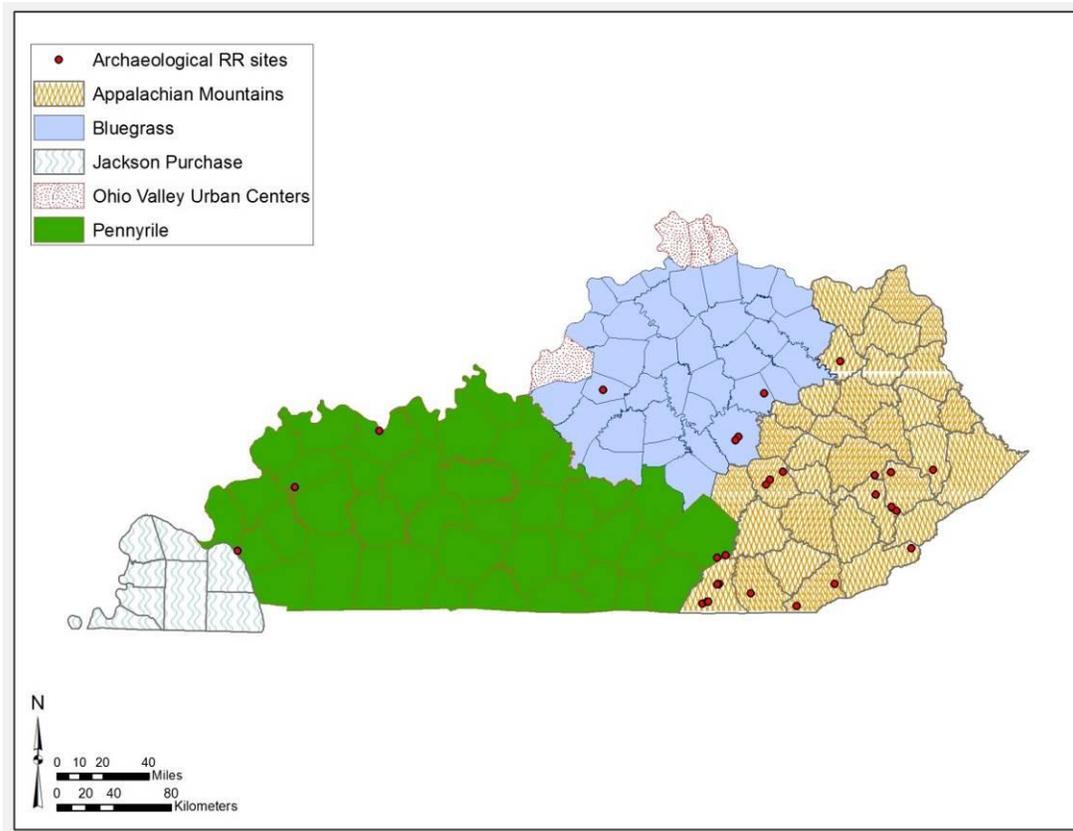


Figure 66. Statewide railroad related archaeological sites by cultural landscape.

Recorded Railroad Archaeological Resources Statewide *Eastern Kentucky*

Site **15BL94** is the Sagamore-Garmeda Mining Complex, located in Bell County, Kentucky. This mine and its associated community are located near the head of Stony Fork, accessed from Kentucky Highway 74, west of Middlesboro, Kentucky. The site, recorded by Tom Sussenbach (1996), was tentatively delineated by the area potentially containing materials from 1950 or earlier. These boundaries encompass an area of approximately 28 ha. As of 1996 features associated with the railroad at Garmeda included trams, benches which supported the tramway, a railroad bed, and the remains of a wooden bridge crossing Stony Fork, and mining refuse piles near the location of the old tipple.

Site **15BL128** is the Balkan Mine Complex, located in Bell County, Kentucky, above the northern branch of Tom Fork. Recorded by Betty McGraw in 2007, 15BL128 is described as follows:

Nothing remains of the community except the shell of the stone school... The complex consists of a tipple, a possible hopper with concrete piers, a possible cable house, the remains of a brick structure and the remains of a rail line. (McGraw 2007)

McGraw advanced no dates for the mining facilities, but observed strong similarities in the design of the hopper to one reported for the Autocrat Mine, which was in use from 1928-1936

(McGraw 2007). The 1937 Kentucky Highway map for Bell County (Kentucky Department of Highways 1937) depicts a spur of the L&N entering into the community of Balkan. The earliest railroad line likely entered into this community alongside the establishment of the mine, which judging from the earliest dates of death listed in the Balkan Cemetery (Thompson 2012), likely took place in the late 1910s or early 1920s. The railroad, associated structures, along with the settlement of Balkan, is depicted on the 1954 USGS *Balkan, KY* 7.5-minute quadrangle. The Balkan spur of the L&N rails is not depicted on the 2014 CSX Jellico-Middlesboro/Harlan Coal Rate district map (CSX 2014), and as of 2015, a review of Google Earth imagery suggests that the rails have been removed from the grade.

Site 15BR153 is a historic site in the University of Kentucky Robinson Forest in Breathitt County, surveyed and recorded by Betty J. McGraw (McGraw 1991). The site is 76 by 15 square meters in area, with artifacts deposited in a linear fashion on an alluvial terrace 2 meters above the stream bed at the confluence of Mill Branch and Laurel Fork. A total of 18 post holes excavated along both sides of the Laurel Fork access road yielded evidence of a laborer camp associated with the 1915-1916 Mowbray and Robinson Laurel Fork logging operation. The site is interpreted as a group of shanty cars located along the lumber railroad tracks. Five concentrations of coal and ash were located along the access road, and four of these yielded cultural materials including whiteware, nail and metal fragments, window glass, fragments of aqua Mason jar(s) and soda bottle(s), and a porcelain doorknob. The artifacts are stored at the UK Museum of Anthropology in Lexington.

Site 15FD103 is the “Autocrat Mine Hopper and Chute,” located on a hillside on the east side of the community of McDowell in Floyd County, Kentucky, about 900 meters east of the intersection of KY 122 and KY 680. The site was recorded by Rose Moore of the Kentucky Department for Natural Resources, Division of Permits (Moore 2004). This site dates 1901-1950 and measures 4280 square meters. It consists of the Autocrat Mine hopper, chute, associated pier footers, and segment of an old “C & O” railroad track. The large concrete hopper and box chute are located north and upslope of the railroad tracks. Large pier footers were observed and believed to have supported a tipple that loaded coal into railroad cars and small pier footers that were also observed were believed to have supported a chute or conveyor that went from this tipple to the box chute. According to Kentucky Department of Mines and Minerals records (File # F-124), the Autocrat Coal Company owned this area in the 1930s. Additional records (The Annual Report of the State Department of Mines of Kentucky for the years 1921 through 1940) indicate that the Autocrat Coal Company operated a “machine” mine with a drift opening at McDowell with access to the C & O Railroad from 1928 to 1936. However, in 1950 the Allen & Jones Coal Company conducted some additional pillar mining in this area. It is possible that this operation, the construction of two houses in this area, and/or the modernization of KY 680, have destroyed the remains of the tipple or other associated structures. This site was reported by Rose Moore of the Kentucky Department for Natural Resources, Division of Permits (2004) and it was determined to be ineligible for listing on the NRHP.

Site 15HL108 is the remains of residences, maintenance and production facilities associated with mining operations at Lynch, Harlan County, Kentucky. The site was in operation from approximately 1917 through the 1940s (Arnold 2009). The town was founded as a company town of the United Coal and Coke Company, a subsidiary of the United States Steel Corporation in 1917 (Kentucky Department for Local Government 2002:111) and sold to town members in 1950s (Johnson 2015). The town was at the time it was built, the largest mining camp in the world, with a peak population estimated at over 10,000 people (Johnson 2015). According to the 2010 U.S. Census the current population stands at around 900 people (U.S.Census Bureau 2011).

The only directly railroad-related structures mentioned in George Arnold's report are the embankment walls, but other structures remain. The coal tiple and mine portal are still standing as part of the Portal 31 museum (Johnson 2015). The Kentucky Department for Local Government's report on abandoned rail corridors of Kentucky notes the presence of a standing and refurbished L&N depot, as well as remnants of surviving tracks running from the coal processing plant to this depot (2002:112).

The railroad line that accessed Lynch was constructed by the Looney Creek Railroad, reaching the community in 1918 (Kentucky Department for Local Government 2002). The L&N assumed ownership early in the line's history. The line was abandoned in 1996, and is currently part of the Kentucky Rails-to-Trails program (Kentucky Rails to Trails Council 2015).

Site 15KT51 is located in a level floodplain in Knott County, Kentucky, "a short distance up the last hollow in Coles Fork" (Sussenbach 1988). This site contains the remains of a narrow gauge railroad bed used during the Mowbry and Robinson lumbering operation in the early 1900s, and measures 14 square meters. In the narrow bottoms, a 7-meter stretch of railroad ties were exposed by stream cutting and railroad spikes are also present. This site was reported by Tom Sussenbach (1988) and its NRHP status was not assessed.

Site 15JA56 is located along Lower Bills Branch in Daniel Boone National Forest in Jackson County, Kentucky. This site contains the remains of a narrow gauge railroad bed with depressions from rotted railroad ties, dating 1900-1920. An iron bumper switching mechanism was also observed. This site was reported by Gary Knudsen of the Forest Service (Knudsen 1982) and its NRHP status was not assessed.

Site 15JA105 is the remains of an old railroad bed used for extracting timber during early logging operations in Jackson County, Kentucky. This site is located on a hillside and measures 600 square meters. The railroad bed runs directly along the head drainage of a tributary of Becker Branch and the track terminates at the head of the hollow. This site was reported by C. Ison of the U.S. Forest Service (Ison 1984) and it was determined to be one of several railroad spurs used by the Bon Foley Lumber Company during early commercial logging activities in the area, dating 1851-1950. The site's NRHP status was not discussed.

Site 15JA507 is the Holey Wonder Site, located on a ridge spur about 600 meters west of Forest Development Road (FDR) 345 (a.k.a. Buck Lick Road) in Daniel Boone National Forest in Jackson County, Kentucky. This site contains the remains of an old road or railroad and ten depressions (probably made from large equipment and logging activities), believed to have been associated with Site 15JA284. Site 15JA284 is a logging camp associated with the Turkey Foot Logging Company in the early 1900s and is located 200 meters northwest of the Holey Wonder Site (15Ja507). The Holey Wonder Site, which measures 4819 square meters, is believed to have been part of the same logging operation and may have been a staging area for logging equipment. This site was reported by staff of the Forest Service (White and Miller 2005) and its NRHP status was not assessed; however, it was recommended that the site be avoided until archival research is done to determine its significance.

Site 15MCY197 is located in Daniel Boone National Forest in McCreary County at UTM Z 17, N 4073680, E 726620. The site was surveyed and recorded by Gary Knudsen of the Forest Service on April 14, 1981, and consists of 490 square meters along Railroad Fork of Cumberland River (Knudsen 1981). It includes a railroad bed and tracks, stone foundations and walls, coal mine openings, and a dam (mostly intact). It is interpreted as an 1890-1930 coal mining camp; the dam forms a pond used as a water source for the mine's steam engines. The site was recommended further investigation due the preservation of features relating to a

nineteenth century coal mining operation. According to Knudsen's report, the site "probably meets NRHP criteria" due to its potential and was recommended for further testing and historic archival research.

15McY233, the Blue Heron Mine 18 Complex, is the site of a coal mining community and coal processing operation recorded by Jeffrey W. Gardner, Robert A. Pace, and Terry A. Ferguson with the Big South Fork Archaeological Project of the University of Tennessee in July-September of 1982 (Gardner and Pace 1982). The site encompasses 53 discrete areas of cultural material in an area extending from Laurel Branch to Roaring Paunch Creek along a terrace on the east side of the Big South Fork. Features include 43 mine entrances, walls and foundations of sandstone and concrete, a concrete-walled rockshelter, water collection/diversion features, shed sites, two shale piles with timber tram siding, two piped springs, three ventilation fans, a sign, four trip cars, and a coal car.

BRT 1, the Blue Heron Picnic Area, is located at Z 16 N 4060880 E 0719150 (coordinates for the tipple) at the confluence of Paunch Creek, Devils Creek, and Laurel Branch of the Big South Fork. The concrete and steel coal tipple, tramways and tram bridge, mine openings, a rail yard and spur line (with bridge), and large concentrations of mine waste tailings were found, as well as 24 miners' houses, a church, school, company store, and two miners' bathhouses and an associated boiler building. Industrial buildings include the motor room/supply room near the tipple, a shop building, a heat treating pool for drill bits, a storage shed, a sand house, cables and a tipple anchor, drainage diversion ditches, a drum house, coal conveyor supports, and a coal dump and hopper. Features associated with the residential structures include privies, a box spring reservoir and water tank, and two root cellars. The site is associated with the Stearns Coal and Lumber Company, dating to 1938-1962. Related sites include 15McY239, 234,233,263, 309, and 311. All artifacts and photographs are stored at the Anthropology Department of the University of Tennessee, Knoxville.

Site 15McY584 consists of approximately 100,000 m² in Daniel Boone National Forest at UTM Z16, N 4060000, E 715400, surveyed and recorded on March 7, 1991 by Sussenbach and Sharp of the University of Kentucky (Sussenbach and Sharp 1991). A timber operation, as well as other historic activities, is represented. Rock piles in a rectangular group at GK 2-2 date to a documented structure dating to the mid-1800s – 1880s. Stone foundations, footers, and piles were found in each of the areas included within the site boundaries, with a depression interpreted as a cellar and a livestock stable floor at GK 2-5. Artifacts recovered include 8 whiteware/ironstone sherds, 1 porcelain sherd, 20 fragments of container glass, wire nails, brick fragments, and iron and steel fragments, stored at the University of Kentucky's Museum of Anthropology in Lexington.

Site 15McY663 is a historic coal mining site located in Daniel Boone National Forest in McCreary County at UTM Z 17, N 4073.410, E 727.260, and was surveyed and recorded by Tom Sussenbach and William Sharp of the University of Kentucky (Sussenbach and Sharp 1991). The site is a roughly 60,000 square meter hollow centered in the Railroad Branch and Barren Fork drainages, and consists of shaft mines, a concrete foundation, a tramway, talus piles, and structural remnants of stone foundations and piles. Located 1.5 miles east of the Southern Railroad, the mining operation is associated with Barren Fork Mining and Lumber Company from 1881 until it was transferred to the Eagle Coal Company in 1903, and was in use until 1935. Artifacts collected included 1 whiteware/ironstone sherd and 2 cast iron kettle lid fragments, which are stored at the University of Kentucky's Museum of Anthropology in Lexington.

Site 15McY808 is the Barren Fork Mining and Coal Company Camp. This residential camp and coal processing area is located in Daniel Boone National Forest at UTM Z 16, N 4073010, E 726000, and was surveyed and recorded by Kim A. McBride of the University of Kentucky in February of 1994 (McBride 1994). The site dates to 1879-1935, with a relocation from the base of the bluff to the ridgetop above it in 1912. On the ridgetop, evidence was found of the store and office building (represented by a large concrete basement foundation), the weigh station and tipple (represented by concrete pad remnants, drain tiles, and a side rail of the tram bed to the Cincinnati Southern line), the road into the camp, a baseball field, a school/church (represented by a cistern opening and a row of large maples), residences of the timekeeper, supervisor, and other mine employees (marked by wells, ornamental vegetation, artifact scatters, and rock and brick piers), and the cemetery. A refuse dump, mine openings, and a sandstone dam are located down the bluff from the camp, as well as three rockshelters used as gathering spots by the residents, indicated by ceramic and bottle fragments dating to the late nineteenth and early twentieth century. Along the creek bottom are rock and brick piers indicating the previous camp location. The camp is associated with Barren Fork Mining Company and, later, the Eagle Coal Company. Sites 15McY633 and 15McY809 are related to this site. No materials were collected. Artifacts observed included domestic ceramics, nails, footing stones, concrete foundations, drain pipes, and ornamental vegetation including yuccas. Photographs from the 1994 survey were filed at Daniel Boone National Forest in Winchester.

Shovel tests were conducted for the FY-06 Reforestation Project in June 2006 at Domestic Residences 1, 2, and 3: The Beecher Elmore House, the Bill Strunk House, and the Thomas House (all three house sites were heavily disturbed and date to the early twentieth century). The features remaining at The Beecher Elmore House consist of an orchard and a sandstone well. Artifacts collected from orchard area in 1989 and 2006 include ceramics, a glass button, glass, brick, and metal. 15 shovel tests at the Bill Strunk House yielded 6 positive tests of coal and cinders, which were not collected, as well as 4 whiteware/ironstone sherds, brick fragments, metal, two milk glass artifacts, and container glass fragments. Four of eight shovel tests at the Thomas House site were positive. Artifacts included ceramic, glass, brick, metal, a wire nail, and coal, as well as coal and cinders. No artifacts were collected.

An update to the NRHP was filed October 25, 2012, indicating that the ponds near the tipple and cemetery were contemporaneous with the mining camp (Boedy 2012); the former was used as a water source for the steam engines used in mining operations. The dam below the camp supplied water for the steam powered generating plant for the camp located in the drain near the incline, which exploded in the late 1920s, forcing the camp to purchase electricity from the Stearns Power Co. The exact location of this power station has not been identified (Boedy 2012). A boarding house stood nearby, but burned down in 1931 (it has not been located).

A number of wooden trestles were built for engines to haul coal out of the camp following the most direct route. In about 1915 an accident occurred at one of the trestles, and the company opted to choose a newer, safer alternate route. This route left camp heading south from the cemetery, crossing a slag bridge then paralleling the dirt road heading west. As it reached higher ground the tracks climbed the hillside following contours before reaching the hilltop, meeting the rail exchange at a trailhead on Highway 27 (Boedy 2012).

Site 15McY809 also relates to the Barren Fork Mining and Coal Company Camp railroad and mines. This 26,400-square meter site is located in McCreary County at UTM Z 16 N 4073000 E 727500 in Daniel Boone National Forest, and was initially surveyed and recorded by Kim A. McBride of the University of Kentucky in February of 1994 (McBride 1994). A railroad bed and mine openings along the Railroad Branch creek bed were observed and photographed, but no artifacts were collected. A survey recorded by Randy Boedy of the Forest Service on December

4, 1996 identifies the site as an eastern extension of site 15MCY808 (Barren Fork Mining and Coal Company Camp), which includes a mine opening and ventilation shaft located at Z16 N 4073000 E 729400, which has been partially sealed with sandstone slabs (Boedy 1997). The site, which was recommended for the NRHP, is associated with Barren Fork Coal and Mining Company and Eagle Coal Company, and is related to sites 15McY633 and 15McY808. The photographs from both surveys are filed at Daniel Boone National Forest in Winchester, Kentucky.

Site 15PE147 contains the remains of Kodak, a coal company town. Located on the floodplain of the Kentucky River in Perry County, Kentucky at UTM Z 17, N 4119400, E 319600, this site was surveyed and recorded by Albert M. Pecora, Jeff Apple, and R. Fouts of Cultural Resource Analysts, Inc. on July 30-31, 1992. The site consists of 133,000 square meters, 10 meters south of Montgomery Creek and 2 miles southeast of Vicco, and represents a linear 1920s coal company town associated with the Louisville and Nashville Railroad and the Kodak Coal Company. Two extended family farmsteads and family plots dating to 1979 and 1891 within the 200-grave cemetery are associated with the Combs family, who inhabited the area prior to the establishment of the railroad and coal industry.

Historic maps indicate the presence of 72 structures, 68 of which are interpreted as workman's homes and a few larger homes; the remaining structures include two schools, a church, and an outbuilding. The structures investigated by CRA consisted of eight recently razed house locations and associated structural and non-structural debris. These included the 6 by 11 meter home of the general manager of the coal complex at House Location 1, cut sandstone support piers and foundation walls at House Locations 2, 3, 4, 5, and 6. The remains of two outbuildings, represented by a terra cotta brick water pump house and a garage area were also located at House Location 6. House Location 7 was destroyed by mining and railroad construction activities. House Location 8 was the best preserved of the structures, with a natural rock outcrop support, cut sandstone support stones and foundation wall, a concrete foundation wall, and wood and stone piers in a split-level basement.

Structural materials observed include tongue and groove siding, floor sills, joists, asphalt roofing and siding, concrete, brick, a tin coal heater and a tin-lined coal bin, linoleum, plywood, porcelain toilet fragments, cinder block, wall supports, sills, studs, plaster, weather board, drywall, tin roofing, insulation, and tin heating ducts. Materials recovered from the site include aqua, green, and clear window glass, clear container glass, lamp glass, whiteware, wire nails, an iron rod, and plastic and rubber fragments. The artifacts are stored at the University of Kentucky's Museum of Anthropology in Lexington.

Site 15PE204 consists of surface features and debris associated with historical coal mining operations at Allock, on the floodplain of the Kentucky River, in Perry County Kentucky. This mine was in production from the mid-twentieth century. The site consists of 14,864 square meters at the headwaters of First Creek, representing an early to mid-twentieth century coal mining operation associated with The Harvey Coal Corporation, Inc. Visible components include a remnant foundation (32 by 3 m) of an industrial structure, a possible springhouse or storage building, the entrance of an abandoned auger coal mine, a narrow gauge railroad track from the mining area to the foundation, and a standard gauge railroad track spur from the foundation to the what was originally the main Lexington and Eastern (subsequently L&N and now CSX) (Von Borries 1915:43) line near Harveyton (Kush et al. 2002), a narrow gauge railroad track from the mining area to the foundation, and a standard gauge railroad track from the foundation to the main Louisville and Nashville (now CSX) line near Harveyton.

The foundation appears to represent a structure with two additions, indicated by the presence of three separate building materials: two courses of cut sandstone (southernmost 8 meters), rebar-reinforced concrete inscribed with the date June 9, 1943, and cinder block (5 by 3 meters at the western side of the structure). Ten shovel tests in the area yielded no cultural material. The springhouse/storage building, 200 meters north, is 1.9 meter square, of cut sandstone blocks with a flat concrete slab roof, and sits within a drainage stream. No shovel tests were excavated. The auger mine entrance is 200 meters further north, and has been backfilled. No artifacts were collected. Photographs are stored at the University of Kentucky's William S. Webb Museum of Anthropology in Lexington.

Site 15PE220 is an early to mid-twentieth century coal mining site situated on an upland ridge system. The site sits within Allcok, an old mining community situated along Stacy Branch in Perry County, Kentucky. This site overlooks Oakwood Avenue to the east and southwest where old railroad tracks, the former Chester Tipple complex, and the remains of three concrete support beams of the Simon Tipple are located. The site consists of four separate drift mine portal locations, which are depicted on the 1937 and 1952 highway maps of Perry County and the 1954 Vicco topographic quadrangle. The Carrs Fork Coal Land Company owned the land from 1916 to 1956, and then sold it to the Hazard Coal Corporation in 1956, which transferred ownership to the Virginia Iron, Coal, and Coke Company in 1969. This site was reported by George C. Arnold of Cultural Resource Analysts, Inc. (Arnold 2006; Arnold 2006). No further work was recommended at this site and it was not considered eligible for listing on the NRHP.

Site 15PU196 is the Ferguson Shops Site, located in Pulaski County, Kentucky. This is the site of the Ferguson Railroad Shops, built in 1906, which served as a steam-engine repair shop for the Cincinnati, New Orleans, and Texas Pacific Railroad's Southern Railroad line, until it closed in 1953. Pollack (Pollack 1981) originally located three features associated with this site during a survey, and staff of Wilbur Smith Associates located four additional features and a possible dump/fill area also associated with the site in 2004. The Ferguson Shops are significant to the history of Pulaski County and the history of railroads in general. The town of Ferguson, situated just south of Somerset, was founded to fulfill the need for housing for employees of the Ferguson Shops. This site measures 260,000 square meters, with features including an old roadbed, two concrete foundations (one with footers), a circular brick structure, two limestone rock features, and a small outbuilding (Barrier 2004).

Site 15PU199 is associated with an historic industrial activity and is located in Pulaski County, Kentucky. This site measures 800 square meters and consists of a pile with approximately 50-70 railroad ties, with round nails observed in several of the ties. It was determined to be "probably part of an historic mine loading facility and associated with site 15Pu198" but a date for the site could not be assigned. This site was recorded by R. Levy of Environmental Consultants (1981), no further work was recommended, and it was not considered eligible for listing on the NRHP (Levy 1981).

Site 15RO182 is the Clearfield Lumberyard and Company Town site, a large historic industrial complex located in Rowan County, Kentucky. This site includes a railyard, two "engine houses," a depot/office, several historic houses, a scale house, an office building, a factory, and several other historic buildings associated with the rail and lumberyards. This large area was found to measure approximately 78,137 square meters and is located between the confluence of Triplett Creek and Dry Creek, and the confluence of Dry Creek and Morgans Fork. Most of the site is located on level terrace but some portions are located on gentle slopes and hillsides over the rail yard. All artifacts recovered date from ca. 1925 to the late 1940s; however, the Clearfield Lumber Company was operational from 1905 to 1922, when the area was deforested. The facilities and surrounding land were sold to Lee Clay Products Company in 1925. Lastly, in

1970, the land and facilities began lumbering operations under the name of Homer Gregory, Inc. This site was reported by Daniel B. Davis of the University of Kentucky Program for Cultural Resource Assessment (1997), no further work was recommended, and it was not considered eligible for listing on the NRHP. However, in 1998, University of Kentucky Program for Archaeological Research revisited 15RoO182 and as a result, the southern boundary was extended to the east, giving the site a new total area of 144,000 square meters (Davis 1997).

Site 15WH52 is the Bon Hollow Coal Camp site, located in what is known as Staniford Hollow, in Whitley County, Kentucky. This site covers a very large area and is located in a narrow stream valley with high, steep side slopes and is bounded by Bon Jellico Mountain to the northwest, by a spur ridge off of Bon Jellico Mountain to the southeast, and by Brier Creek to the east. This site consists of mines and slag piles, coal loading structures, transportation features (such as tram roads, a bridge structure, and a concrete foundation for weight scales), and other general structural remains (including residential or support facility structural remains; such as rockpiles/potential chimney falls, plumbing fixtures, and foundations). The majority of the camp's residential and support structures have been razed for picnic grounds in the 1960s and the tram bed, structural remains, and mine entrances have been destroyed by timber harvesting prior to a cultural resource management program within the Forest Service. This large historic site dates 1901-1950 and was reported by Knudsen and Kellar of the U.S.D.A. Forest Service (1984). The site's NRHP status was not discussed; however, at the time of survey the site's condition was very poor and almost all of the archeological research potential had been destroyed (Knudsen and Kellar 1984).

Site 15WH128 is the Diamond Mine No. 1 Tipple site, located approximately 500 meters northeast of the intersection of KY 85 and Bill Dorris Road, just north of the community of Diamond. Bill Dorris Road bounds the site to the southeast. The 1954 Providence, KY quadrangle depicts an "Old RR Grade" at the south end of the site, but no evidence of this was observed at the time of survey. This site measures 8280 square meters and contains the remains of the tipple for the Diamond Mine No. 1, operated by the Diamond Coal Company between 1907 and 1944. The remains consist of 21 concrete piers, a concrete foundation, a large concrete pier, and a concrete pad, located within a large area of coal refuse. The rest of this site has been destroyed by reclaimed land, single family homes and yards, and surface mining operations. During the Diamond Coal Company's operations, the coal was transported from the mine by the Louisville & Nashville Railroad. This site was reported by Rose Moore of the Division of Mine Permits and because of its fragmentary condition, was not considered eligible for listing on the NRHP (Moore 2008).

Central Kentucky

Site 15MA293 consists of Louisville and Nashville Railroad's former Rowland Branch corridor, 38,40 square meters, and is located in Madison County. The site was surveyed and recorded January 25, 1999 by Robert B. Hand, Matt D. Reynolds, and Russ D. Hartley of Cultural Resource Analysts, Inc. The line was constructed in 1867-1868 and the tracks were removed in the 1930s. At the time of survey, the railroad bed was visible by cut and fill areas, with four culverts, and some portions of the railroad bed being used by local landowners as farm roads. Construction and roadwork have disturbed portions of the railroad bed; a cut and fill area in pastureland parallel to Duncannon Road remains, as well as the raised roadbed and four culverts of limestone with cement chinking. A wooden "passenger shelter" station was located to the south of the tracks, according to archival records; shovel tests in the area produced no cultural material and showed marked soil disturbance. No artifacts were recovered from the site, and the site was recorded as 15CK293 (Hand et al. 1999).

Associated research revealed that in the mid nineteenth century, Madison County felt the need for rail transportation between Cincinnati, Ohio and Knoxville, Tennessee and in 1852 they began to “agitate” for its construction. The construction of the Rowland Branch was begun in 1867 and finished in 1868. Several other railroad lines were constructed through Madison County in the latter portion of the nineteenth century. These served to connect Cincinnati, Ohio with Atlanta, Georgia. In addition, however, the development of railroad systems spurred the development and growth of communities, such as Richmond and Berea, in Madison County. Warehouses were constructed along the tracks, and freight depots were established along with hotels to house the travelers. By the time of the Great Depression in the 1930s, railroad use began to decline as a result of the more widespread use of automobiles and trucks (Madison County Historical Society-Transportation).

A portion of this same line was encountered during an archaeological survey by Corn Island Archeology in 2008 (Bader 2008). The Phase I archaeological survey of a 1,700-linear-foot corridor proposed for a bicycle and pedestrian trail was requested by the City of Richmond. The topographic setting of the corridor was consistent with an abandoned railroad bed, and, indeed, a records check indicated the railroad bed was likely part of the same branch as another segment of a historic railroad bed designated as site 15MA293 and found to be ineligible for listing in the NRHP (Hand et al. 1999).

Archival research indicated the railroad bed had been constructed in 1867 and abandoned in 1934. The bed was a segment of the branch known by some as the *Route of Old Henry*, so named after longtime engineer Henry Lammers. The branch extended from Lancaster to Fort Estill, with stations at Hyattsville, Point Leavell, Paint Lick, Silver Creek, and Duncannon. The branch facilitated mixed train travel between Louisville and Richmond. It was, for most of its use, a part of Louisville & Nashville Railroad. Although the railroad had been constructed 141 years ago, construction methods did not appear dramatically different than those in current use. No evidence of early railroad construction techniques was apparent. Other than the railroad bed feature, no associated remains were identified, and a distinct site number was not assigned.

Western Kentucky

Site 15DA245 is the English Park Tramway Site, located on a level floodplain in Daviess County, Kentucky. This site is the remains of an historic tramway that was used before the Owensboro lock and dam was built, and measures 200 square meters. These remains consist of rail ties and cribbed piers with brick rubble in a stair-step pattern. This tramway, which connected a distillery and later packing house with riverboats moving up and down the Ohio River, is present on the 1900 and 1910 Sanborn maps. Based on the analysis of the bricks and the Sanborn maps, it is probable that the tramway was constructed in the late nineteenth century (circa 1880) and remained standing until about 1915. This site was reported by Duane Simpson of AMEC (2006), it was not considered eligible for listing on the NRHP, and it was recommended that additional archival research be conducted to determine more exact information about how and when the tramway was used, and whether it was actually associated with the distillery and/or packing house (Simpson 2006).

Site 15LV206 is located in Livingston County, Kentucky within dissected uplands in a level floodplain on the right side of the Tennessee River Valley, northwest of the community of Grand Rivers. It was situated in a hollow bottom, southwest of the Illinois Central railway line and west of SR 435. This site, which measures 4050 square meters, contains a large poured concrete foundation with two sets of stairs and a large number of concrete piers, which were thought to have possibly supported railroad ties and rails. A 10-centimeter-thick lens of coal was observed on the western side of the foundation. An intermittent stream runs through 15LV206, and

railroad tracks were observed approximately 50 meters to the northeast of the site. A series of railroad lines are depicted immediately north of this site on the 1928 *Eddyville* 15-minute quadrangle. This site, which was reported by staff of Cultural Resource Analysts, Inc., is believed to have been a coal loading facility associated with the railroad lines, which dates between 1901 and 1950. The site's NRHP status was not assessed (Kerr et al. 1990).

North-central Kentucky

Site 15SP432 is the Old L&N Bridge Abutments site, located on the north and south banks of the Salt River, south of Taylorsville in Spencer County, Kentucky. This site consists of two railroad bridge abutments made of limestone, both measuring less than 30 square meters, which date between the nineteenth and twentieth centuries (1850-1950). A raised railroad bed was also observed adjacent to the north bridge abutment. This site was recorded by staff of AMEC Earth & Environmental and does not meet NRHP criteria because it lacks archaeological research potential (French et al. 2005).

Recorded Archaeological Railroad Resources In Clark County

The records check at the OSA retrieved only two archaeological sites associated with the railroad within Clark County, namely site 15CK514, a rural switch master's house, and site 15CK565, the demolished Winchester passenger depot.

Site 15CK514

This site, representing a late nineteenth to early twentieth century railroad station, is located in Winchester, Kentucky, in Clark County at Zone 16, 4207652 Northing, 759140 Easting. The site consists of a 35 by 57 meter area adjacent to an abandoned Kentucky Union railroad bed, on the terrace of a headwater tributary to Stoner Fork of the Licking River. It was surveyed and recorded August 17, 2004 by Kurt Fiegel of Palmer Engineering. Elements of the site include the railroad bed, cut, tunnel, and the historic switch master's house (located at 1344 Schollsville Road on the west side of KY 3368) which appears to date to the early twentieth century; its yard was significantly modified by the installation of a swimming pool. The line, cut, and tunnel were constructed in 1886, purchased by L&E in 1910, transferred to L&N in 1915, and abandoned in 1942.

Palmer Engineering investigated site 15CK514 in 2004. Site 15CK514, lies adjacent to the abandoned Kentucky Union railroad bed and on the terrace of an unnamed tributary to the headwaters of Stoner Fork of the Licking River (Fiegel 2004). The railroad bed, cut, and a tunnel are also considered parts of this historical site. A review of Google Earth imagery indicates that as of 2013 the house of 15CK514 was still standing, located on the west side of KY 3368 at 1344 Schollsville Road, north of the Mountain Parkway. To the north of the site is a cut for the abandoned Kentucky Union Railroad. Palmer Engineering's background research into the site included a title search that produced no information regarding the original use or construction date of the accompanying house despite the property having been owned by both the L&E and the L&N Railroads. Nonetheless, the form and materials of the structure suggested an early twentieth century construction date for the house (Fiegel 2004). Neither the 1892 nor 1897 USGS *Richmond, KY* 15-minute quadrangles (Gannett et al. 1892; Gannett et al. 1897) depict this structure in its current location. But this may have been an oversight, as the structure is a small rural house.

This segment of the Kentucky Union Railway line, between the L&E Junction (formerly the KU junction), and Clay City in Powell County was completed in 1886. The cut and tunnel adjacent to the house were part of a line that eventually stretched 92 miles from Lexington to Jackson. Shortly after the purchase of the L&E Railway by the L&N in 1910, L&N completed an alternate route to the eastern coalfields in 1916, which rendered the Winchester to Fincastle portion of the line obsolete (Sulzer 2008:13-14). By 1942 this part of the route was abandoned. The cut runs under Schollsville Road (KY3368) and runs into the tunnel. Both the cut and the tunnel are unbraced and cut into the limestone. Before deterioration, the tunnel was 250 feet in length and 16 feet 10 in tall (Fiegel 2004).

A local informant, consulted by Fiegel, Mary Virginia Rupard recalled the dwelling as the switch master's house, where her mother, Ms. Adams, and school friends, would gather to watch trains pass. Ms. Adams was 82 years old at the time of Fiegel's study, which attests to the use of the structure as the switch masters house around 1915, during the ownership of the area by the L&N (Fiegel 2004).

Fiegel describes the structure as follows:

... a two-story, three-bay (w/d/w), gable-oriented, frame structure on a continuous concrete block foundation. The windows are 1/1 double-hung sash, the roof is clad with asphalt shingles, and the exterior has been sheathed in aluminum siding. It has a single interior brick chimney. The façade is sheltered by a shed-roof porch with battered, Arts and Crafts style wooden columns on brick piers. A one-story rear ell projects from the rear of the main block, and an in-ground pool forms the final addition.

Shovel tests excavated around the structure produced two body sherds of ironstone and two shards of aqua container glass from a Mason Jar (Fiegel 2004). Palmer Engineering concluded, due to the absence of intact buried cultural deposits or evidence of midden deposits in the area of the site investigated, that it was unlikely further archaeological investigations would provide any additional information about activities that took place there in the past. The site was recommended as not eligible for the NRHP.

Site 15CK565

A second archaeologically recorded railroad-related site in Clark County, **15CK565**, is the Union Depot Site, in Winchester. The site was recorded by Brockington Cultural Resources Consulting in 2013 (Mills 2013). According to Nicole Mills, a passenger depot and several platforms existed at this site from at least 1886, where it is documented on a Sanborn Insurance map (**Figure 6**). However it was unclear if the segments of the foundation exposed in the excavations monitored in this project incorporated former iterations of these facilities. The final version of the depot was constructed in 1905 at the junction of the C&O and L&N lines, by the C&O Railway Company (Mills 2013:1). The C&O Railroad tracks were removed, apparently between 1981 and 1983 (Whitehead 2015), but the L&N tracks remain, now under operation by R.J. Corman.

Union station was the site of several notable events, including a "whistle-stop" speech by Harry Truman during his 1948 presidential campaign, and as a stage for parts of the 1977 NBC made-for-television movie "Black Beauty" (Mills 2013:49).

Passenger service to Winchester ended in 1971 (Whitehead 2015), and with this termination the depot fell into disuse (Mills 2013:48). In 1981, as the city of Winchester was working on plans to incorporate the Union Station building into its downtown revitalization project, with the intent of

converting the historic building into a museum and public meeting space, the L&N Company demolished the structure without any prior notice to the city (Mills 2013:49). Five days after the demolition of the building, a group of 200 Winchester citizens held a funeral procession lamenting the building's demise (Mills 2013:49).

Mills describes the results of the Brockington monitoring project as follows:

A single archaeological site was documented within the APE, the Union Depot Site (15CK565). This site was identified based on the presence of an extant concrete foundation associated with the early-twentieth-century railroad passenger depot. Beyond the documented impacts to the Union Depot Site, no significant cultural deposits and/or materials were identified during construction activities monitored by Brockington within the APE (Mills 2013:39).

Nonetheless, despite heavy recent disturbance to the Union Depot Site, Mills recommended the site as potentially eligible for the NRHP, due to the potential for archaeological deposits at the site to contain significant information related to the development of Winchester's Economy, particularly during the late nineteenth and early twentieth centuries (2013:54).

Discussion

There are undoubtedly other recorded railroad-related archaeological sites in Kentucky aside from the 29 reported here. The problem with identifying these resources within the current state database relates to the classification scheme in use by the OSA. The state archaeological inventory form does not contain detailed categories by which to record sites associated with the broad theme of "Transportation". This category could include a variety of resources that includes not only railroads but also road beds, toll house foundations, canals, trails, and more. As a result, many sites that have railroad associations may be labelled simply as "historic" or "industrial". While clarification is certainly provided within the text on the site forms, the coding used to call out site types within the GIS database is not sufficiently refined to detect specific nuances of types of historic or industrial sites. However, it was beyond the scope of this project, and an intimidating task for any project, to manually search through every site form on file at the OSA to search for such sites. As a result, searching the database for industrial sites, as done in this project, was insufficient to capture all the railroad-related archaeological sites that have been reported in CRM and other reports over the years.

As an example, the Custer Site (15JF732) in the Portland neighborhood of Louisville in Jefferson County is best known for its late Middle Woodland prehistoric remains. However, the Custer Site is also the site of the former headquarters of the Kentucky and Indiana (K&I) Railroad and is located near the Kentucky terminus of the K&I Bridge. The standing 9000 square foot structure at the site is an expansion of an earlier residence adapted for use as the railroad headquarters (**Figure 67**). It sits on nearly an acre of land adjacent to the rail lines (**Figure 68**) that cross the K&I bridge (**69** and **Figure 70**). The current landowners are in the process of restoring the structure, which contains original vaults and safes used by the railroad company. Archaeological investigations at the site occurred by request of the landowners over a period of several years. The Falls of the Ohio Archaeological Society (FOAS) excavated more than 132 close-interval shovel probes, conducted geophysical investigations, and excavated 33 1-x-1-meter test units at the site. In addition to the buried prehistoric midden, historic artifact-bearing deposits associated with the railroad occupation of the site were recovered. A report is in progress.

The James Irvin House is “one of the finest, early Italianates to remain in the city” (Allgeier 1983). It is unknown when the house was first built, but it is likely that it was designed by Henry Whitestone, Louisville’s leading architect of the 1850s to 1870s. In 1867, the house was purchased by James F. Irvin, captain and operator of a ferry between Louisville and New Albany (Allgeier 1983).

The Kentucky & Indiana Terminal Railroad operated 130 miles of tracks in Louisville and Jefferson County. The corporation was formed in 1880 under the name Kentucky & Indiana Bridge Company in order to give the Baltimore & Ohio (B&O), Monon, and Southern access to Louisville. The Ohio River bridge between Portland and New Albany was constructed by 1886 (Castner 2001).

The original K&I tracks ran from the west and south ends of Louisville to connect with the IC and L&N, and were later extended to reach several new industrial districts on property K&I owned and helped develop. “A large, fifty-track switching yard, locomotive terminal (with twenty-four-stall roundhouse) and shop, built between 1918 and 1926” replaced smaller yards belonging to the previous owner (Castner 2001).

“In 1951, K&IT had 1,177 employees and directly served 200 local industries, more than any other railroad in the city...and handled more than 1.3 million freight cars annually. Corporate headquarters were in the old Irvin mansion (built about 1860)” (Castner 2001). Southern Railway bought K&IT and its bridge and terminal facilities in December 1981. Then after Southern and the Norfolk & Western merged, the new company name became Norfolk Southern on January 1, 1982 (Castner 2001).



Figure 67. James F. Irvin National Historic Landmark, Jefferson County.



Figure 68. Aerial view showing 9,000-square-foot building, yard space, and proximity to railroad.



69. K&I Bridge.



The Kentucky & Indiana Terminal Bridge connects Louisville to New Albany. This offered the first available passage for wagons over the Ohio River in the area. The bridge was built from 1883 to 1886 by the Kentucky and Indiana Bridge Company (Cahal 2010; Castner 2001).

K&I also operated the “Daisy Line,” a steam commuter train service, which ran from downtown Louisville along the Portland Canal and across the bridge to New Albany. The line was electrified in 1893, and was notably the first steam to electric conversion in the United States. The company was acquired by its three user railroads (B&O, Monon, and Southern) by 1900 and the name changed to “Kentucky & Indiana Bridge and Railroad Company” (Cahal 2010; Castner 2001). In 1907, the K&I Bridge and Railroad Company, including the “Daisy Line” service, was sold to the Louisville & Northern Railway and Light Co. and retired from the commuter rail business. Early the following year, the commuter line and its stations were abandoned in support of streetcar tracks, which became part of the Louisville trolley service. However, the last streetcar crossed the K&I Bridge in 1948 (Cahal 2010; Castner 2001).

The K&I was renamed as the Kentucky & Indiana Terminal Railroad Company in 1910 and was rebuilt and double-tracked by 1912, in order to deal with heavier trains and automobiles. The K&I Terminal Bridge incorporated a “rotating swing span,” which permitted rotation for ships to pass in high water. However, the swing span was only used four times and in 1955 the K&I was granted permission to permanently dismantle it (Cahal 2010).

With the opening of the Sherman Minton Bridge in 1969, revenue from the K&I Bridge span suffered greatly and subsequently, the toll collector positions were eradicated. In 1979, the automobile lane was in need of repair and though the bridge operators promised to fix the roadway, the lanes were abandoned (Cahal 2010).

Figure 70. K&I Railroad Bridge over the Ohio River.

OTHER RAILROAD RELATED RESOURCES

In addition to the resources that can be more concretely defined and managed as either cultural-historic or archaeological resources, a few require additional discussion.

Railroad Beds

Remnants of railroad corridors are among a class of cultural resources often overlooked in the field of CRM and other studies, yet these seldom documented resources offer opportunities for extra-local cultural landscape study. Examples of similar linear resources include roadbeds, canals, and stone fences. These are not consistently or even commonly assigned historic inventory numbers by the KHC as they are not buildings or other structures, and they are not often assigned archaeological site numbers, being rarely associated with artifacts. These resources are, however, direct evidence of human activity on the landscape and therefore should be considered during federal undertakings and treated in accordance with Section 106 of the NHPA as any other cultural resource. These resources can yield information on technology and construction and be significant for the information they can provide on engineering history. These corridors also inform on settlement patterning over time. Sometimes, such as in the case of mining or logging camps, abandoned railroad beds may be considered significant as components of larger resources. Association with notable historic events, such as the Civil War, or the first transcontinental railway also provides a compelling rationale for assessing NRHP significance of these remains.

When linear resources, or remnants of these corridors (**Figure 71** and **Figure 72**), are recorded, they are often dismissed due to their lack of archaeological potential. Generally, few artifacts are generally recoverable along linear resources. The association between roadways and the artifacts found along them can be difficult due to the nature of the function of these resources and the range of people who used them over time. Such usage may have been brief or even a single event by people of varied ethnic and national derivations as people migrated to another area. They may have been used by ever changing transient groups of people (hobo camps).

The physical design principles and developmental history of railroads are seldom examined archaeologically, with the exception of some excellent work by Charles Hockensmith (1997) (see more below). Information relating to the physical construction of a railroad and the development of a larger rail network may best be found, perhaps, in written archived documents and studies.

The linear nature of these resources also poses a problem for CRM projects, however, in their interpretation. Often, a project area or potential effects (APE) affects only a short portion of a long feature such as a railroad that extends beyond project boundaries. These resources are therefore likely to be considered piece-meal in segments across various individual projects rather than as parts of an integral entity or in their totality. They can be differentially preserved, and without an integrated survey from a landscape approach, connections between various segments may not be recognized. Because of their very nature, they are part of a network, thereby making it difficult to assess their significance in the absence of a wider encompassing context. Therefore, archival research is integral to achieving an understanding of the significance and meaning of the resource. Historic railroad networks are important to understanding the cultural history of an area, and NRHP assessments of these resources should take into account both engineering and archaeological perspectives.



Figure 71. Corridor at the Ladless stop on the Louisville and Prospect Electric Interurban line, Jefferson County.



Figure 72. Grade along the route of the Louisville, Harrods Creek & Westport line, Jefferson County.

Engineering Significance

The first railroad completed in Kentucky was the Lexington & Ohio Railroad, which was incorporated January 27, 1830 and opened to traffic in August 15, 1832 (Clark 1933 in (Hockensmith 1997). According to Clark (Clark 1933), this was also the third railroad completed west of the Allegheny Mountains and was necessary to address the landlocked status of Lexington. By the beginning of the Antebellum period (1820-1861), Lexington needed a rail line

to connect to western markets, and the Lexington & Ohio Railroad served this purpose for a time.

The corridor was unique within the state and with regard to all future construction in that the track was composed of parallel limestone sills that lacked crossties and upon which the iron strap rails lay. This method served especially well when the cars were pulled by horse (Herr 2015), and had been used in England and on the East Coast in Massachusetts and Pennsylvania (Hockensmith 1997). As noted in the latter source, lines that had this construction, albeit using the local granite, included the Baltimore & Ohio, and the Lexington & Ohio hired men from the successful Baltimore & Ohio.

A section of the Lexington & Ohio Railroad corridor was discovered during the construction of the Good Shephard Church near the intersection of U.S. 421 and U.S. 60. A section of the corridor was investigated by the KHC and reported in Hockensmith (1997). During construction of the church, 75 sills were stockpiled and 35 were *in situ* at the time of the excavation. Research, which included a 1903 article that quoted one who had worked on the line, indicated the stone was locally quarried and approximately 1 foot (30.5 centimeter) thick and from 2 to 8+ feet (61 to 244 cm) long. Archaeological evidence indicated most of the examined sills were within these ranges: between 130 and 190 centimeters (4.27 to 6.25 feet) in length, between 23 and 42 centimeters (1 and 1.4 feet) in width, and between 23 and 40 centimeters (0.75 and 1.3 feet) in thickness. Distance between the sills approximated 4 feet 8.5 inches being between 1.42 and 1.43 meters wide.

Company records cited by Hockensmith indicated that the cost of this rail line was \$5,845 per mile (L & O 1831). As for the sources of materials, Hockensmith indicates the excavated stone was identified as locally available Lexington Limestone, the joint plates and spikes were locally made, and the iron rails were imported from Baltimore and transported to Louisville via the Mississippi and Ohio River valleys from New Orleans.

Herr (2015) summarizes the disadvantages of the construction method and calls this construction a “nuisance” that was abandoned for more orthodox methods. Winter temperatures caused rails to break, which would then curl upward to rake the bottom of rail cars. Injuries were also noted as being caused by these “snake heads”. Although Herr (2015) seems to indicate that the corridor was reused for the Cincinnati Division of the L & N, Hockensmith indicates that much of this route was abandoned and remnants may yet remain.

Lakes and Reservoirs

Some landscape features have railroad associations that are not immediately apparent without significant archival research. Lakes and reservoirs are among this type of resource. As an example, the lake at the South Park Country Club in Jefferson County stands out.

During the mid-1850s, the main line of the Louisville & Nashville (L & N) Railroad passed through the current area of South Park on its route to Nashville. A station was established there and was named Old Deposit. Later, in 1857, a post office was established at the location. The post office was called simply Deposit. Dallas P. Farmer, a local storekeeper, served as the first postmaster. He was responsible for changing the name of the post office from Deposit to South Park around 1889. The 1895 map shows the L & N station located at South Park. The post office was moved to Coral Ridge in 1927 (Rennick 1984:97). The hills, the southern portion of which had once been identified as Norton Hill, were the location of recreation areas such as the South Park Country Club. The South Park Country Club began in 1889 when the South Park Residence Company (SPRC) was formed with the singular goal of forming a new development

between Fairdale and Okolona. The “why” is unclear, but the 25 members of the SPRC must have seen the hole in settlement patterns, recognized an opportunity, and accomplished it. One of the possible locations for this new settlement was near the former Old Deposit station, and by the next month the SPRC had purchased 30 acres from the Louisville Land Company. By the end of the year, the SPRC had prevailed upon L & N Railroad to build the new South Park depot to replace the Old Deposit station, agree to transport construction materials at reduced costs, and to dig the lake that became known as Silver Lake. It has been assumed that this arrangement included allowing the railroad to use the water from Silver Lake for their steam locomotives.

5

HISTORIC CONTEXT FOR RAILROADS

RAILROAD DEVELOPMENT NATIONALLY

To understand the history of the railroad in Kentucky and Clark County it is important to identify key topics regarding the initial development of the railroads. The following three specific topics reflect a direct influence on the railroad industry in Kentucky, and thus Clark County:

1. The beginning of the railroad industry in the U.S.;
2. The different types of gauges; and,
3. Railroad architecture.

The Beginning of the Railroad Industry in the U.S.

The railroad industry emerged from the need to expand geographical, economic, and industrial boundaries. The first railroad charter was issued in 1815 to Colonel (Col.) John Stevens in order to construct the proposed New Jersey Railroad Company. This line would not be built until 1832 and thus was not the first operational railroad. Col. Stevens tested the first steam locomotive in 1826, a steam-powered horse carriage called the “Steam Waggon,” while three years later engineer Horatio Allen of the Delaware & Hudson Canal Company (later the Delaware & Hudson Railway) tested an English steam locomotive (American-Rails.com 2015). The steam engine would ultimately gain a reputation for being a reliable machine that could haul a larger amount of goods (called ladding) than other methods of transportation, particularly the traditional horse and wagon method of transportation. Other railroad companies chartered in 1826, including the Granite Railway, which would be the country’s first operational railroad, and the Mohawk & Hudson, although it did not immediately begin construction of any tracks.

The company that became known as the nation’s first fully-operational railroad was the Baltimore & Ohio (B&O) Railroad. The B&O Railroad was chartered 24 April 1827 by the City of Baltimore. The B&O Railroad was created to compete with the Erie Canal, which connect Albany and Buffalo, New York and was slated for further expansion (American-Rails 2015). Shortly after the B&O Railroad was chartered, the South Carolina Canal & Railroad Company was established. South Carolina merchants knew having a rail line would be a way to maintain the role as a significant port location. Within just over a decade since the construction of the B&O Railroad, over 2,800 miles of track was located in states east of the Mississippi River (American-Rails 2015). The northeast remained the dominant railroad region, with the southeast and Midwest clamoring to develop its markets. At this time, due to differences in track gauges and geographical constraints, few of the lines were directly connected, and as a result, transporting goods via railroad meant unloading and offloading onto boats, wagons, and other trains.

One of the primary factors in the interest and growth of the railroad industry was converting the bulky agricultural or commercial products into money that was used to buy land, pay off debts, and further expand the country (Strategier 1950). Other methods of transporting goods, such as roads, rivers, and canals via wagon, riverboats, and steamboats could not carry the same amount of goods. Another factor contributing to the growth of the railroad industry was a

national push for internal improvements. Turnpikes and canals were heated topics of discussion, and with the advent of the railroad, were initially the preferred method in which to invest federal and state monies.

Convincing advocates of turnpikes and canals of the benefit of the railroad was sometimes a difficult task. Martin van Buren wrote to President Andrew Jackson that building railroads instead of canals would cause unemployment and impact the nation's defense due to an inability to move supplies and that the government should protect the people from the "evils of railroads and preserve the canals" (Hixson 2007). Van Buren also feared that railroads endangered lives due to one of the characteristics that made the trains so desirable to others: their high speeds of travel. According to van Buren, "The Almighty certainly never intended that people should travel at such a breakneck speed" (Hixson 2007). This sentiment was echoed by many people who considered railroads the "device of the devil," (American-Rails 2015). Perhaps the most dramatic reaction was recorded in meeting minutes from a Lancaster, Ohio Board of Education meeting in 1830 at which the practicality of railroads was debated:

...such things as railroads and telegraphs are impossibilities and rank infidelity. There is nothing in the word of God about them, If God had designated that His intelligent creatures should travel at the frightful speed of 15 miles an hour, He would have foretold it through his holy prophets. It is a device of Satan to lead immortal souls down to Hell (Hallberg 2009).

This sentiment, though, was not the prevailing one. As newspapers relayed stories of the railroad in England, and these early lines were being chartered, interest grew in the industry. As early as 1824, Congress and President James Monroe sought to focus federal support of transportation projects to those with national significance, such as infrastructure elements (Johnson and Parrish 1999). Under the Survey Act of 1824, the U.S. Army Corps of Engineers (USACE) was authorized to respond to state requests to perform transportation surveys, as they were the nation's only professionally-trained engineers at the time. As a result, the USACE surveyed a variety of transportation projects, including proposed railroads, which were to be built from state and private corporation funding (Johnson and Parrish 1999). The incorporation of several railway companies in the northeast and the success of the B&O Railroad indicated that this new industry was beginning to make its mark on the American landscape physically and economically.

The Different Types of Gauges

The distance between the inside of the running rails is known as the gauge. There were three specific periods associated with the establishment of gauge sizes:

- 1830 – 1832: gauge sizes were typically 4 feet 8½ in., 4 feet 9 in., 4 feet 10 in., and 5 feet.
- 1838 – 1848: gauge sizes expanded to 5 feet 4 in., 5 feet 6 in., and 6 feet.
- 1871 – gauges narrowed to 2 feet and 3 feet (Puffert 2000).

Gauge size depended upon location and economics. Track dimensions internationally ranged from 1 foot 3 inches to 5 feet 6 inches, while in the U.S., early railroad gauges ranged from 2 feet in upper New England to 7 feet found on the Ohio Railroad (Stead 1956; Hallberg 2009). In 1886, the standard railroad gauge was set at 4 feet 8½ inches, and once this occurred, gauges were identified as standard, narrow, and broad. The early railroad industry did not see a need for a standardized gauge due to the function of the railroad in the U.S.: "to serve strictly local

transportation needs or else to further the rival ambitions of different commercial centers to capture the trade of the hinterland” (Puffert 2000).

This variation in gauges meant travel and freight transportation was inefficient in regards to the interchange of equipment between lines. Various pieces of equipment or machinery were created to assist with the interchange. Nationally equipment such as the *compromise car*, the *sliding axle car*, and the *elevating machine car* were invented to either adjust to the gauge size through a larger wheel surface or axle or be raised while one gauge was replaced with a different sized gauge (Hallberg 2009). Double gauge tracks were also utilized nationally, in which a third track was placed on the roadbed resulting in two railroad gauges running in the same location without needing changing equipment.

In 1826, George Stephenson, a British engineer, settled on using the 4 feet 8½ inches on two rail lines in Britain. Within 20 years, this gauge was accepted in Britain as the standard gauge (also called the Stephenson gauge). Several stories exist as to how Stephenson decided on this gauge (Hallberg 2009; Stead 1956). One theory was that 4 feet 8½ inches as the measurement of the chariot and cart ruts when the Roman Empire occupied Britain. Evidence of this size was also found at the ruins in Pompeii and in Italy (Hallberg 2009). Historians theorize that 4 feet 8½ inches was the optimal size of a road vehicle, which would explain its use by the railroad as passenger cars mimicked the side-by-side seat arrangement as seen in carts. A second theory purported that Stephenson used the distance between the wheels of his personal farm cart. No further explanation was found as to why Stephenson’s farm cart would influence railroad gauges. Finally, what some believe is the most reasonable theory for the 4 feet 8½ inches standardized gauge, was the role of the railroad tracks in Britain’s mining regions. At these locations, iron plateways were already constructed in this gauge (Stead 1956).

The issue of gauge size in the U.S. was seen particularly between the northern railroads and the southern railroads. The southern rail lines typically operated on a 5-foot gauge while the northern railroads would come to use the standard gauge much earlier (Stead 1956). In 1886, southern rail lines began converting to the standard gauge. This conversion was motivated by the “increase in demand for interregional transport and of the takeover of railways by financial capitalists who sought to maximize the value of the railway companies rather than the commerce of particular cities” (Puffert 2000). By this time, railroads across the nation, with the exception of the Denver & Rio Grande Railroad and the Toledo, Cincinnati, & St. Louisville Railroad, ran on standard gauge. These two lines ran on narrow gauge.

The choice of gauge was based on preference, economics, and, in some cases, an attempt to maintain a line’s dominance by preventing interchange with neighboring railroads (Wilson and Rehberg 2014). Between 1870 and 1890, after most railroads in the U.S. had transitioned to standard gauge, some railroads opted to return to a narrow gauge, resulting in a narrow gauge boom. Narrow gauges typically measured 2 or 3 feet and could accommodate smaller locomotives. Both the reduction in materials and the size of the equipment resulted in reduction in costs. Some railroad enthusiasts considered the narrow gauge railroads “fresh and new at a time when standard gauge railroads had fallen out of favor with the public” (Wilson and Rehberg 2014).

Broad gauge railroads measure between 4 feet 9 inches and up. Broad gauge tracks originated in Britain, as engineers felt the wider rails provided better stability, capacity, and speed (Puffert 2014). U.S. engineers decided to experiment with broad gauge railroads based on the British experience, and the Erie Railroad was constructed with a 6-foot gauge. Some engineers believed the broad gauge would lead to better service and reduced costs. The Pennsylvania Railroad was another example of a broad gauge track.

Railroad Architecture

The railroad industry was not one people would associate with architectural development. The very nature of the industry meant utilitarian structures that could withstand not just constant usage by heavy equipment and machinery, but also dirtying from soot, smoke, gases, dust, and other contaminants from products being shipped via railroad. The building type that came to define the railroad industry as the face of both the railroad companies and the community in which the track was located was the depot. Depots in larger cities especially reflected popular architectural movements at the time of construction and were designed by local or regional architects of renown. What is particularly interesting about depot architecture is its evolution from a functional building erected almost as an afterthought to being a focal point of a community that reflected the economic prosperity and commercial importance of that city and the factors that influenced the size, architectural style, and offered services.

When railroad companies initially began constructing rail lines in communities east of the Mississippi River, there was no plan for a railroad complex that would include depots, offices, maintenance buildings, or warehouses. Railroad companies made laying tracks and getting the trains running the priority rather than buildings associated with the operation of the railroad. Hotels and inns or even just a location on a street were the initial departure and arrival points for trains (Alexander 1970). Tickets could be purchased at the departure point or, in some cases, local businesses would sell them. Some pioneer railroads did construct small ticket booths at the point of departure, or adapted houses for use as a railroad station until something more permanent could be built (**Figure 73**) (Alexander 1970).



Figure 73. Example of an early ticket booth (Source: Alexander 1970).

Depots and railroad stations were initially built in the larger eastern cities due to the higher traffic and the origination point of the railroad. As the more primitive structures evolved into what would be recognized today as depots, the architecture changed from ticket booths to wood frame structures with brick cladding and a wooden train shed (Alexander 1970). The wood train sheds were extremely vulnerable to the locomotive sparks, which often caused fires that

destroyed the train shed. Depots in more rural areas and smaller stations followed standardized designs drawn by the railroad company engineers and constructed by railroad company carpenters and laborers. Some historians have argued that these depots, exemplified by the Ladson, South Carolina Depot, were essentially pre-fabricated buildings (**Figure 74**) (Alexander 1970).



Figure 74. Ladson, South Carolina depot with wooden train shed (Salmons 2016).

Depots such as the Ladson Depot were considered standardized and lacked any high style architectural detailing, although some ornamentation such as the gingerbread detailing in the Ladson Depot was added to these buildings. As previously stated in the report, these buildings did represent the focal point of and gateway to the community. The idea of high style architecture in depots would not emerge until 10 – 15 years after the construction of these standardized depots began.

The construction of depots west of the Mississippi progressed at a slower pace as it took longer for the railroads to reach those territories. As with the eastern railroads, the focus of construction in the western portion of the nation was building the track and getting the railroads operational for the transportation of passengers and freight. The construction of depots followed the same pattern as well, beginning with small ticket booths or even old railroad cars (Alexander 1970). Eventually the depot architecture would be simple but standardized (**Figure 75**). By 1890, the western depots were on par architecturally with the eastern depots.



Figure 75. The Lamoure Depot on the Northern Pacific line dating to 1909 (Source: Alexander 1909).

Despite the simple plans of the early depots, there were some depots that exhibited distinctive architecture that were constructed in the larger cities that hosted rail lines from almost the beginning of the industry. The New Haven, Connecticut Depot designed by Henry Austin in 1849 and the B&O Railroad Mount Clare Depot built in 1851 were credited as being some of the first “substantially built stations,” meaning ones based on an architectural design rather than standardized plan using better quality materials (**Figure 76** and **Figure 77**) (Alexander 1970). These depots, as well as ones in Philadelphia and Harrisburg Pennsylvania and New York City and Troy New York constructed in the 1850s, included waiting rooms, ticket booths, and other amenities.



Figure 76. The New Haven Depot designed by Henry Austin and built in 1849 showing Italian, Indian, and Asian architectural influences (TylerCityStation 2015).



Figure 77. The Mount Clare Depot built in 1851 (B&O Railroad Museum 2015).

Edwin Alexander in *Down at the Depot: American Railroad Stations from 1831 – 1920* (1970) highlights four categories of depots as they relate to architecture:

- Country depots/stations;
- Suburban depots/stations;
- Smaller and medium-sized city depots/stations; and,
- Passenger (large) depots/stations.

The country depot/station ranges from the small, one-man operation comprised of a station agent to larger, but still simple, operations that would include the station agent and a baggage man (**Figure 78** and **Figure 79**). The station agent in a one-man operation was responsible for all of the activities at that site, including selling tickets, handling baggage, keeping the depot stove stoked for heat, acting as the telegraph operator handling train orders and public telegrams, and other such jobs (Alexander 1970). At the larger country depots, the station agent handled the responsibilities not associated with baggage or freight, which the baggage man saw to.



Figure 78. The Ashby Combination Station built in 18—on the Shenandoah Division Line exemplifies a country combination depot (NWHs 2015).



Figure 79. The Madisonville Depot dating to the 1870s on the L&N Railroad exemplifies a country depot in Kentucky (Alexander 1970).

The suburban depot/station was a unique grouping. Today, suburbs are a well-defined residential area in a city or urban location within commuting distance. Suburbs are often planned communities, and can contain residential or residential and commercial buildings. The definition of a suburban depot/station is not so clear cut. At the time the railroads were developing in the 1830s and 1840s to the peak operational years of 1870 – 1920, suburbia had not been defined. As a result, suburban depots were those located within one hour of an urban location (Alexander 1970). The speed of the train determined the precise mileage, so on some

lines suburbia could be 30-40 miles from the city or 60 miles. The type of traffic also differed with suburban depots/stations. The traffic pattern was not based on the transportation of passengers or freight on a long line. Rather, this traffic pattern at suburban depots/stations was heavy in the morning as people went to work, and in the evening when they returned home (Alexander 1970). Architecturally, suburban depots initially resembled small country depots. As the number of commuters increased, depots evolved into more substantial structures (**Figure 80**).



Figure 80. The Walnut Lane Station built in 1880 in Reading, Pennsylvania and located on the Chestnut Hill branch of the Reading Railroad (Alexander 1970).

The small and medium-size city depots/stations represent how the size of the depot was based on the growth of the city it was located in rather than some arbitrary number (**Figure 81**). The small and medium-size city depots were larger in size only because they offered more services than the country or suburban depots/stations, such as railroad offices or division point. One service offered that differentiated both these types of depots and the larger passenger stations from the county and suburban depots were food and lodging (Alexander 1970). Some of the small and medium-size city depots had hotel accommodations designed into the depot or joined to the building. Most depots/stations of this size also had at minimum a lunch station, although many had full-service restaurants. The B&O Railroad in particular was influential in constructing hotel and restaurants onto their depots/stations as John W. Garrett, who served as president of the railroad from 1858 to 1884, favored this option (**Figure 82**) (Alexander 1970).

One interesting change to depots in this category that had more than one track relates to the types of possible layouts. These depots could be side-stations, island-stations, or overhead-stations (Berg 1893). Side stations are arranged so that the railroad track is on one side of the depot (**Figure 83**). If tracks are on both sides of the depot, then the arrangement is an island-station. Overhead-stations are most common for railroads entering cities where the roadbed is in a deep cut (Berg 1893). Overhead-stations are a combination of side- and island-stations.

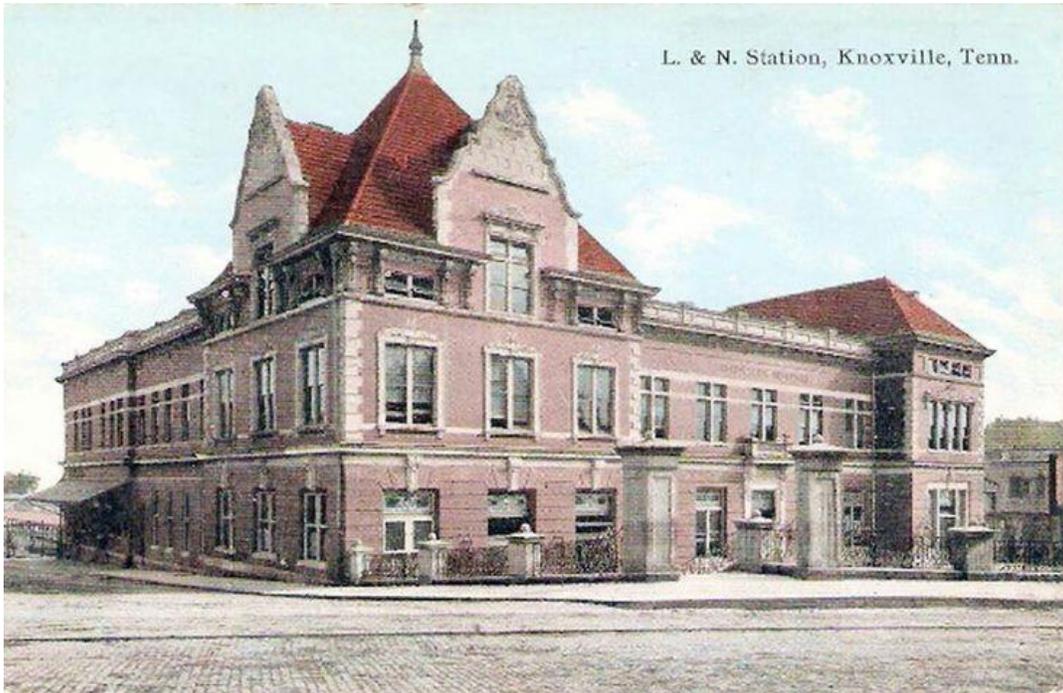


Figure 81. The L&N Station in Knoxville, Tennessee dating to 1905 that represents a medium-sized depot.



Figure 82. The Queen City Hotel and Station, a B&O Railroad station that included hotel and restaurant services in addition to the depot (Hansrote 1970).

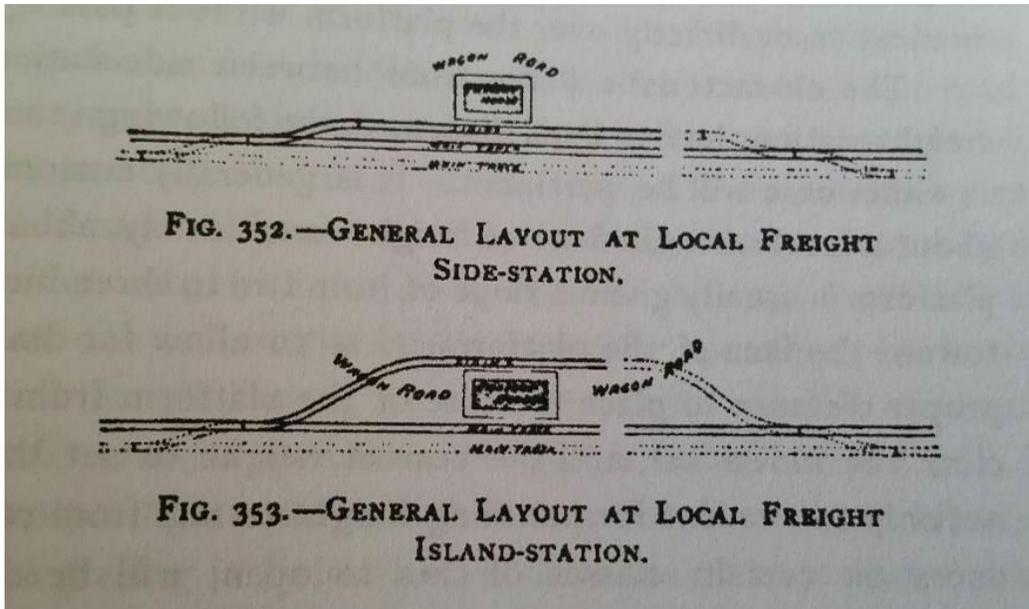


Figure 83. Drawings representing side-stations and island-stations (Berg 1893).

Passenger depots/stations were the largest buildings in Alexander's categories. Also called union or terminal depots, these buildings were typically designed by a local or regional architect in a high style architecture and utilized high quality materials for the interior and exterior (**Figure 84**). Railroad companies rarely hesitated to spend money on the construction of these large depots due to what the building represented and the expanded services offered. As stated in a 1916 copy of *Passenger Terminals and Trains*, "Magnificent stations do not ear one cent more of revenue, their cost is great, and they are costly to maintain, but if these mighty edifices will please the public, they must be built" (Droege 1916). Although these stations were amazing structures, as seen in Union Station in Louisville considered one of the most elegant stations of its time, they rarely retained adequacy for more than 25 – 30 years (**Figure 85**) (Alexander 1970). Railroad companies failed to adequately anticipate the growth – and decline – of its business, and as a result, many of these large stations outlasted their usefulness and today appear to be enormous in comparison to other types of depots.



Figure 84. The Union Station in Kansas City, Missouri built in 1910 and containing 16 passenger tracks (Unviersity of Missouri-Kansas City 2015)

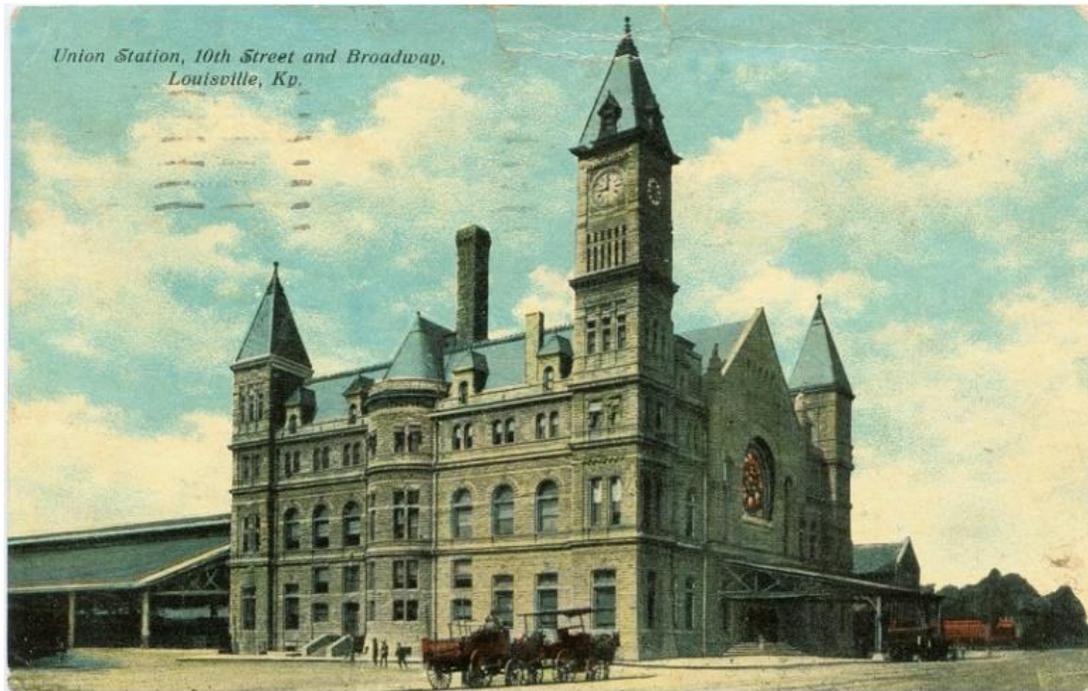


Figure 85. Union Station in Louisville, Kentucky built in 1891 for the L&N Railroad was considered one of the most elegant stations of its time (OldLouisville.com 2016).

RAILROAD DEVELOPMENT STATEWIDE

The history of the railroad industry in Kentucky has always been promoted as being directly associated with various mining industries, such as timber, coal, and iron. While these industries are responsible for providing an impetus for the railroad industry, they are not the reason Kentucky became one of the earliest states to push for railroads. Kentucky was a pioneer in the railroad industry due to inter-city rivalries between first Lexington and Louisville and then Louisville and Cincinnati. The history of the railroad industry in Kentucky can be divided into specific periods, specifically:

- Initial development (1825-1850);
- Expansion and the Civil War (1851-1865);
- Peak operations (1866-1920);
- Decline (1921-1950);
- Railroad mergers (1951-1980); and,
- Modern railroad (1981-present).

The development of the railroad industry in Kentucky was also regional. There are four regions of railroad development, including the eastern region (Frankfort east, including the eastern Kentucky coalfields); central (primarily Louisville); the western region (west of Louisville including such cities as Elizabethtown, Bowling Green, and Paducah); and a “dead” region where little or no railroad development occurred due to the lack of viable markets, strong communities, and problems accessing sites.

To facilitate discussion of the numerous rail lines in Kentucky, this context will focus on discussing the railroads by region within the specific periods of development. Specific topics will also be discussed that warrant discussion individually, although the purpose of this context is not to provide a detailed history but rather a statewide overview. Finally, it should be understood that the discussion of any rail lines in the eastern portion of the state most likely apply to the Clark County railroad history as well, but to avoid redundancy, are being discussed in the bigger context of the state.

Initial Development (1825 – 1850)

In the eighteenth and early nineteenth centuries, Kentucky was considered a western region, and a gateway to frontier exploration past the Mississippi River. Two cities dominated the “western” economy in the late eighteenth century – Pittsburgh, Pennsylvania and Lexington, Kentucky (Clark 1933). While Pittsburgh was better situated at the junction of the Monongahela and Allegheny rivers, Lexington was the center of overland westward expansion and thus better situated geographically. Ads in the 1787 *Kentucky Gazette* “gave evidence to its position as a market center for the growing frontier” (Clark 1933). Ironically, it was the geographic location of Lexington, which made it accessible only by overland transportation that would ultimately hurt its economic growth.

Although the Ohio River was a major transportation route in Kentucky, the natural barriers and commercial demands within the state resulted in overland lines of trade and communications developing north to south rather than east to west (Simon 1939). Lexington therefore dominated the Bluegrass Region of Kentucky, making it the market center of “the New West” (Strategier 1950). Lexington overshadowed other cities in the region, including Frankfort, Paris, and May’s Lick, and the city that would eventually become the larger commercial center, Louisville. At this time, though, Lexington was a relatively developed city with ropewalks, powder mills, tanneries,

pottery, and other businesses. It was the pioneering spirit of Kentucky that made Lexington businessmen fully support the growing railroad industry,¹ a feeling that many Kentuckians would initially echo. Despite having over 700 miles of navigable rivers and passable roads, the idea of a faster method of transporting an increased amount of product was worth investigating (Hixon 2007).

Despite being located on the Ohio River, Louisville had not yet found a way to maximize its location. In 1811, though, this situation changed. That year the first steamboat, the *New Orleans*, arrived in Louisville triggering the growth of a riverport economy that would challenge Lexington's commercial dominance. After reading accounts of railroads in England and seeing the early railroads, particularly the B&O Railroad, Lexington saw the railroad as its way to regain its control of the state's commerce, although its attempts to get this industry up and running in the state was stalled by Louisville's growing control of the General Assembly (Strategier 1950). Consequently, the political impact the railroads had in Kentucky started at the same time as their physical construction.

Kentucky's prime transportation routes were rivers and dirt and macadamized turnpikes that were funded by joint ventures between the government and private investors. Turnpike companies often sold the idea of the road based on the possibility of local growth, although the reality became that turnpikes were expensive to build and maintain, becoming an impediment to growth (Ireland 1976). As people were always looking for internal infrastructure improvements, canals and railroads became options. Kentuckians generally had no interest in trans-montane canals as seen in Pennsylvania and New York. A proposed canal linking Kentucky to the Atlantic Coast via the Tennessee and Savannah river systems failed, with landlocked Lexington in particular opposing it. Advocates for internal improvement argued for a return to turnpike construction or for a railroad (Johnson and Parrish 1999). As a result, a turnpike project, the Maysville Road, and a railroad project, the Lexington & Ohio Railroad, were proposed. After President Andrew Jackson vetoed the proposed Maysville Road, the Lexington & Ohio Railroad became the chosen internal improvement.

The proposed Lexington & Ohio Railroad (**Figure 86**) was supported by Governor Thomas Metcalfe in a message delivered to the legislature in 1830, which was echoed by his successor, John Breathitt. Most of the state supported the construction of the line, with the exception of those in the cattle industry who worried about the impact of the railroad on their lands. With such little dissent, the Kentucky General Assembly chartered the Lexington & Ohio Railroad on 27 January 1830. Under Governor Breathitt, the government purchased \$200,000 in stock to help finance the line using the railroad property as collateral while the company borrowed another \$150,000 from eastern banks (Johnson and Parrish 1999).

The proposed Lexington & Ohio Railroad was the beginning of the Commonwealth's love-hate relationship with the railroad industry. Shortly after this railroad charter was issued, a second line was proposed by investors from South Carolina. In 1835, the South Carolina legislature chartered a company with the intent to build a rail line from Cincinnati to Charleston, which would give Kentucky almost direct access to the Atlantic while keeping Charleston as an important port (Curry 1969). A charter in Kentucky was provisionally granted the following year, and the Louisville, Cincinnati & Charleston Railroad line was proposed at the cost of \$6 million

¹ Kentucky supposedly built one of the earlier, some say the second, railroad in the country (Glenn 1968). Between 1826 and 1828, Thomas Harris Barlow of Lexington invented a 2-passenger car steam locomotive that had the power to ascend 80 feet. Comparatively, the first railroad in the country was built that same year, 1826, and ran from Quincy, Massachusetts to the Neponset River. By 1830, there was 23 miles of railroad track *nationally* (Glenn 1968).

(Harrison and Klotter 1997); Curry 1969). Per the Kentucky charter, the railroad company had to add branch lines to Louisville and Maysville. As the Kentucky General Assembly and the South Carolina argued over this provision, a financial recession hit. The Panic of 1837 prevented this proposed line from being built as the company went out of business. Concurrent to this recession, the Lexington & Ohio Railroad went bankrupt due to paying a four percent dividend on its stocks at a time when the company made no profit (Johnson and Parrish 1999). With the bankruptcy of the Lexington & Ohio Railroad, the pioneer period of development that was known more for the railroad industry's false start than the economic growth people expected.

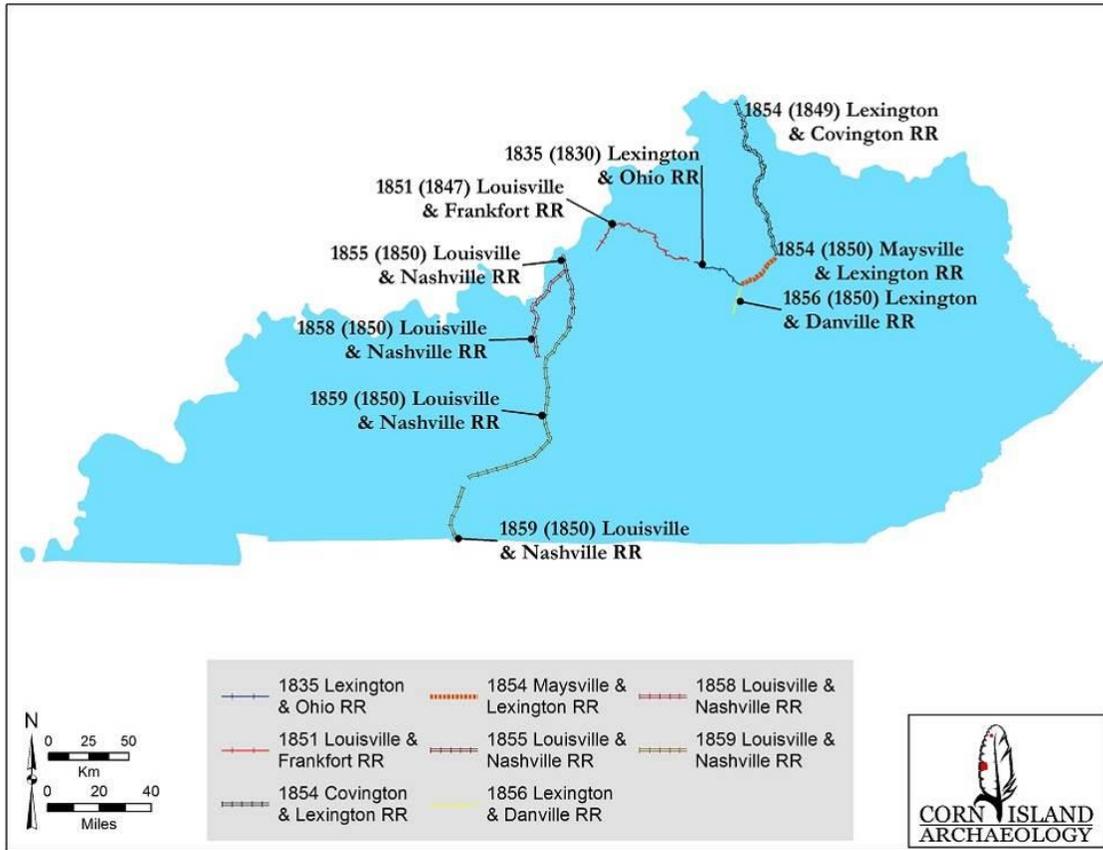


Figure 86. Overview of railroads established during the initial period of railroad development in Kentucky.

Railroad development in the Commonwealth was not confined to the eastern part of the state. The railroads were also beginning to infiltrate western Kentucky, beginning in 1848 with the charter for the Mobile & Ohio Railroad (M&O) (Lessley 1994). This line was organized by Mobile businessmen with the goal of running from Mobile through Kentucky to Columbus in order to bypass the slow, uncertain river travel (Bright 2015:a; Strategier 1950).

Expansion and the Civil War (1851 – 1865)

The second period of development would be defined by the issue of funding railroads and the establishment of the Louisville & Nashville (L&N) Railroad. The experience with the turnpike companies and the initial foray into railroad development at the cost of \$5 million resulted in the state government refusing to support any more transportation efforts, a stance that remained until the turn of the century. As a result, railroads were funded by a combination of private

sources (although limited) and subscriptions. Enticing counties to buy subscriptions was a production. Railroad promoters used a carnival-like atmosphere with flamboyant speeches and endorsements by politicians and military heroes, revival-like mass meetings, predictions of perpetual prosperity, and dire warnings that the “Grass would soon grow in the streets of the county seat, farmland would decline in value, and commercial relations with other counties and states would deteriorate if the county refused to invest” (Ireland 1976). All of this extravagant promotion caused a gap between urban county residents and rural county residents. Those living in the city tended to support subscriptions as there was a direct impact from the railroad. Rural residents opposed subscriptions due to the payback of the railroads not being immediate and resentment over being bound to taxes that benefitted the urban majorities (Ireland 1976).

In addition to causing inner conflict between county residents, subscriptions led to competition between the counties. Louisville and Jefferson County constantly sought to prevent Lexington from becoming a major railroad hub, going to far as to encourage “disaffected persons” in Boyle County to support a possible rail line into Frankfort rather than Lexington in 1851. That same year, Boyle County sought to prevent the Lexington & Danville Railroad from running through Harrodsburg, which would benefit the Harrodsburg community at the expense of Danville. That same year a delegation from Franklin County sought to convince Mercer County to build a line to Frankfort instead of Lexington. Two years later, the “Big Sandy” enterprise was proposed that would link central Kentucky with the mineral-rich counties in eastern Kentucky. Bath, Clark, Fayette, Greenup, and Montgomery Counties subscribed to \$1 million in stock, but the line died in foreclosure due a lack of financing and the “overmanipulation” of the proposed line (Ireland 1976). Despite these shenanigans, between 1850 and 1860, more than 12 railroad charters were granted. One year later, Louisville and Jefferson County attempted to prevent a line being built from Nashville to Cincinnati due to the concern that Lexington would become a focal point on that route.

The most successful line was chartered during this period, the L&N Railroad (**Figure 87**). The establishment of the L&N originated with the rivalry between Louisville and Cincinnati. Ironically, just as Lexington had given way to Louisville 20 years prior, Louisville was being overshadowed by Cincinnati. As early as 1841 Cincinnati had begun to grow and establish itself as a transportation center due to three canals, several roads and turnpikes, and one railroad (Curry 1969). Within a decade, 14 macadamized roads and 20 railroads passed through the city, with only one road and one railroad south of the Ohio River. Cincinnati’s economic growth outstripped anyone in the region, with the value of its products at \$17 million in 1840, \$50 million in 1850, and \$56 million in 1865 (Curry 1969). Comparatively, during the same period, the value of products in Illinois, Indiana, Kentucky, and Ohio *together* was \$4 million in 1840, \$10 million in 1850, and \$25 million in 1859 (Curry 1969). As a result, when a line was proposed between Cincinnati and Charleston, South Carolina in 1836, Louisville businessmen realized an effort needed to be made to prevent Cincinnati’s expansion into the southern markets. The response to this concern came in 1850 with the charter for the L&N Railroad that would run from Louisville to Nashville, Tennessee. The line was completed to Nashville in 1859.

In addition to the L&N, four other lines were under construction beginning in 1850, although all four would eventually fail financially due to a lack of funds and national recessions (**Figure 87**) (Boyd and Boyd 1984). These lines included the Lexington & Covington Railroad, Maysville & Lexington Railroad, Lexington & Danville Railroad, and the Lexington & Big Sandy Railroad. The Lexington & Big Sandy was proposed in 1853 and got as far as Mt. Sterling before going bankrupt and being reorganized as the Elizabethtown, Lexington & Big Sandy Railroad. The Henderson & Nashville Railroad was proposed in 1852, but due to more support for the Mobile & Ohio Railroad in western Kentucky, this line did not come to fruition. The Maysville & Lexington Railroad was completed to Paris in 1854, but financial issues would forestall

construction of the line until after the Civil War (Raitz and O'Malley 2012). The support of these lines by Fayette County and others exemplified the risk of investing in the railroad industry: none of the counties received permanent ownership and the companies went bankrupt due to faulty cost estimates, unexpected impediments, and a lack of funding (Ireland 1976). All of the counties that invested in these projects lost their investments.

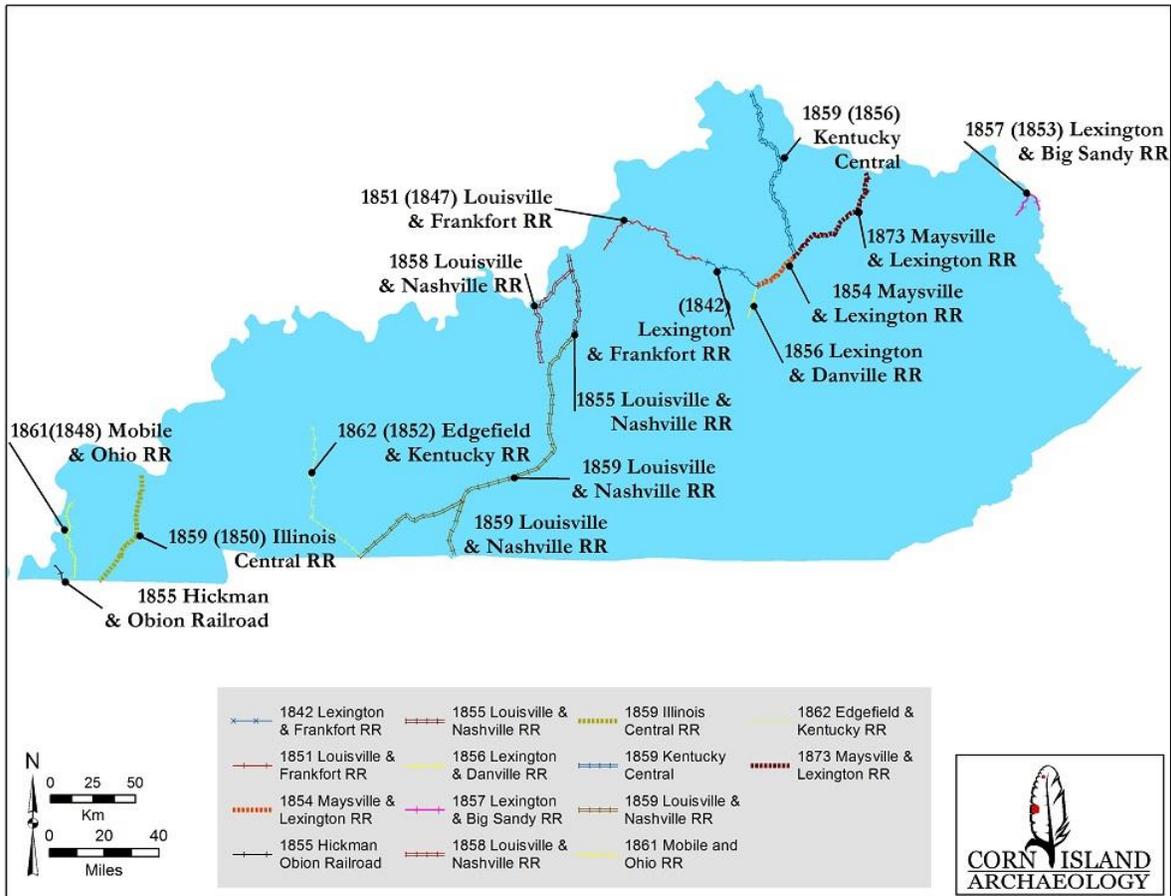


Figure 87. Overview of railroads established or operating between 1850 and the Civil War. The 1873 Maysville and Lexington RR is an amalgamation of several lines established during this period.

Beginning in 1852, railroad development in western Kentucky grew as new lines were chartered. The New Orleans & Ohio Railroad (NO&O) was chartered in 1852 and construction began one year later (Bright 2015:b). This line ran from Paducah to Union City, Tennessee (**Figure 88**). In 1854, the Paducah & Alabama Railroad was chartered under the supervision of T. J. Moss of St. Louis. Moss dreamed of having a southern connection with the Tennessee Midland at Perryville, Mississippi and then onto the Gulf Coast (Lessley 1994). The plan never came to fruition. By 1860, the M&O and NO&O were the most successful lines. In 1860, the NO&O built a new depot at the Kentucky-Tennessee border and fell under the control of Gen. Ulysses S. Grant within a year (Lessley 1994). The M&O was completed to Columbus, Kentucky by 1860.

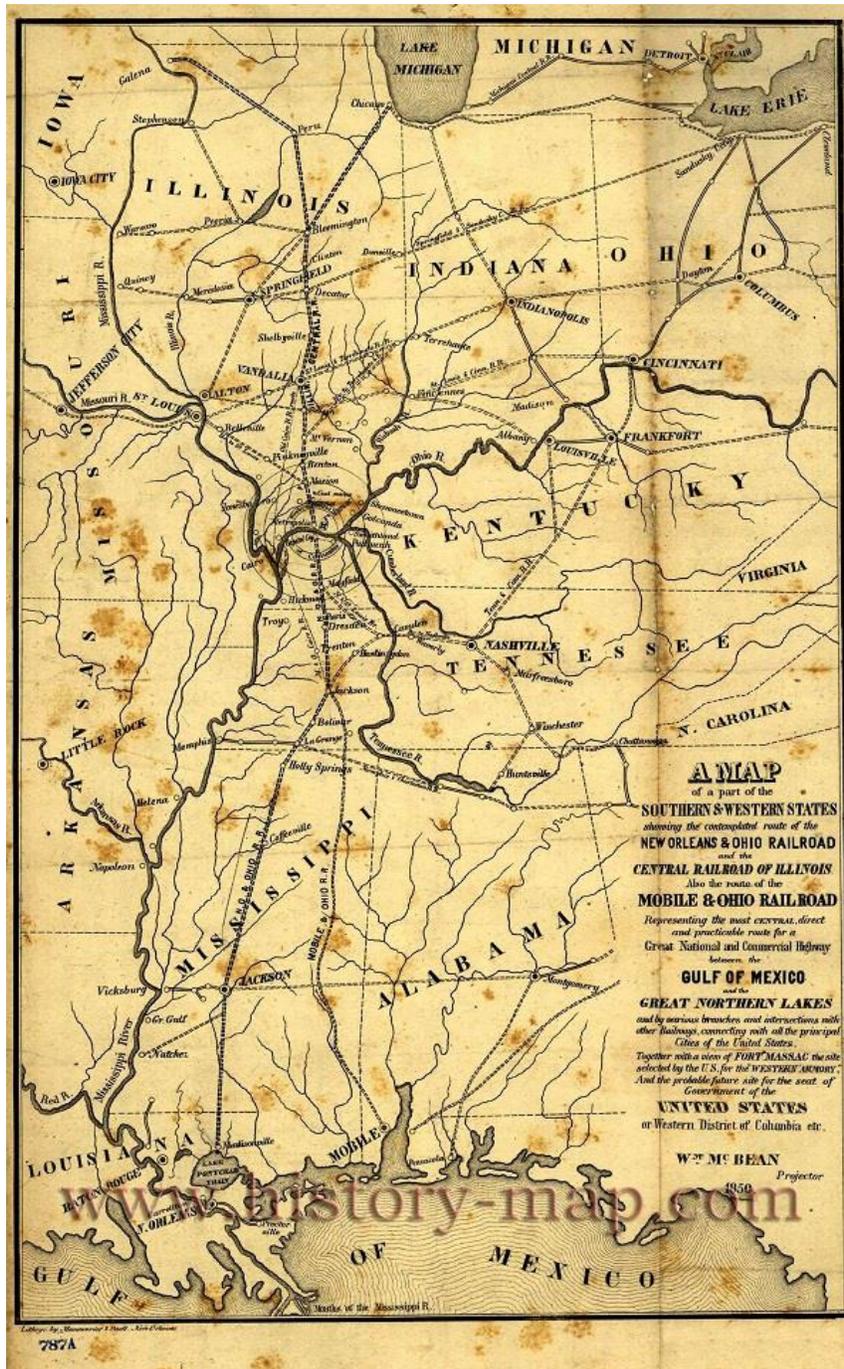


Figure 88. 1850 map of the NO&O Railroad (History-map.com 2014).

The Civil War disrupted the overall expansion of Kentucky's railroads with the exception of the L&N. Many of the lines had already gone bankrupt and been reorganized by the start of the war. The L&N benefitted greatly from its relationship with the Army and its role as a supply line for the Union. Although the line was directly impacted by altercations between Union and Confederate troops, the Army financed repairs to the line that resulted in it coming out the war in better condition. By the end of the war, the railroad companies sought to make up for the growth lost during the war. Lessons in engineering, financing (to some degree), and public opinion

resulted in a new commitment to accessing the mineral-rich portions of the state and maintaining the states dominance in the southern markets.

Peak Operations (1866 – 1920)

It was during this third period of railroad expansion that the Kentucky railroad companies began to compete commercially with neighboring states. A combination of factors led to an explosion of industrial activity that resulted in abundant natural resources, accessible markets, cheap labor, and relaxed government regulation. Equipment was standardized, and the railroad as people know it today originated from this period of time. During this period, the railroad industry in Kentucky was marked by a continuation of the competition between counties to buy subscriptions, the growth of the L&N, the growth of the industry's (primarily L&N's) political power, economic impacts, and a decline in public support of the industry.

After the Civil War, expansion of the railroads was a primary focus of the business interests. Again, an environment of competition and underhanded behavior was fostered to entice counties to again support subscriptions. Beginning in 1869, when Lexington supported the Cincinnati Southern Railroad with financial pledges, Louisville sought to stall legislative approval of this line as it would benefit Fayette County (Ireland 1976). In 1871, Fayette County helped defeat the proposed Paris & Maysville Railroad that would run through Bourbon County. The following year, Clark County lobbied hard to have the Frankfort, Paris & Big Sandy Railroad go through Mt. Sterling in order to benefit the county.

Again, despite these attempts, several lines were established or surveyed during this period, particularly in western Kentucky. A sampling of these lines included:

- Lebanon branch of the L&N Railroad to Crab Orchard (1866);
- Elizabethtown & Paducah Railroad chartered (1867);
- Evansville, Henderson & Nashville Railroad (made of the Edgefield & Kentucky and Henderson & Nashville Railroads) chartered in 1868;
- Cincinnati, New Orleans & Texas Railroad chartered (1871);
- Illinois Central (chartered 1851, reached East Cairo 1873);
- Chicago & Paducah Railroad (surveyed 1887);
- Chicago, St. Louis & Paducah Railroad (chartered 1887); and,
- Paducah, Tennessee & Alabama Railroad (chartered 1892).

The development of some of the major lines, such as the Kentucky Union, Kentucky Central, and L&N are discussed later in the chapter.

During this period, the Kentucky railroad companies saw the construction of lines that accessed the interior of eastern Kentucky and western Kentucky (**Figure 89**). After the Civil War mining became one of the state's dominant industries as such resources as timber, coal, iron, building stone, lithograph stone, fire clay, and kaolin could be mined. Both eastern and western Kentucky had significant coal mines, with the Appalachian Basin Coal Field in the east and the Interior Basin Coal Field in the west. This industry in addition to timber, prompted the growth of the railroads in the state. While numerous lines would come into being in association with mining, such as the Ashland Coal & Iron Railway, the Morehead & North Fork Railroad, and the Jellico, Bird-Eye & Northern Railway, one of the unique features of the relationship between the railroads and the mining companies was that the spurs to the mines or timber operations were not owned by railroad companies. These spur lines were owned by the mining company, and as

a result, were not considered part of the overall railroad system as the railroad companies were not responsible for their maintenance.

Perhaps the most defining characteristic of the railroad industry in Kentucky during this period was its political clout. By this time, the state's economy prospered or declined depending upon the political relationship of the railroads and the state government (Bryant 2007). If the two were amicable, the economy prospered; if they were not, the economy declined. The once humble railroad industry had transitioned into a powerful political machine that could dictate the success of a politician and the state of the economy. The lack of government interference resulted in the development of railroad monopolies, inconsistent rate charges and increases, and the control of politicians through free transportation, financial gifts, or in the case of L&N, extravagant parties.

By the close of the 1870s, some politicians were aware that the railroad companies needed to be reined in and controlled better. An attempt was made in 1878 to assess railroad property fairly for taxation, but again the railroad companies bribed officials and only half the value of the property was often recorded (Bryant 2007). The biggest step taken to control the railroads was the passage of the Railroad Commission Act in 1880, which created a board to oversee the operations and the railroads and uphold any regulations. Their duties were expanded in 1881 to include the ability to prevent extortion. The railroad companies still retained some immunity from the law due to the powerful railroad lobby and influence on individual politicians. They refused to comply with the Railroad Commission and attempted to have it disbanded. This attempt failed, and the growth of populist politics and the anti-trust movement resulted in a call to reform the railroads.

steam to diesel locomotives failed to push the railroads back to the level of success between 1866 and 1920.

The final matter that caused the decline of the railroads was the loss of the natural resources that had propelled them to success. The vast natural resources such as coal and timber that had defined the railroad industry in the late nineteenth and early twentieth centuries were severely depleted. Since these resources were not renewable, railroad companies had to look elsewhere for a source of revenue. The result was the railroad companies, especially in eastern Kentucky, would abandon their lines, leaving the tracks and buildings standing empty and unused.

Railroad Mergers (1951 – 1980)

The year 1951 marked the beginning of the major railroad mergers. These mergers occurred due to the competition from the growing automotive industry, which in the 1960s hurt the already ailing railroad industry through the construction of the interstates (Kleber 1992). In the eastern portion of the Commonwealth, L&N began acquiring portions of or complete lines. The Nashville, Chattanooga & St. Louis Railroad (NC&StL) merged with L&N in 1957. Twelve years later, L&N purchased the Evansville to Chicago portion of the Chicago & Eastern Illinois Railroad and a 131-mile segment of the Tennessee Central Railroad (Castner ND). Two years later in 1971, L&N merged with the Monon Railroad. That same year brought the biggest change to the railroad industry in Kentucky. The Seaboard Coastline Railroad (SCL), which owned 35 percent of L&N's stock, made L&N a subsidiary of the Seaboard Coast Lines Industries when it purchased the remaining L&N stock. The SCL operated a total of 9,809 miles of track that was comprised of five separate lines. These five lines maintained their own independent identities, of which the most notable lines were the L&N, the SCL, and the Clinchfield. The remaining lines were Georgia short lines known as the "Georgia Group (American-Rails.com 2015). These five lines, known as the Family Lines System, were often confused as independent railroad names by passengers. A neighboring railroad company, the Chessie System, operated the Chesapeake & Ohio Railway (C&O), the B&O, and the Western Maryland Railway. In 1980, the Seaboard Coast Line Industries (i.e. the Family Lines System) merged with the Chessie System to form the CSX Corporation. The two systems were still largely independent and operated together only in the sense of being held by the CSX Corporation.

The western Kentucky railroads were also impacted by mergers and changes to the lines. In 1957 the Illinois Central suspended service out of Paducah, and the L&N absorbed the LC&StL (Lessley 1994). A decade later the Illinois Central and Gulf, Mobile & Ohio Railroad signed an intent to merge.

Modern Railroads (1981 – Present)

The railroad industry in Kentucky today divides into three classes: Class I, Class II, and Class III. These three classes are determined by their annual gross revenue. Class I lines make \$250 or more in annual gross revenue; Class II have an annual gross revenue between \$20 and \$249 million and area known as regional lines; and Class III, also known as short lines, make under \$20 million in annual gross revenue (Kentucky Transportation Cabinet 2014). There are three Class I lines, one Class II line, and 10 Class III lines. The Class I lines include:

- CSXT (statewide);
- Canadian National Railway Corporation (western Kentucky); and,

- Norfolk Southern Corporation (eastern Kentucky).

The Class II line is:

- Paducah & Louisville Railway (western Kentucky).

The Class III lines include:

- Fredonia Valley Railroad (western Kentucky);
- Kentucky West Tennessee Railway (western Kentucky);
- Kentucky & Tennessee Railway (central Kentucky);
- Louisville & Indiana Railroad (eastern Kentucky);
- Paducah & Illinois Railroad (western Kentucky);
- R.J. Corman Railroad Company Bardstown Line (western Kentucky);
- R.J. Corman Railroad Company Central Kentucky Line (central Kentucky);
- R.J. Corman Railroad Company Memphis Line (western Kentucky);
- Tennken Railroad Company, Inc. (western Kentucky);
- Transkentucky Transportation Railroad (eastern Kentucky);
- West Tennessee Railroad (western Kentucky); and,
- Western Kentucky Railway (western Kentucky).

Segregation

The railroad had a special meaning for Americans, even more so than other modes of public transportation, such as turnpikes and canals. The railroad “reflected American democracy ideals of equality, opportunity, and autonomy (every man a free man), but also revealed long-standing contradictions to those ideals...” (Welke 2001). European visitors found that railroad companies touted the railroad as America’s commitment to equality, evidenced by having only one class for travel versus three travel classes in France and four classes in England. The reality of the American railroad industry was the opposite of this propaganda effort. In fact, railroad cars were initially divided into *ladies cars* and the *smoking car*. Despite a separation by gender, African Americans were not treated equally.

For African Americans, the railroad had a greater meaning than a false concept of equality. Prior to the Civil War, the railroad meant freedom, not because of recreational travel opportunities, but because of the Underground Railroad (Welke 2001). Although the Underground Railroad was not part of the “transportation revolution,” as slaves got closer to the north, some sections of this path to freedom did utilize the rails. The “equality” promoted was more between the classes of white Americans as the majority of African Americans were slaves, and thus were property rather than legal Americans. Slaves traveled with their masters and mistresses, although they were segregated in partitioned baggage cars unless acting as servants (Welke 2001).

This segregation was seen as early as 1838 and was identified as “Jim Crow” transit. Jim Crow transit or cars were specific areas or compartments for African Americans that were secluded or in a remote corner, separate from whites (Salvatore 2009). Other characteristics defined Jim Crow transit on the southern lines that reinforced segregation. The “colored coach” was typically the first passenger car, and was located behind the engine, thus prone to excessive heat and fumes (Welke 2001). Another action that reinforced segregation occurred when a train was longer than the platform at the depot. Trains that extended beyond the platform would pull forward to the uneven terrain, making African-American passengers enter and exit the train

without the security of a level platform or a step box to reduce the distance between the ground and the train. "Colored coaches" also lacked conductors assisting passengers on or off the train as the *ladies coach* had. Protests against the Jim Crow cars in the Boston & Providence Railroad resulted in Massachusetts abandoning segregation in 1843, a practice that was common in the north by 1865. Despite the pervasiveness of segregation within the railroad industry, there was some flexibility in pre-Civil War travel. African Americans who lacked "negro features" enjoyed greater freedom in traveling (Welke 2001). The lighter-skinned African Americans could utilize the same accommodations as white passengers, although they could not socialize with white passengers.

Perhaps even more than the separate spaces for travel, the use of slaves to construct and maintain approximately 8,784 miles of track by 1861 in the antebellum South proved the lack of "equality" of travel on the railroad (Kornweibel 2010). The use of slave labor was not unusual in the Southern canal/turnpike construction, agrarian, mining, and manufacturing industries. What was unique to slaves working on the railroad was often slaves were hired by the railroad companies rather than buying slaves (Kornweibel Jr. 2010). One such company that did purchase slaves for use in railroad construction was the Montgomery & West Point Railroad, but many of the slaves ran away and were occasionally located in Kentucky. Paying the slaves working on the railroad was not a huge financial burden to the railroad companies. Railroad companies believed that native southern laborers had no interest in this type of work, and "Irish and German immigrants were stereotyped as being prone to walk off the job and riot over pay disputes" (Kornweibel Jr. 2010). After the railroads were established, segregation within the employment ranks were set, with conductors and engineers being white; firemen, "wood passers," and brakemen being white or African American; and African Americans only working as station hands, freight loaders/unloaders, pumping water, refueling locomotives, and other general manual labor (Kornweibel Jr. 2010). These set employment patterns lasted until well after the Civil War.

Efforts were made prior to the Civil War to legally combat segregation. The rise of the antislavery movement in the north and the increasing use of public transportation in urban centers a decade prior to the Civil War resulted in the first challenge to segregation (Welke 2001). Five years later in 1855 another legal challenge resulted in the first legal judgement regarding equality in public transportation. In this ruling, the judge looked "to the centuries-old common law of inns, which like common carriers were privately owned but served a public function. The common law required that innkeepers accept all guests of good character and conduct who sought room and paid the established rate" (Welke 2001). This judgement continued, though, stating that the railroad companies had an obligation to protect the comfort and safety of their passengers, providing the railroad companies with the loophole of a private police power within the railroads. This private police power meant the railroad companies had the right "to exclude persons afflicted with contagious diseases, persons of known bad character, and those intent on harming other passengers" (Welke 2001). These "reasonable regulations" were determined by social realities, norms, and local customs. One such example of the social realities, norms, and local customs used to define "reasonable regulations" was the separation of the railroad passengers by *gender*, which was not required by law, but rather by the social reality and norms of *white* women being *ladies*, and thus requiring separation from male passengers.

In 1873, the U.S. Supreme Court ruled that railroad companies were required to create equal spaces for all passengers, and as a result, the races could share railroad cars. It was considered a landmark decision against segregation. Many thought the 1875 Civil Rights Act would continue this trend, but the practice of segregation was still common in the south. In 1887, the Interstate Commerce Act stated that railroad companies had to provide equal

facilities, just as the 1873 Supreme Court ruling stated. This idea of equal facilities, though, was interpreted as “separate but equal,” and idea that would pervade segregation until 1954. This act infuriated the railroad companies because it placed individual rights over those of the railroad companies. The railroad companies reacted by employing “a series of contradictory but overlapping, strategies to subvert or circumvent the law. From the outset, carriers contributed to the sexualizing of race, using charges of immorality and sexual threat to justify the exclusion of black men and women first-class, ladies’ accommodations” (Welke 2001). Despite the response of railroad companies, African Americans saw the potential of the Interstate Commerce Act to end segregation.

In addition to the legal challenges to segregation, the late nineteenth century furthered the status divide between white and African-American passengers due to conspicuous consumption. The development of Pullman cars meant affluent passengers were further separated from African American and immigrant passengers, and the idea of egalitarian accommodations common to the prior to the Civil War was destroyed. In an ironic, and offensive, twist, the same railroad companies that denied desegregated spaces in railroad cars would go on and hire large numbers of African Americans to work on the rail lines.

Southern states, such as Louisiana, enforced segregation in the railroad, resulting in *Plessy vs. Ferguson* in 1896. This ruling nullified all previous acts and court decisions by stating segregation was legal under the constitution (Washington State Historical Society 2008). Segregation in the late nineteenth/early twentieth centuries meant railroad companies could reduce accommodations for African American travelers. Railroad companies claimed African Americans comprised less than 20 percent of local travel, even less for interstate travel, and a miniscule percentage of luxury travel (Welke 2001). A lawsuit brought by the AME Church against the ICC in 1908 claimed African Americans made up 18 percent of local travel and less than 10 percent of interstate travel, while the Pullman Company claimed that less than 1/30th of one percent of luxury travel included African Americans (Welke 2001). Segregation was also visible in the depots (**Figure 90**), which under Jim Crow had to be remodeled to provide spaces separated by race. This type of depot architecture became known as the “standard Southern style depot” (Welke 2001).

The twentieth century did not usher in an immediate change in segregation in the railroad industry. By 1910, approximately 85 percent of African-American railroad workers still lived in the south, where Jim Crow segregation remained (Kornweibel Jr. 2010). Railroad companies still used the separation of accommodation as the legal justification for segregation, stating “Sex as an existing, accepted ground for separating passengers paying the same fare provided a legal, socially irrefutable analogy for separating passengers by race” (Welke 2001). This idea confirmed not only the deeply held assumption of the differences between white and black, male and female, confirming the inferiority of African Americans. As a result, African Americans in the early twentieth century no longer hoped for the end of segregation, but rather would accept the “separate but equal” treatment so long as it was *equal* (Welke 2001). But even this hope diminished as railroad companies refused to confine racism to policies designed to maximize profit through the elevation of white passengers. Railroad companies made racism a part of its entire culture:

Their company magazines, published from the early twentieth century onward, included all manners of racist imagery, stereotypes, and language. Such publications were distributed to all employees, including blacks. Covers depicted them, eyeing or eating watermelons. Most magazines had a humor page where “Rastus” and “Darkey” jokes about stealing chickens and watermelons abounded. Cartoons depicted grotesque, big-lipped caricatures uttering ignorant,

fractured “black” speech. Such jokes appeared in southern, northern, and western railroads’ publications (Kornweibel Jr. 2010).



Figure 90. Separate waiting rooms at Deatsville Station, Nelson County.

Beginning in 1915, this overt discrimination and segregation policies resulted in the migration of 1.5 million African-American railroad workers to the north (Kornweibel Jr. 2010). Called the Great Migration, African-American railroad workers hoped to find better wages and working conditions. This migration would continue through World War II.

On May 17 1954, the *Brown vs. Board of Education* ruling stated that segregation was outlawed in public schools. The Interstate Commerce Commission responded by nullifying the “separate but equal” interpretation and made all facilities equally accessible for both races. Despite this change, railroad companies were able to get around desegregation depending upon the line. While it was illegal to separate facilities on interstate lines, it was still permissible on intrastate lines (Salvatore 2009).

The impact of segregation on the railroad in Kentucky was seen in the “separate but equal” principle. Kentucky had multiple statutes beginning in 1890 stating that railroads had to provide separate but equal facilities or risk being penalized. The railroad companies, conductors, and even passengers could be fined or imprisoned if they failed to follow the law. In 1892, segregated accommodations were made legal in the Separate Coach Act. Enacted by the Kentucky General Assembly on 15 March 1892, this law stipulated that all railroad companies:

...are hereby required to furnish separate coaches or cars for the travel or transportation of the white and colored passengers on their respective lines of railroad. Each compartment had a coach divided by a good and substantial wooden partition with a door therein, shall be deemed a separate coach within the meaning of this Act, and each separate coach or compartment shall bear in some conspicuous place appropriate words in plain letters indicating the race for which it is set apart... That the railroad companies shall make no difference or

discrimination in the quality, convenience or accommodation in the cars or coaches or partitions set apart for white and colored persons (Caldwell 1916).

W. H. and Sarah Anderson, an African-American minister and his wife, challenged this law, refusing to move to the segregated car after the train passed from Evansville, Indiana into Kentucky. When they were removed from the train at Henderson, Kentucky, they again purchased first class tickets and again were ejected from the train when they refused to move to the segregated accommodations.

Anderson filed a lawsuit against L&N (*Anderson v. Louisville & Nashville*) in 1894 that initiated a period of challenge to the Separate Coach Law. The ruling by Judge John W. Barr later that year was that “the Kentucky statute was unconstitutional because it interfered with *interstate* commerce, an area of law reserved for the U.S. Congress” (Smith et al. 2015). Minnie Myers filed a similar suit against L&N in northern Kentucky in 1895 after she was removed from her first class seat to the segregated car (Tenkotte and Claypool 2015). In 1895, the U.S. Supreme Court ruled on *Plessy v. Ferguson*, legalizing separate but equal accommodations for *intrastate* travel. *Plessy v. Ferguson* encouraged Kentucky lawmakers to continue passing Jim Crow laws in order to further disenfranchise African Americans and keep them physically separated from white passengers. The laws enacted after the 1896 ruling were a throwback to the Civil War as they were “founded upon the principle of states’ rights, along with a rigid social code” (Tenkotte and Claypoole 2009). The end goal was to ensure African Americans remembered their rank within the social, economic, and political hierarchy in Kentucky.

Four years later in 1900, the Separate Coach Law in Kentucky was upheld as legal as it pertained to intrastate travel. The ruling of *Anderson v. Louisville & Nashville* in 1894 pertaining to *interstate* travel was upheld until 1920, when it was essentially overturned by the courts in the *Chesapeake & Ohio v. Kentucky* case. In this case, the U.S. Supreme Court ruled that the Separate Coach Law operated only within Kentucky and thus did not infringe upon Congress’s right to regulate interstate commerce (Wright 1992). Segregation would remain the norm in both *interstate* and *intrastate* travel until 1955, when the ICC banned racial discrimination in *interstate* travel in 1966, when the Kentucky General Assembly repealed the Separate Coach Law.

In Kentucky, separate but equal accommodations for African-American passengers were anything but equal. Sometimes, separate accommodations did not even exist (Tenkotte and Claypoole 2009). Depending upon the size of the depot, African Americans were provided either separate waiting rooms or restroom facilities. Some people have theorized that separate depots for African Americans were constructed, but no proof of this was found during research for this project. It was not until 1955 that the older statutes regarding separate but equal facilities were revised.

Abandoned Railroads

The longevity of a rail line depended upon its function and its construction materials. Main lines were constructed with better, more durable materials and located in areas with relatively constant usage while branch lines and spurs used lower quality construction materials and were predicated on such things as the availability of resources and the success of the company utilizing the line. Railroads in Kentucky were abandoned for several reasons:

1. The exhaustion of natural resources
2. The relocation or cessation of an industry
3. Competition from highways
4. The transition of light duty main line track to heavy duty, low grade track

5. Poor management
6. Labor issues
7. Government regulations and unequitable distribution of subsidies to other modes of travel (Sulzer 1967); Kentucky Transportation Cabinet 2003)

Kentucky's network of abandoned lines includes main line, narrow gauge, and spurs that served the mining industry. Typically, every decade witnessed the abandonment of railroad tracks, but areas with obsolete mining companies tended to have abandoned the most mileage of track. Rail lines in the northeast corner and the southeast coal fields of the state were typically abandoned before 1950. By this time, the timber companies and marginal coal mines had exhausted their resources and the lines had become unprofitable (Kentucky Transportation Cabinet 2003). Limited passenger service precluded maintaining these lines as they could not turn enough of a profit to warrant continuing operations. Some rail lines in the western Kentucky coal fields were not abandoned until the 1980s due to the shift in coal mining to this region in the early twentieth century. Rail lines abandoned in coal fields tend to retain their tracks as the area has not been developed. Abandoned lines in more urban areas have typically lost their tracks.

In addition to regional variations in the amount of abandoned line, certain historical occurrences also impacted the status of a rail line. The Great Depression and World War II resulted in the abandonment of over 500 miles of track due to the failure of numerous railroad companies and the salvage of the track for metal during the war (Kentucky Transportation Cabinet 2003). Another period of abandonment occurred in the 1970s and 1980s due to nationwide bankruptcy issues in many of the major rail lines. In 1973 the Regional Rail Reorganization Act (3-R Act) was passed creating Conrail out of seven bankrupt freight lines (Penn Central; Erie Lackawanna; Lehigh & Hudson River; Boston & Maine; Ann Arbor; Lehigh Valley; and Reading). Three years later, the 4-R Act (the Railroad Revitalization and Regulatory Reform Act) passed mandating state rail planning in order to receive public subsidies. In 1980 the Staggers Rail Act further deregulated the railroads and streamlined the abandonment process. Rail lines were abandoned as these lines were consolidated and the process became more efficient.

In addition to the abandonment of railroad tracks, railroad companies also abandoned railroad-related structures. Resources such as depots, warehouses, bridges, culverts, tunnels, and small artifacts such as mile markers, signals, ties, or spikes were left extant as though railroad employees just walked away from the site. An example of an abandoned railroad-related structure in Clark County is the Schollsville Tunnel.

Rail lines that have been abandoned in Kentucky as identified in Sulzer 1967 include:

- Altamont and East Bernstadt to Viva in Laurel County (L&N);
- Artemus to Wheeler and Anchor in Knox County (Artemus-Jellico Railroad);
- Barlow to East Cairo in Ballard County (Illinois Central Railroad);
- Brooksville to Wellsburg in Bracken County (Brooksville & Ohio River Railroad);
- Burgin Junction to Burgin in Mercer County (Southern Railway System);
- Burnside Junction to Burnside Landing in Pulaski County (Cincinnati, Burnside & Cumberland River Railway);
- Chicle to Paris in Bourbon and Fayette Counties (L&N)
- Campton Junction to Campton in Powell and Wolfe Counties (Mountain Central Railway);
- Caryton to Turkey Foot in Jackson, Lee, and Owsley Counties (Kentucky, Rockcastle & Cumberland Railroad);

- Clark Mountain Tunnel to Redwine in Morgan and Rowan Counties (Morehead & North Fork Railroad);
- Clay to Dixon in Webster County (Illinois Central Railroad);
- Clay to Morganfield in Union and Webster Counties (L&N);
- Cloverport to Victoria in Breckinridge and Hancock Counties (Breckinridge Coal Road);
- Elkton to Guthrie in Todd County (Elkton & Guthrie Railroad);
- Garrison to Gesling in Carter and Lewis Counties (C&O);
- Georgetown to Paris in Bourbon, Fayette, and Scott Counties (Frankfort & Cincinnati Railroad);
- Glasgow Junction to Mammoth Cave in Barren and Edmonson Counties (Mammoth Cave Railroad);
- Gracey in Princeton County, Kentucky to Princeton Junction, Tennessee (L&N);
- Henderson to McClain in Henderson County (Illinois Central Railroad);
- Hickman to Union City in Hickman County (Nashville, Chattanooga & St. Louis Railway);
- Hillsboro to Flemingsburg Junctions in Fleming County (Cincinnati, Flemingsburg & Southeastern Railroad and Flemingsburg & Northern Railroad);
- Irvington to Hartford in Breckinridge and Ohio Counties (L&N);
- Kings Mountain to Yosemite in Casey and Lincoln Counties (Cincinnati & Green River Railway);
- Kentucky Northern (KN) Junction to Simcoe in Lee and Rowan Counties (Kentucky Northern Railroad);
- LaGrange to Eminence in Henry and Oldham Counties (L&N);
- Lancaster to Fort Estill in Garrard and Madison Counties (L&N)
- Lombard/Nada to Big Woods in Menifee and Powell Counties (Big Woods, Red River & Lombard Railroad);
- Millville to Irvine and Heidelberg to Ida May in Estill, Fayette, Jessamine, Madison, and Woodford Counties (L&N);
- Mt. Sterling to Rothwell in Menifee and Montgomery Counties (C&O Railroad);
- North Winchester to Maloney in Clark, Lee, Powell, and Lee Counties (L&N);
- Ohio & Kentucky Railway to the Licking River in Breathitt, Magoffin, Morgan, and Wolfe Counties (Ohio & Kentucky Railway);
- Olympia to Owingsville in Bath County (Owingsville & Olympia Railroad);
- Oz to Co-Operative in Meade County (Kentucky & Tennessee Railway);
- Redwine to Rush Branch in Morgan County (Lenox Railroad);
- Riverton to Webbville in Carter, Greenup, and Lawrence Counties (Eastern Kentucky Railway);
- Rothwell to McCausey and Apperson in Menifee County (Red River Valley Railroad);
- Russelville to Adairville in Todd County (L&N);
- Salt Lick to Blackwater in Bath, Menifee, and Morgan Counties (Licking River Railroad);
- Shelbyville to Bloomfield in Nelson, Shelby, and Spencer Counties (L&N);
- Versailles to Georgetown in Scott and Woodford Counties (Southern Railway System);
- Viva to McKee in Jackson and Laurel Counties (Rockcastle River Railway and Bond-Foley Lumber Company Railroad);
- Walbridge to Richardson via Peach Orchard in Lawrence County (C&O); and,
- White Oak Junction to Bell Farm in Meade County (Kentucky & Tennessee Railway).

CLARK COUNTY HISTORY AND RAILROAD DEVELOPMENT

To understand the context of the railroads in Clark County, it helps to know the county's origins. Clark County's history is not a succinct story, but rather, like the rest of Kentucky, one that slowly narrows in scope from the initial use of the land by Native Americans, to its incorporation into Virginia, then its separation into the Commonwealth of Kentucky, and finally, the creation of Clark County. It has been difficult to establish links between late prehistoric groups and historically known Native American entities in Kentucky (Muller 1986). To the south, Hernando de Soto's entrada (A.D. 1539-1542) encountered powerful Mississippian chiefdoms (Hudson 1997). De Soto's army was reliant on plundering the large stores of food present at these Mississippian chiefdoms and his route was largely dictated by the boundaries of the existing Mississippian world at that time. It now appears that his army was prevented from heading farther north towards the confluence of the Ohio and Mississippi Rivers due to the lack of chiefdoms present in that region (Ethridge 2010). This was the area of the Vacant Quarter (Cobb and Butler 2002; Williams 1980; Williams 1983) that included the lower Ohio Valley and Western Kentucky; believed to have been abandoned sometime around A.D. 1450 (Cobb 2013; Cobb and Butler 2002) and only sparsely inhabited in the seventeenth century. No Europeans ventured into this region again until the French explorers Joliet and Marquette made their voyage down the Mississippi in 1673. At this time, the large Mississippian polities had undergone dramatic disruptions and were in collapse. This was likely due in part to disease, but perhaps more so by the political destabilizing of the region caused by de Soto's plundering and conflicts with these societies. What is certain is that the changes that occurred were prior to the sustained presence of Europeans in this region (Ethridge 2009; Ethridge 2010).

With the sustained presence of Europeans along the eastern seaboard in the seventeenth-century, Native American interests became intertwined with market interests and international commerce. This was a time of large scale cultural disruption in eastern North America that witnessed many earlier Native American groups migrating and coalescing with other groups to form new societies. This entanglement with colonial powers was associated with an increased militarization among some Native American societies that included the capturing of Indian slaves to mitigate their own population losses due to European diseases, and later for sell to Europeans along the Atlantic seaboard. One consequence of this militarization was the emergence of a short-lived period of "militaristic slaving societies" from circa A.D. 1620 to 1715 during which time relentless raiding of their Indian neighbors for slaves occurred (Ethridge 2006; Ethridge 2010:93).

To the northeast of Kentucky, the Iroquois Confederacy (*Haudenosaunee*), a league of five (later six) distinct nations located in present day New York, had formed just prior to European arrival in the North America. With the arrival of Europeans, the Iroquois became one of the first of these militaristic slaving societies to develop within this new colonial context, and by the mid-seventeenth century were entering the lower Midwest via the Ohio and Mississippi River Valleys (Ethridge 2010). Archaeologists have maintained that the eastern Ohio Valley, which includes portions of eastern Kentucky and West Virginia, was largely depopulated by this time, although there is no consensus as to whether this was a result of Iroquois depredations (Drooker 2002; Ethridge 2010:94; Pollack 2004:188-190).

By 1730, although thousands of Indians had been enslaved and almost all of the prior southeastern polities had disappeared or been destroyed, the survivors regrouped into new societies that were structured to the new geopolitical landscape that was in place (Ethridge 2009). Scholars are beginning to explore the idea that the Shawnee were one such group that formed during the turmoil, dislocation, and depopulation occurring in the Ohio River valley becoming highly mobile mercenaries with a very fluid social structure (Ethridge 2010:96; Warren and Noe 2009). Although most of the Kentucky region was devoid of major settlements by the time

of the earliest European incursions into the area, the Cherokee, Shawnee, and Iroquois Confederacy all had land or hunting claims in what became eastern and central Kentucky while the westernmost portion of Kentucky was claimed by the Chickasaw. In addition, hunting bands of Illinois, Miami, and Delaware at times visited Kentucky.

With the Treaty of Fort Stanwix in 1768, the Iroquois Confederacy ceded its claims to the hunting grounds between the Ohio and Cumberland rivers to the British government. The Cherokee had land claims to the region until 1771. The Treaty of 1772 with Virginia acquired a large tract of land in the northeastern section of Kentucky and smaller portions of western Virginia and West Virginia that included the land within the current KYTC project area. In actuality, the Treaty of 1772 was an arrangement made in 1771 between the Cherokee and the Treaty Commissioners and not a bona fide treaty (Royce 1984). The Shawnee ceded their claims to most of Kentucky after their defeat in the brief Lord Dunmore's War (1774). To the south and east of the project area, Richard Henderson's purchase by the Treaty of Watauga (1775) (also known as the Treaty of Sycamore Shoals) was one of several treaties that disenfranchised the Cherokee from their lands. The treaty had two deeds that purchased land from the Cherokee under the name of the Colony of Transylvania. The first deed acquired all the lands between the Kentucky and Cumberland rivers and the second deed, known as the "Great Grant", included all the territory watered by the Cumberland River and its branches. Henderson then hired Daniel Boone to establish the Wilderness Road into present day Kentucky from Virginia. Over 20 million acres or 81,000 square kilometers of land was acquired by the Transylvania Company through this treaty; encompassing almost two-thirds the area of present-day Kentucky **Figure 91** and **Figure 92**.

Not all Cherokee leaders were happy with the Treaty of Watauga, and some refused to sign it. Nor were many Colonial officials in the East happy with Henderson's actions, arguing that it was illegal on several counts. First, it was in violation of Virginia and North Carolina law; second, it was in violation of the Royal Proclamation of 1763 that prohibited the private purchase of American Indian land; and finally, it was illegal to establish any non-Crown-sanctioned colony. Dragging Canoe, the Cherokee chief Attakullakulla's nephew, warned the colonists that they would find the settlement of the ceded lands "dark and bloody" (Evans 1977:179). Shortly after, several Creek and Cherokee warriors formed the Chickamauga confederation and led attacks on white settlements (Sawyer 2002). The Chickamauga Wars (1776-1794) extended to settlers along the Cumberland River in Middle Tennessee and in Kentucky. In general, after the outbreak of the American Revolution in 1775 both Shawnee and Cherokee raids on Kentucky settlements increased as most Indian nations allied with the British during the conflict.

In 1786, the members of the Chickamauga confederation joined the Western Confederacy, organized by the Shawnee chief Tecumseh, as an attempt to repulse European American settlers whom they regarded as trespassers from the area west of the Appalachian Mountains. After the defeat of the Western Confederacy at the Battle of Fallen Timbers near Maumee, Ohio and the destruction of several Cherokee Towns, the Cherokee chief John Watts (one of the leaders during the Chickamauga Wars) sought for peace. With the Treaty of Tellico Blockhouse (1794) the hostilities between the Euro-American colonists and the Cherokee ended. The treaty clarified that there would be no more land cessions by the Cherokee, but that the Cherokee were required to recognize the cessions of the Treaty of Holston (1791) which established boundaries between the United States and the Cherokee Tribe. This led to a period of relative peace until most of the Cherokee were forcibly removed from their remaining lands between 1836 and 1839.

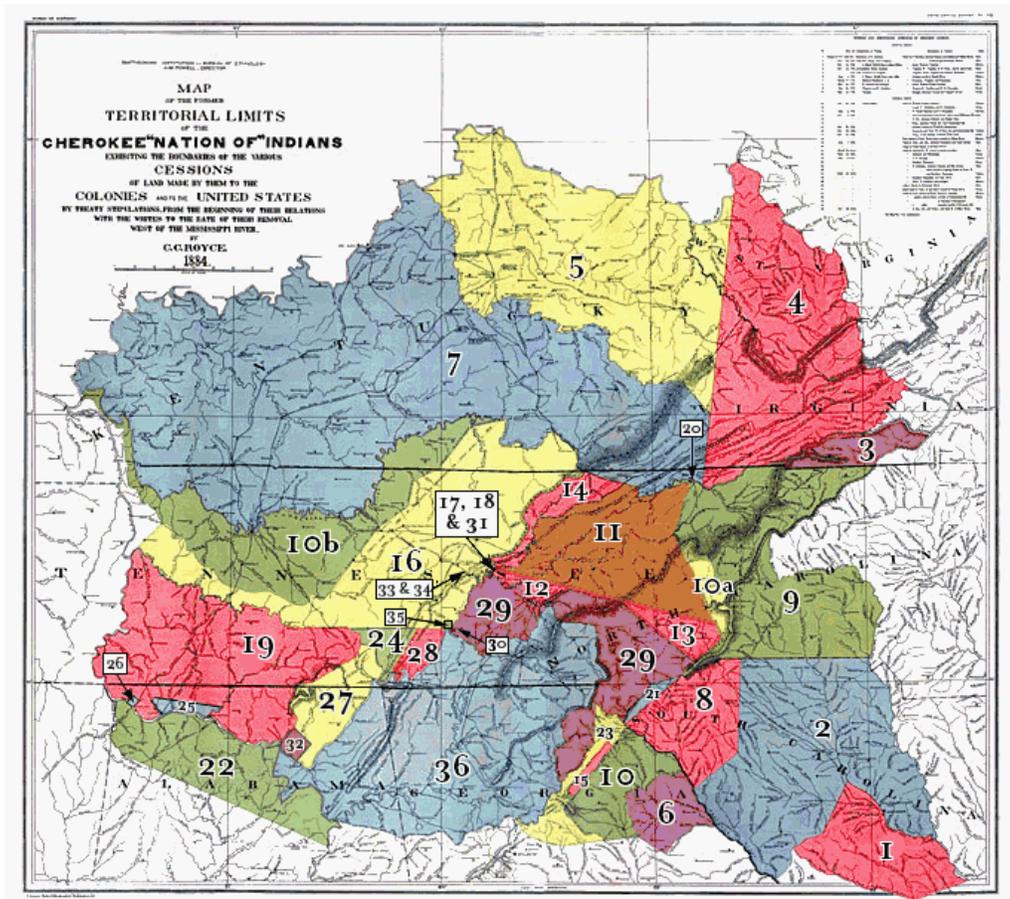


Figure 91. Cherokee territorial limits and land cessions. Number 5 marks the lands ceded by the Treaty of 1772 (Royce 1984).

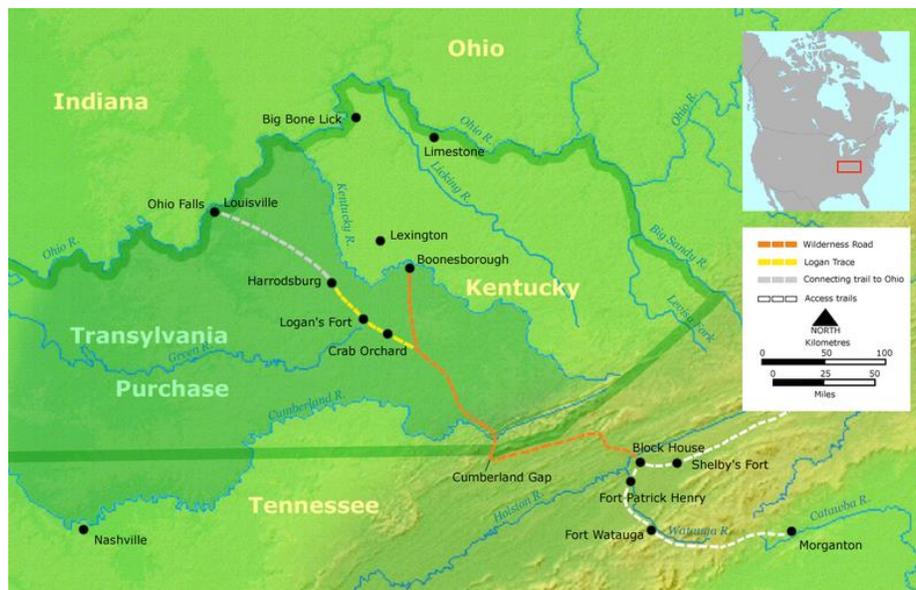


Figure 92. The Transylvania Purchase and course of the Wilderness Road by 1785 (Nikater 2007).

The Chickasaw were known to have land claims in western Kentucky at the time of European incursions into the region. In 1817, the Kentucky legislature asked President James Monroe to purchase western Kentucky and western Tennessee from the Chickasaws. Isaac Shelby of Kentucky and Andrew Jackson of Tennessee were appointed to negotiate with the Chickasaws. In 1818, the Chickasaw ceded the land in western Tennessee and southwestern Kentucky to the United States through the Treaty of Tuscaloosa (Kleber 1992:460-462).

Today, there are no federally recognized Indian Nations in Kentucky, although the Southern Cherokee of Kentucky are a group of Cherokee whose ancestors had been removed to Indian Territory on the Trail of Tears in 1838. They report to have fled from Indian Territory to Kentucky ca. 1871 in order to escape post-Civil War Reconstruction Era violence. Today their tribal lands are located in nearby Henderson, Kentucky, and they have been recognized and paid tribute to by Governor John Young Brown on December 26, 1893 and Governor Ernie Fletcher in 2006 (The Southern Cherokee Nation of Kentucky 2012).

Clark County History

Clark County, the fourteenth county established in Kentucky, was formed in 1792 from sections of Bourbon and Fayette counties. Clark County, named after General George Rogers Clark, a Revolutionary War hero, is located in northeastern Kentucky and contains an area of 255 square miles (Kleber 1992). When the county was formed in 1792, a newly employed clerk or bill drafter attached the suffix “e” to the county name, though George Rogers Clark regularly signed his name without the “e.” The “e” remained in the county name until 1865, when it was removed with no clear explanation. This change is reflected in the *Acts of the Kentucky General Assembly* for the session of 1866-1867 (Clark 1995:xii). Clark County is situated at the eastern edge of the Bluegrass region and is characterized by a gently rolling topography. The city of Winchester, the county seat, was established in 1792 on 66 acres of John Baker’s farm, and was named for his hometown in Virginia (Kleber 1992).

The general area of what is now Clark County was once home to Fort Ancient period Native Americans, evidenced by a multitude of archeological data and artifactual remains (Clark 1992). Pioneer settlement in the area of Clark County began as early as the 1750s. An important piece of Clark County’s earliest history, now known as Indian Old Fields, began as a Native American Shawnee village called Eskippakithiki. In 1751, explorer and pioneer Jon Findley of Lancaster, Pennsylvania, established a trading post at the village, which was used by Native and French Americans during the French and Indian War (Clark 1995:6; Preston et al. 1989:117). Imported goods brought to the post were packed in straw from English grass. As the straw was discarded and scattered across the land, its seeds germinated and flourished in the rich limestone soils of the region, which became known as Kentucky bluegrass. Daniel Bone often visited this trading post and recounted the story of the Kentucky bluegrass (Preston et al. 1989:117).

Unfortunately, with the arrival of the Anglo-American settlers, the Native American way of life suffered greatly. After 1775, the Anglo-American settlers claimed land, built fort stations (such as Fort Boonesborough), and cleared away forests and cultivated fields used by Native Americans as hunting grounds, which limited grazing pastures and drove out wild game (Clark 1995:17-18). Many of the early pioneers first traversed Fort Boonesborough in Madison County before permanently settling in Clark County. There were believed to have been at least nineteen pioneer stations or settlements established in the area, including Strode’s Station, established in 1779 near Winchester (Kleber 1992).

With the outbreak of the American Revolutionary War, tension and violence between settlers and Native Americans increased. At Fort Boonesborough in 1776, the year after the war began,

the famous kidnapping of Jemima Boone, daughter of Daniel Boone, and two Calloway girls by Native Americans took place. Clark County witnessed several other major Native American attacks against neighboring settlements that would take place in the following years. However, after the Battle of Blue Licks in 1782, Native American attacks became more inconvenient than deadly. Additionally, Clark County never came under severe threat of assault due to the lack of any forts or major concentrations of settlers. After General Anthony Wayne's victory at the Battle of Falling Timbers and the Treaty of Greenville, Native American attacks on pioneer settlements largely ceased by 1795 (Clark 1995:20-23).

As the threat of Native American attacks dwindled, commercial and agricultural activity thrived (Kleber 1992). Industries such as distilleries and mills developed throughout the county until 1820, when they began to congregate around Winchester. The Elizabethtown, Lexington, & Big Sandy Railroad (now CSX Transportation) reached Clark County in 1873, followed by the Kentucky Central (now CSX) in 1881, and the Kentucky Union in 1883 (which was later abandoned). These railroads turned the city of Winchester into a center for transportation, education, and commercial activity. Educational establishments, banks, hotels, and residential neighborhoods were built and Winchester was incorporated in 1877 (Kleber 1992). Clark County became home to more than 80 churches, including Providence Baptist Church; Founded in 1790, it is the oldest church west of the Allegheny Mountains (Blanton 1993). The railroads also brought about the creation of small service communities such as Hedges Station (six miles east of Winchester), and Ford, a once-prosperous mill town on the Kentucky River (Kleber 1992).

In 1926, Ale-8-One Bottling Co. was founded in Winchester, a small family-owned operation that produces a ginger-flavored soft drink (Blanton 1993). The drink was created by G. L. Wainscott, who held a contest to develop its name. The name that was chosen stood for "a late one," in honor of being the newest soft drink. The logo was copyrighted in 1935. For the majority of the company's history, the Ale-8 soft drink has been sold within only 50 miles of Winchester. The Ale-8-One Bottling Company possesses a personal touch and reflects the sense of local pride and benevolence that appears inherently manifest in the inhabitants of Winchester. For example, in 1984 when Trapp Elementary School burned down, parents and other residents led an effort to draw funding to rebuild the school on its original site (Blanton 1993).

By the 1950s and 1960s the Mountain Parkway and I-64, which form a junction near Winchester, were completed in Clark County, further allocating industry within the county (Kleber 1992). Longstanding industries within Clark County include tobacco and livestock, men's clothing manufacturers, bluegrass harvesting machines, and walnut lumbering. Limestone quarries in the county also provide building stone and agricultural lime (Preston et al. 1989). Today Clark County remains to be an area rich in agriculture, with 95 percent of the land occupied by farms (Kleber 1992).

Prior to the construction of railroads in Clark County, the essential commercial, educational, industrial, religious, and social needs of the people were met by their immediate communities. Clark County was a rural county, and its first industry was milling. The first mill site was established ca. 1780 in Lower Howard's Creek, and communities such as this one thrived through the 1820s. The early transportation routes for passengers and freight in Clark County that aided the growth of such industries as milling were the Kentucky River and dirt or macadamized roads. Two of the major roads prior to the growth of Winchester were the Mt. Sterling to Blue Lick Road and the Boonesborough Road through Winchester to Paris in Bourbon County (Bedford 1983). After Winchester was established, major road development occurred and the stage coach lines became a popular way to travel. Three such lines were Lexington to Olympia via Winchester; the Lexington, Winchester, Mt. Sterling, Owingsville, and Catlettsburg line started in 1833; and the Lexington, Owingsville, and Olympia Springs line

through Clark County beginning in 1842. A fourth line, the Culberson and Case Stage line, may have gone through Winchester, but this route has not been proven. Although the stage coaches did not carry freight, they were the primary method of transporting passengers until the railroads. The development of alternative transportation route to the Kentucky River, such as turnpikes and later railroads, resulted in the decline of the mill sites and growth of other industries (Mills 2013). Despite the proximity of the railroad development in Fayette and Bourbon counties, the growth of the railroads in Clark County would not occur until after the Civil War.

Railroads in Clark County

A series of historic maps containing Clark County and surrounding counties were referenced for this project with the intent of learning the chronology of the development of railroads in the county. The results of the map review are presented here, followed by a more detailed discussion of the individual railroad companies.

According to historic maps, the first railroad to enter into Clark County was the Lexington & Big Sandy Railroad, which on the Westbrook map (1853) is depicted as connecting the city of Winchester to Lexington to the west and Mount Sterling, and then Catlettsburg to the east (**Figure 93** and **Figure 94**). This route is also depicted as complete on an 1856 map of the railroads of the United States (Ensign et al. 1856) (**Figure 95**). However, after the construction of 12 miles of track between 1854 and 1857 the panic of 1857 caused the company to cease operations. In 1872 under its new corporate incarnation as the Elizabethtown, Lexington & Big Sandy Railroad, a standard gauge line was completed between Lexington and Mount Sterling, running through Winchester (Lexington History Museum 2010). This line is depicted on the 1877 DeBeers and Co. Atlas maps of Clark County (**Figure 96** and **Figure 97**). After reaching Mount Sterling the money for the project ran out, and it remained stalled until the company was purchased by the Newport News and Mississippi Valley Railroad in 1872. Under this ownership the line was extended to Ashland, with the first trains moving out of Ashland in 1882 (Lexington History Museum 2010). Newport News and Mississippi Valley Railroad (NN & MV) line is depicted on a Poore and Poore railroad map (**Figure 98**), purportedly from 1895 (Poore and Poore 1895), but possibly from an earlier year, for as noted below, the Chesapeake and Ohio took possession of this line in 1892.

The NN & MV line was acquired by the Chesapeake and Ohio Railway of Kentucky in 1892 (later changing to the Chesapeake and Ohio [C&O]) (Harrison 2015). This line is depicted on 1893 map of the L&N lines and connectors, already labeled as a C & O route (Louisville and Nashville Railroad Company 1893) (**Figure 99**). Passenger service on this line stopped around 1950 (Harrison 2015). This line was taken over by Chessie System (which was later incorporated into CSX) in 1971 in its acquisition of C&O (Lexington History Museum 2010). The line was abandoned in 1985 by CSX (Harrison 2015), and purchased by R.J. Corman in 2003, but the Winchester –Lexington portion of this line is still abandoned.

The Elizabethtown, Lexington and Big Sandy line (**Figure 100**) facilitated the growth of Winchester as a commercial center, as Lexington had already been established as a railroad hub at the time of the Elizabethtown, Lexington & Big Sandy construction, with connections to the Louisville-Frankfort, the Lexington-Maysville, and Lexington-Danville Railroads. Each of these railroads was integrated into a wider web of routes extending to the south, west, or north. Catlettsburg, located at the confluence of the Big Sandy and Ohio Rivers, in Boyd County, had access to river transportation, as well as connections to the northeast through the Virginia Central Railroad line.

The second railroad line in Clark County was the Kentucky Central Railroad, which was extended through Winchester by 1884. This route connected Winchester to Richmond, and points south, and to Paris and Maysville to the north (Ambrose 2008) (**Figure 101**). This line was acquired by the L&N Railroad in 1890 and began operations in 1891 (Poore and Poore 1901:426). In 1983 the line was acquired by CSX, and abandoned.

A third line, constructed by the Kentucky Union Railroad Company, ran from Clay City to Kentucky Union Junction, just east of Winchester, where it connected with the previously existing line of the Lexington and Big Sandy Railroad, a distance of about 15 miles (**Figure 102**). Construction of this span of railroad ran from January 1884 to June 1885. The line was extended to Winchester by 1889, running parallel to the existing Lexington and Big Sandy line and extended west to Lexington by 1890 (Ambrose 2008; Lexington History Museum 2010). By 1891 the Kentucky Union line extended southward through Slade, Powell County, Three Forks, Warren County, down to Jackson, Breathitt County (Lexington History Museum 2010). The line was originally constructed to facilitate the extraction of iron, timber, and coal from the center of Appalachia, connecting to the preexisting railroad lines of the Chesapeake and Ohio Railroad Company (Shaler 1883). Two railroad lines had previously been constructed into Eastern Kentucky, the Cincinnati Southern, which entered into Appalachia south of the Cumberland River, and the Lexington & Big Sandy (which by this time had been purchased by the Chesapeake and Ohio Railroad Company), which ran on the northwestern side of the coalfields. The Kentucky Union Railroad Company's line was proposed to enter more directly into the coal, timber, and iron producing areas of Eastern Kentucky than these earlier lines (Shaler 1883:1-4).

The Kentucky Union line was later incorporated as the Lexington and Eastern (L&E) Railway in 1894 (Poore and Poore 1901:454), which in turn, was purchased by the L & N in 1915 (Eifler 2015). In 1916 L&N constructed another line from KU Junction to Irvine, and traffic along the Winchester to Fincastle declined substantially (Sulzer 2008:12-13) and the segment of the line from KU Junction eastward to Fincastle was abandoned by the L&N in 1942. This L&N line was purchased by Seaboard System in 1983, which was later merged into CSX in 1986 (Lexington History Museum 2010). What remains of this line was leased by R.J. Corman in 2003, and continues in operation (**Figure 103**).

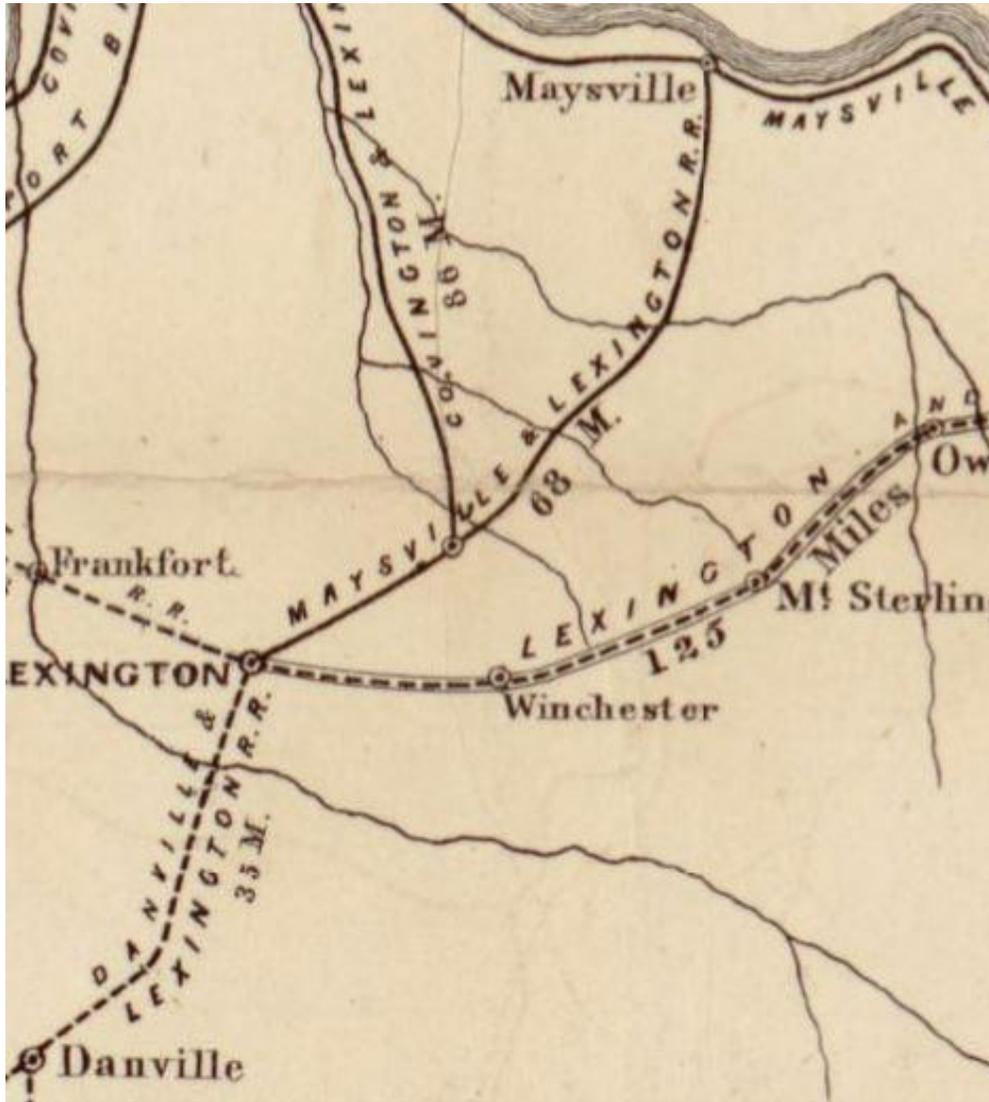


Figure 93. Clark County focused detail of proposed Lexington and Big Sandy Railroad route and connections (Westbrook 1853).



Figure 94. Map of proposed Lexington and Big Sandy Railroad route and connections (Westbrook 1853).



Figure 95. Winchester focused segment of map of railroads of the United States (Ensign et al. 1856).

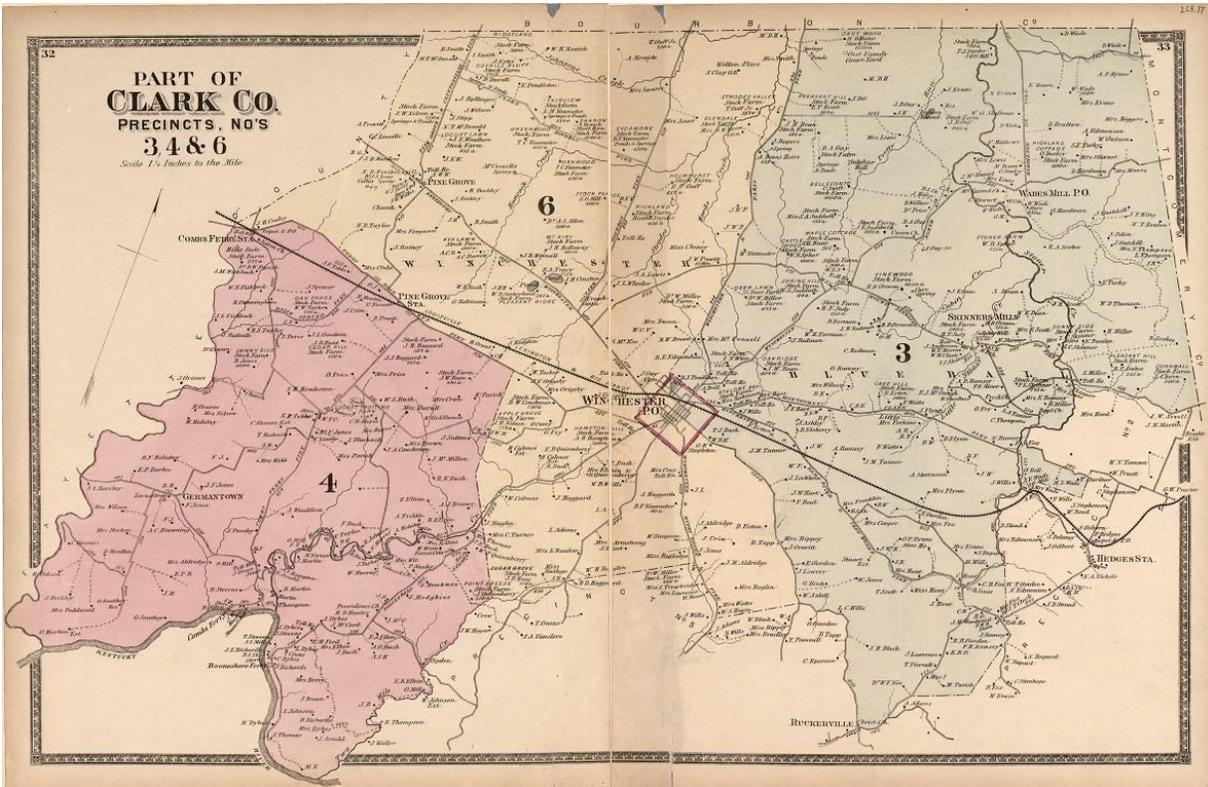


Figure 96. 1877 Map of precincts 3, 4, and 6 of Clark County showing route of Louisville, Lexington and Big Sandy Railroad line, with depots and stations depicted (DeBeers and Lanagan 1877).

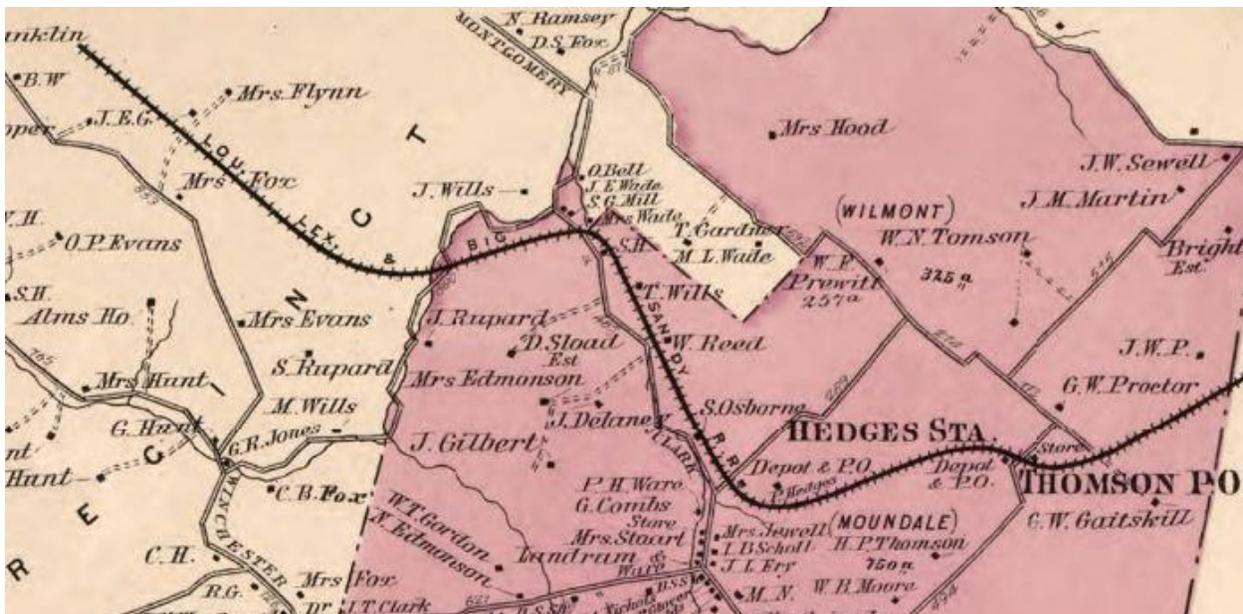


Figure 97. Detail of 1877 map of precincts 1, 2, and 5 of Clark County, showing route of Louisville, Lexington and Big Sandy Railroad line, with Depots and stations depicted (DeBeers and Lanagan 1877).



Figure 98. Segment of map of L&N lines and connectors (Poore and Poore 1895).

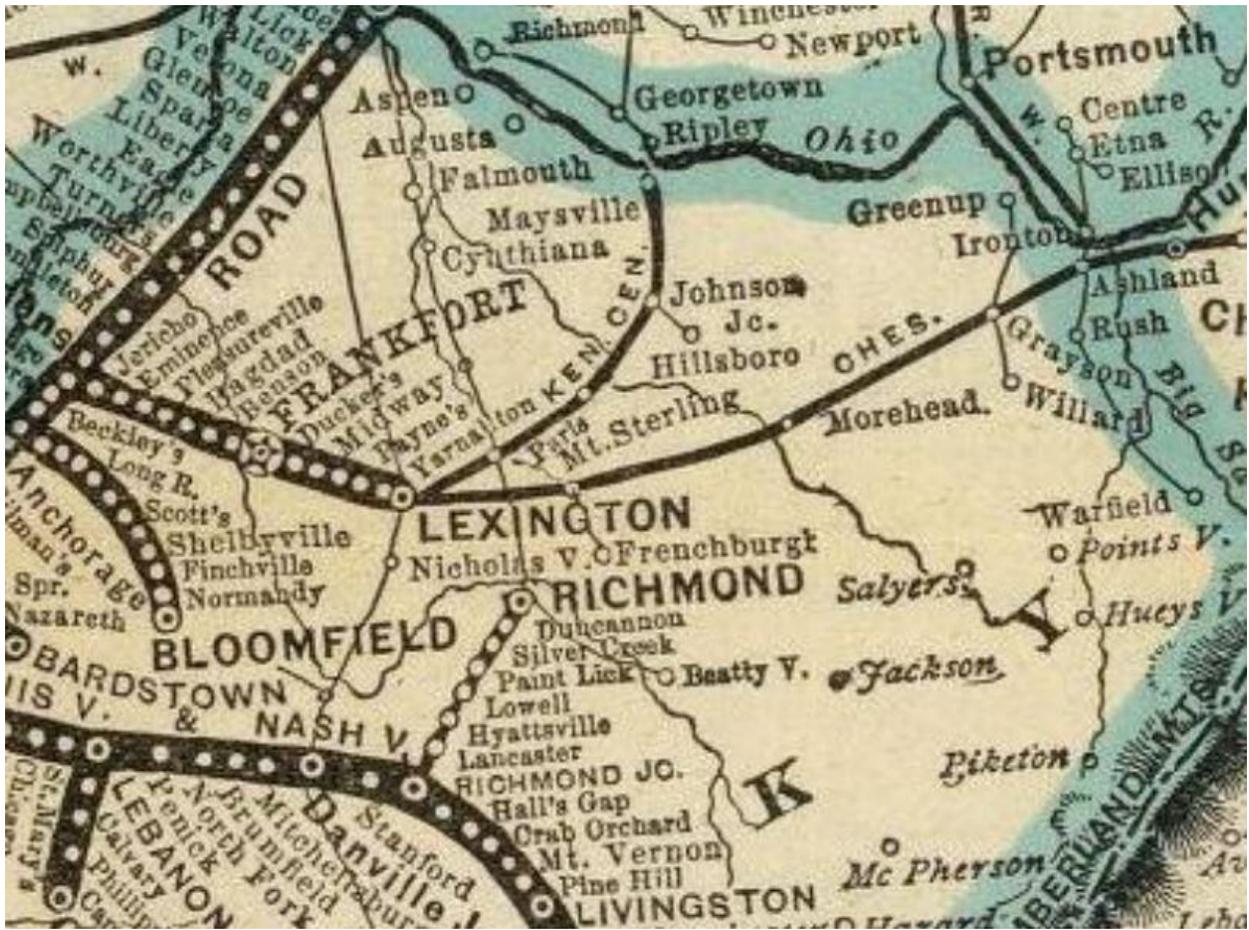


Figure 99. Winchester centered segment of 1893 map of L&N routes and connectors (Winchester is located between Lexington and Mount Sterling (Louisville and Nashville Railroad Company 1893).

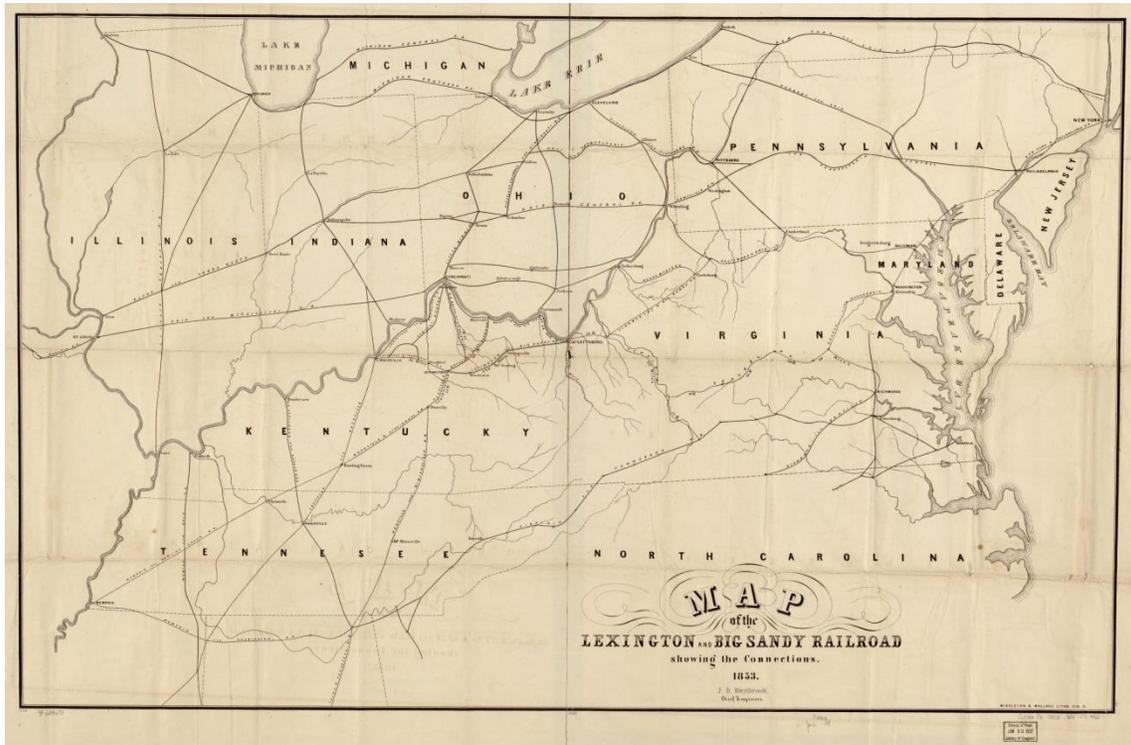


Figure 100. Map of proposed Lexington and Big Sandy Railroad route and connections (Westbrook 1853).



Figure 101. 1881 Clark County detail of railroad and county map showing stations along the Elizabethtown, Lexington & Big Sandy railroad line (Cram 1881).



Figure 102. 1884 Clark County segment of county and railroad map, showing Kentucky Central Line extending from Richmond to Paris through Winchester (Cram 1884).

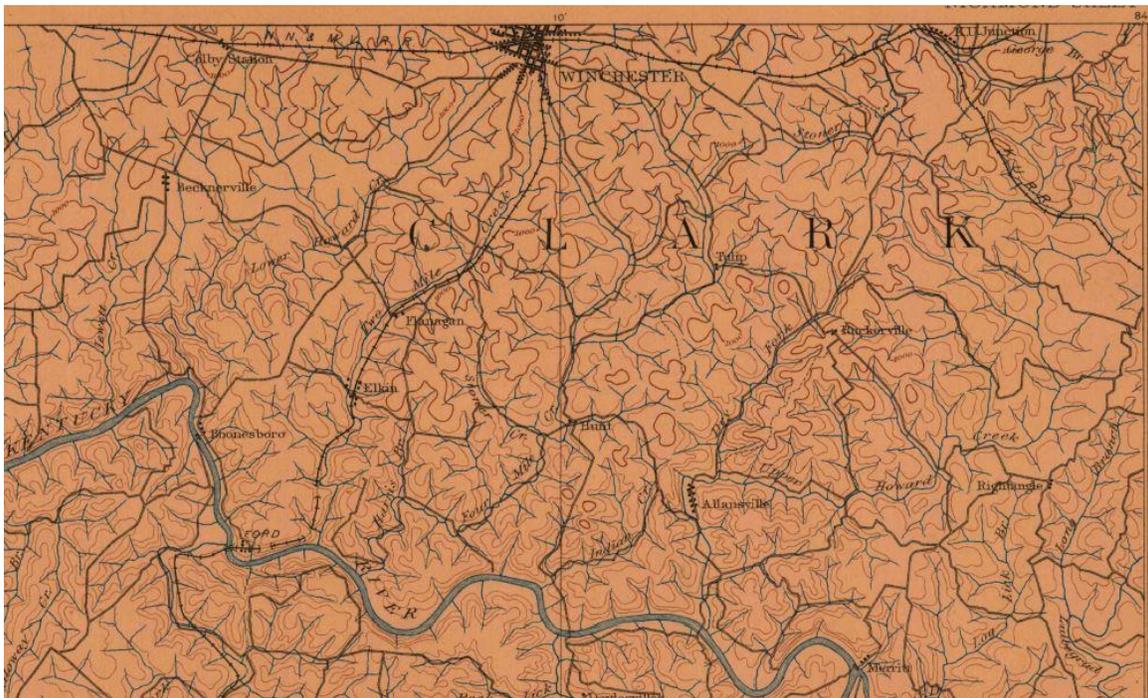


Figure 103. Clark County focused Segment of 1892 USGS Richmond, Kentucky, 30 minute quadrangle showing the Kentucky Central Railroad line going south out of Winchester and the east-west Newport News and Mississippi Valley Railroad line, as well as the Kentucky Union Railroad heading south from Union Junction.

Railroad Companies/Lines in Clark County and Winchester

Before discussing the railroad companies that operated in Clark County, a quick explanation of the types of lines needs to be provided. Four types of railroad lines passed through Winchester and Clark County. These types included:

- **Main Line:** primary track/principal artery of a railroad system that travels between towns (versus a suburban or metro route) and on which sidings and yards are located and branch lines and spurs are connected.
- **Line:** secondary track that branches off a main line that, while independently cannot pay for itself, is vital to connecting towns or industrial sites to the main line without interrupting general service.
- **Spur:** extremely short branch line.
- **Mining Lines:** similar to branch lines or spurs, these lines were built and owned by timber or coal companies and connected with branch or main lines owned and operated by railroad companies.

These lines were typically all steam lines as electric lines were reserved for shorter, interurban transportation. The differentiation in line type is important because it was based on function and identifies the purpose of the track.

C&O Railroad

The Chesapeake & Ohio (C&O) Railway began in Virginia in 1836 when the short line Louisa Railroad was chartered to transport farm produce. The line, which originally operated under the Richmond, Fredericksburg & Potomac Railroad, was renamed Virginia Central (Wilson and Rehberg 2014). Expansion of the line resulted in tracks being built westward to Charlottesville and Richmond, and by 1857, the lines had reached the foot of the Alleghenies (Dixon 2006). Simultaneous to this expansion of the Virginia Central, the Covington & Ohio Railroad was chartered in 1853 to connect the Virginia Central and the James River & Kanawha Canal in Covington, giving access to the Ohio River. Construction on the Virginia Central was stalled by the Civil War, and parts of the lines were cannibalized to maintain other parts of the line during the war. By the end of the Civil War, the line was fully operational again. In 1868, the Virginia Central and the Covington & Ohio Railroad merged to form the C&O Railroad.

In 1869, due to financial difficulties, the board of the C&O Railroad turned to Collis P. Huntington, who was the builder of the Southern Pacific and the Central Pacific, for financial assistance. Huntington provided the finding, but as a result, the railroad company was reorganized with him as president (Wilson and Rehberg 2014; Dixon 2006). Between 1873 and 1877, the C&O Railroad went into receivership. Huntington lost his position and the company was reorganized as the C&O Railway in 1888 (Yenne 2005). The new controlling partner in the C&O Railway was the Vanderbilt family.

Under the Vanderbilts, the C&O Railway went through a major expansion through the acquisition of several existing railroads, including:

- Elizabethtown, Lexington & Big Sandy Railroad;
- Illinois Central;
- Chesapeake, Ohio & Southwestern Railroad; and,
- Louisville, New Orleans & Texas Railroad, which was consolidated with the Yazoo & Mississippi Railroad.

The C&O also undertook major construction projects, including eastern expansion from Richmond to Newport News; purchasing the Richmond & Allegheny Railroad for a line from Richmond to Clifton Forge; and the into Washington through the Virginia Midland (later Southern) Railway.

The focus of the C&O Railway shifted in the 1890s as it looked towards the Midwest for better coal markets. By this time, coal was the primary source of revenue for the line, and not only did the company purchase more lines, but it also worked towards developing more powerful locomotives, larger and more efficient cars, and better roadways (Dixon 2006). These improvements led to the C&O Railway moving into Indiana and Ohio.

The C&O Railway weathered the Great Depression more successfully than most lines, and in fact would open an air-conditioned car during the height of the recession (Wilson and Rehberg 2014). The C&O Railway survived the depression, and World War II, because it transported primarily coal, which was required regardless of the economic situation in the nation, and it served as an unofficial military transport. The C&O's access to the Hampton Roads Port of Embarkation meant that for the duration of the war, the railroad company carried soldiers and supplies leaving for the European Theatre. It was at this same time, in 1933, that one of the most recognizable symbols of the C&O Railway was created – Chessie, the sleeping kitten (Figure 104).



Figure 104. Two images of “Chessie,” the sleeping kitten that became the C&O Railway’s most iconic advertising image.

In 1937, Robert R. Young, a Wall Street financier and railroad visionary, assumed control of the C&O. Young planned to turn the line into the premier passenger railroad in the nation, ordering Vista-Dome streamliners, or *Chessies*, and approximately 289 passenger cars from Pullman-Standard (Wilson and Rehberg 2014). The plan was not a success as all of the *Chessies* were sold and half of the Pullman-standard order was canceled. Young was still an able leader, promoting the line’s new slogan of “C&O for Progress,” and as a result the C&O Railway became one of the best known lines during this time. Young left the railroad company in 1954, but many of his hires went on to expand the company throughout the 1960s.

One of the major purchases by the C&O Railway in 1960 changed the face of the railroad system. That year, the C&O Railway approached the Baltimore & Ohio (B&O) Railroad to buy stock in that company, which led to the merger of the two lines in 1973. The merger, which included the C&O and B&O and the B&O-held Western Maryland Railroad, was incorporated as

the Chessie System Railroad. In the 1980s, when major railroads nationwide were undergoing similar changes, the Chessie System merged with the Seaboard Coast Line Industries to form CSX Transportation (CSXT).

Elizabethtown, Lexington & Big Sandy Railroad and Newport News & Mississippi Valley Railroad

The Elizabethtown, Lexington & Big Sandy Railroad was chartered as the Lexington & Big Sandy Railroad in September 1852 with the purpose of connecting Lexington to the Big Sandy River near Catlettsburg. Using the typical system of subscriptions to raise money, of which the City of Lexington subscribed \$150,000, construction of the line began in 1854 (Ambrose 2009). By 1857, 12 miles of track was completed from Ashland to Coalton, although the Panic of 1857 resulted in the company ceasing operations. Portions of the right-of-way had been surveyed in Fayette County, but in 1860 the roadbed was sold at public auction.

The Elizabethtown, Lexington & Big Sandy Railroad was organized in 1869 with an additional \$250,000 each from the City of Lexington and Fayette County (Ambrose 2009) (**Figure 105**). Using the right-of-way from the Lexington & Big Sandy Railroad, construction on the standard gauge line began on November 6, 1871 at Scott's Pond on Winchester Road moving towards Clark County. Hutson and Bibb were the contractors. By June 1872 the line was completed to Mt. Sterling, where a lack of financing temporarily halted construction. It eventually reached Winchester, where it connected with the Kentucky Central Railway.

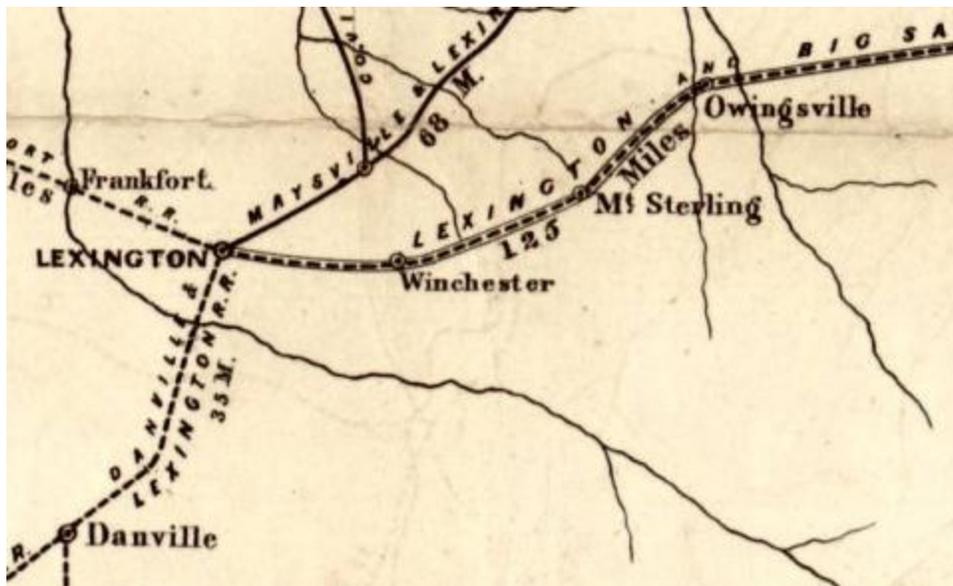


Figure 105. 1853 map showing the proposed route of the Lexington & Big Sandy Railroad through Winchester (Ambrose 2009).

In June 1879, Collis P. Huntington, owner of the Newport News & Mississippi Valley Railroad, gained control of the Elizabethtown, Lexington & Big Sandy Railroad and commenced construction two years later from Mt. Sterling to Mt. Savage. The first train traveled the route from Ashland to Lexington in December 1881. From 1881 – 1892, the Elizabethtown, Lexington & Big Sandy Railroad ran as the Newport News & Mississippi Valley Railroad, which was purchased by the C&O Railroad in 1892. The C&O Railroad would operate the line until 1971, when it became part of the Chessie System. The Chessie System merged with CSXT in 1986. In 2003, R.J. Corman, serving as a subsidiary of CSXT, took over the operation of the line.

The Elizabethtown, Lexington & Big Sandy Railroad, through its various owners, operated as a passenger and freight line from its original charter in 1852 until 1950, when passenger service ceased. The line between Coalton (near Ashland) and Lexington was abandoned in 1985 due to little use and maintenance difficulties, although portions of it may still be visible. A final remnant of the line that may still be extant was a water tower associated with one of the rail yards in Lexington, the Netherlands Yard. In 2001, Mt. Sterling received a grant to turn part of the former line into a *Rails to Trails* property, and the following year a study was performed to do the same for part of the line in Fayette County (Moore 2002).

Kentucky Central Railway

The history of the Kentucky Central Railway begins in 1847 when the Licking & Lexington Railroad was chartered. This railroad was proposed to connect central Kentucky with Cincinnati, although questions arose over how the company should be taxed. Concern was expressed that should the railroad divert trade from the state, then the state loses tax dollars and the company should be taxed (Strategier 1950). Advocates for the line argued that the railroad was actually an internal improvement, and as such, should not be dismissed because of the taxation issue. Advocates also argued that the line would not only connect the north and the south, opening up access to markets in both regions, but would also carry passengers and freight during the summer when the Ohio River dried up and became too shallow for navigation. Initial discussion indicated Covington would be made the northern terminus of the line, but when this plan fell through, the line lost support. No movement was made on constructing the line until 1849, when the company was reorganized as the Lexington & Covington Railroad. The new railroad company struggled financially, and it was another three years before construction on the line began. The line followed the Licking River from Covington before running to Cynthiana and then Paris, where it joined the Maysville & Lexington Railroad. This connection to Lexington resulted in expanding the line to Nicholasville and then to the Kentucky River, where construction of the line stopped until after the Civil War (Strategier 1950).

The Maysville & Lexington Railroad was chartered in 1850 to maintain existing trade with eastern markets where goods were shipped downriver from Maysville to Lexington and central Kentucky. Two proposed routes, one through Paris to Millersburg and the other from North Middleton to Carlisle, prompted a race to raise subscriptions, and in 1851 the line was completed to Paris (Curry 1969). In 1854, the Maysville & Lexington Railroad leased out the Lexington to Paris right-of-way to the Lexington & Covington Railroad, and in 1855 the two began operating as a consolidated line (Ambrose 2009).

Simultaneous to the Maysville & Lexington Railroad being chartered, another company was also being established that would for a short time make up the Kentucky Central Railroad: the Lexington & Danville Railroad (**Figure 106**). This company also received its charter in 1850 and was tasked with completing a line from “any eligible point in the town of Danville, thence by such route as they may select, to the city of Lexington” (Acts of Kentucky 1850 cited in Ambrose 2009). In 1851 the company’s charter was amended to extend the line either with a main line or a branch line to Harrodsburg and then the Tennessee line.

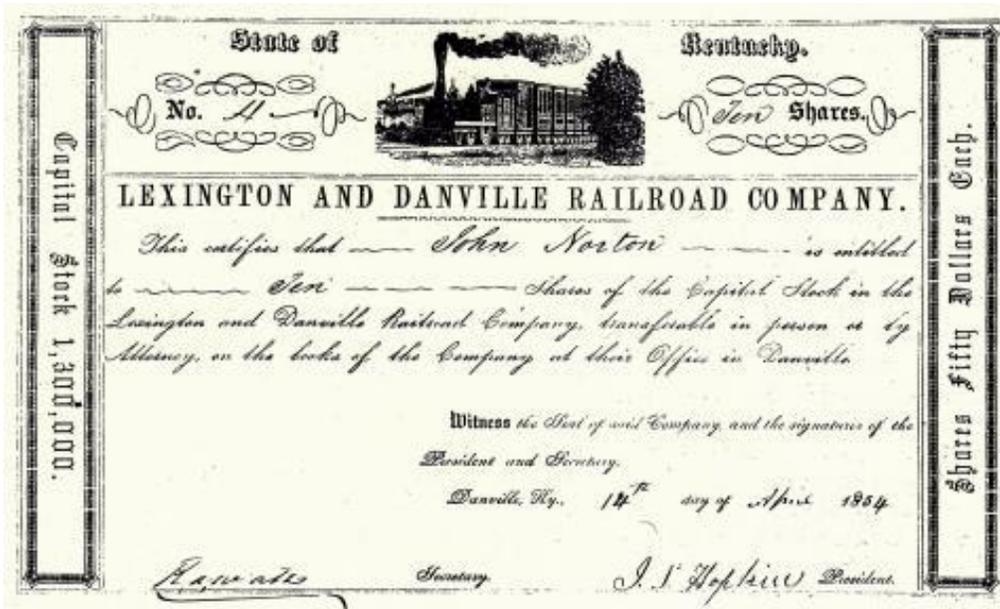


Figure 106. A Lexington & Danville Railroad stock certificate dating to 1854 (Source: Ambrose 2009).

The broad gauge line was constructed from Lexington to Nicholasville, and then southwest past Wilmore to just above the confluence of the Kentucky and Dix Rivers across from Shakertown. The line then turned south to Danville, where railroad planners hoped to connect it to two proposed lines, the Knoxville & Kentucky Railroad and the Memphis & Clarksville Railroad. Architect John A. Roebling of New York designed a suspension bridge 1,236 feet in length and 276 feet in height to cross the Kentucky River at Dixsville. The anchors and stone towers were in place and the cable wire delivered when the company started having financial difficulties due to unsold bonds, contractors defaulting, and excessive construction costs (Ambrose 2009; Kleber 1992). In 1855, all work on the railroad and the bridge were postponed, and portions of the line were leased to the Lexington & Covington Railroad for five years.

In 1856, the Kentucky General Assembly authorized the Lexington & Danville Railroad and the Lexington & Covington Railroad “the privilege of adopting the Kentucky Central Railroad as the operating name of their entire line” (Ambrose 2009). The two lines remained separate legal entities, but together operated as a single railroad. The Lexington & Covington Railroad was known as the Kentucky Central First Division. The Lexington & Danville Railroad was known as the Kentucky Central Second Division.

Financial difficulties plagued the Kentucky Central Railroad. One year after consolidating under the Kentucky Central name, the Panic of 1857 hit and banks, brokers, and railroads went out of business. Unsold bonds for the line were marketed in New York at a 75 percent discount with no success, followed by an attempt to market the bonds in Cincinnati (Ambrose 2009). During that same year, the line was completed in the Second Division to Nicholasville. The following year Kentucky Central Railroad attempted to gain additional subscriptions from Cincinnati with the promise of a long-term lease to the Lexington & Covington Railroad, but the subscriptions fell through and the company went into receivership. The assets of the Kentucky Central Railroad were sold at public auction and purchased by James H. McCampbell on behalf of the Lexington & Danville Railroad Association. In 1861, the charter and assets of the Lexington & Covington line were acquired by the newly-formed Kentucky Central Railroad Association (Ambrose 2009). The line continued to operate as the Kentucky Central Railroad.

Operation of the line continued into the Civil War. The Lexington & Covington line was frequently attacked by Confederate raiders, and tracks and bridges were destroyed. The federal government attempted to fortify the line through the construction of blockhouses and earthen works along the line (Ambrose 2009). Due to the construction of Camp Nelson on the bluffs of the Kentucky River in Jessamine County, the Army planned to extend the Lexington & Danville portion of the line into the camp since it was a major supply depot for those fighting in Tennessee and Georgia (Ambrose 2009). While the line was used to supply Camp Nelson, the last six miles into the camp were never completed and supplies were offloaded onto wagons before being transported the remainder of the way.

The Kentucky Central Railroad Company was chartered on 22 February 1871 and assumed the rights and privileges of the original Lexington & Covington Railroad (Ambrose 2009). That same year, a settlement in regards to legal action brought against the family of one of the major investors was negotiated. The settlement clarified preferred and common stock distributions to various cities, attorneys, and Pendleton County (Ambrose 2009). In 1874, the Lexington & Danville Railroad was sold to the Cincinnati Southern Railroad. The following year, after the sale of the Lexington & Danville line and the finalization of the settlement, the new Kentucky Central Railroad Company was established.

In 1880, Collis P. Huntington, one of the era's robber barons, was in control of the Kentucky Central Railroad. Huntington utilized the Kentucky Central Railroad to connect the C&O Railroad to Cincinnati. In 1881 Huntington ordered the line switched to standard gauge and began expanding the right-of-way from Paris to the L&N Knoxville line at the Sinks of Roundstone near Livingston, Kentucky. This 75-mile extension required a bridge crossing the Kentucky River at Ford and 16 tunnels (Ambrose 2009).

By January 1886, the Kentucky Central Railroad was once again forced into bankruptcy and reorganized in June 1887 as the Kentucky Central Railway Company (**Figure 107**). In 1888, the line reached its northern terminus of Cincinnati when they opened a bridge crossing the Ohio River with the C&O Railroad. In 1891, the L&N Railroad purchased the Kentucky Central Railway. This line eventually became part of the Seaboard System in 1983 and CSXT in 1986 before being acquired by R.J. Corman in 2003.



Figure 107. Kentucky Central Railway Company stock certificate dating to 1887 (Source: Ambrose 2009).

Kentucky Union Railroad

The Kentucky Union Railroad was one of the first lines to access the heart of the timber, coal, and iron region of eastern Kentucky. Chartered in March 1854, the Kentucky Union Railway Company proposed to construct a line from Newport or Covington through the timber and coalfields of eastern Kentucky to Pound Gap, Pennington Gap, and Cumberland Gap into Big Stone Gap, Virginia, where it would connect with the Virginia & Tennessee Railroad. Due to the Civil War, construction on the line was delayed and it was not until 1872 that the Kentucky Union Railroad Company was incorporated, succeeding the original Kentucky Union Railway Company (**Figure 108**) (Ambrose 2009). Construction at the KU Junction east of Winchester began in January 1884 and reached Clay City in June 1885. C. R. Mason Company performed the work (Enoch 2007). Clay City was chosen as the headquarters for the railroad for several reasons, including its role as a collection point for free floating logs from the railroad-owned Red River Lumber Company down the forks of the Red River and its proximity to KU Junction, where the line connected with the Elizabethtown, Lexington & Big Sandy Railroad.



Figure 108. Kentucky Union Railway (Railroad) Company Mortgage Bond dating 1890 (Source: Ambrose 2009).

Two construction projects on the Kentucky Union Railroad started in 1888. The first began in October 1888 and moved westward from KU Junction to Lexington, reaching Winchester in June 1889 and Lexington in March 1890. The second project began in January 1889 and extended eastward from Clay City towards Slade (now Dundee). The track reached Slade in June 1889 and Three Forks City (now St. Helens) in December 1889. In July 1891, the Kentucky Union Railroad was completed to Jackson.

Construction of the Kentucky Union Railroad was done using convicts from the State Penitentiary in Frankfort. Inmates ranging in age from 12 to 22 worked on the roadbed, trestles, and the Gordonton tunnel (Enoch 2007). The convicts resided in work camps, one of which was at Kiddville and then Schollsville, and the railroad company paid the state per diem.

In February 1891, after defaulting on its construction bonds, the Kentucky Union Railroad went into receivership. Three years later, in October 1894, the company was reorganized as the Lexington & Eastern Railway Company (Figure 109). Operation of the new line began one month later. A small station was operated near the Gordonton tunnel originally named Cathacassa, a corruption of the Native American name of Shawnee Chief Black Hoof (Ambrose 2009). The station was renamed the Gordonton station and included a depot, coal bin, and scales (Figure 110).



Figure 109. Lexington & Eastern Railway General Mortgage Bond dating 1894 (Source: Ambrose 2009).



Figure 110. Gordonton Station (Source: Fiegel and Farnsworth 2003).

After years of declining traffic between Winchester and Fincastle, Lee County, the L&N Railroad bought out the Lexington & Eastern Railway. The purchase of the line was not publicized until 1915 in order to avoid bad publicity and accusations of having a monopoly over the coal routes (Ambrose 2009). Changes to the line were made several decades later, beginning in the 1950s with the removal of the North Lexington (near Eastland) to Bok (near Bryan Station) route. The route from the old North Lexington Yard to Eastland became an industrial spur connection to the Belt Line Company. As with the Kentucky Central line, the Lexington & Eastern Railway

eventually became part of the Seaboard System in 1983 and then three years later, CSXT. In 2003, R.J. Corman assumed control of the line.

Louisville, Cincinnati & Virginia Railway

Information on the Louisville, Cincinnati & Virginia Railroad was scarce. The line was proposed to run from Winchester to the Cumberland Gap through Three Forks. Winchester would serve as the westernmost terminus. The line would travel through the region of eastern Kentucky rich in coal, fire clay, iron, salt, and timber (Beckner 1889). Subscriptions were taken for the line, but there is no evidence it was constructed as the line that reached Big Stone Gap in Virginia was the Kentucky Union Railroad (Allison 1887).

L&N Railroad

The Louisville & Nashville (L&N) Railroad was chartered in 1850 in response to the growing need for dependable transportation during the Ohio River dry season and in response to the state of Tennessee proposing a line into Kentucky, but not through Louisville. As with the initial development of railroads in Kentucky, competition was once again a motivating factor. Charter were granted by both Kentucky and Tennessee. A request was made for federal funding to assist with the construction of the railroad, but Congress refused to assist with the effort and the line was built using private capital and funds from the City of Louisville (Curry 1969). The cities along the proposed L&N route from Louisville to Nashville – Shepherdsville, Elizabethtown, Munfordville, Bowling Green, Franklin, and Russell in Kentucky and Clarksville, Paris, Milan, Humboldt, and Brownsville in Tennessee – all represented small agricultural centers with an appreciable freight revenue. The proposed route did not consider Knoxville as the southern terminus for the route as that line would go through areas of Kentucky such as Rockcastle County, which had a subsistence agriculture economy that did not lend itself to an appreciable freight revenue (Curry 1969).

Construction of the line was slow due to the financial issues, and in 1859 the first train finally traveled from Louisville to Nashville. The line included two bridges, one crossing the Cumberland River in Nashville and the other crossing the Green River at Munfordville, Kentucky. The Green River Bridge was the longest iron bridge in the nation at that time (Wilson and Rehberg 2014). In April 1861 the line to Memphis opened as a joint effort between the L&N, Memphis & Ohio Railroad, and Memphis, Clarksville & Louisville Railroad.

The L&N, like the nation, was divided between the North and the South when the Civil War began. In the early years of the war both Union and Confederate troops caused damaged to the line as it was a vital supply line for Union forces. The Army recognized the value of the railroad and not only provided as many resources as possible for its repair, but also for its expansion during the Civil War (Curry 1969). In the initial years of the war, a route into east Tennessee was proposed, and Gen. Ambrose E. Burnside called for a survey of land between Nicholasville and the Cumberland River. After a route was chosen, slaves were used to grade the route, although it was never built under the auspices of the Army, who ultimately discarded the proposed route (Curry 1969).

After 1863, fighting shifted the southeast, and the impact to the L&N was minimized. The proposed route into east Tennessee emerged as a private enterprise led by former Secretary of the Treasury and current president of the L&N, James Guthrie. The politics behind the revived construction swayed the Kentucky General Assembly to amend their charter to allow for the Lebanon Branch, which would extend into Tennessee. Due to the support from the Army and

the shift in fighting, the L&N Railroad Company was able to repair itself prior to the end of the war and thus come through the Civil War as a much better equipped line than prior to the war.

The Civil War marked the end of river trade as the dominant transportation route for freight. According to Col. Sam Reid of New Orleans, "Since the war the trade of the Mississippi had been running upstream and every inducement was held out to make it return to its natural channel" (Curry 1969). The Civil War and the expansion of the railroads had permanently changed the nature of river trade, with the railroad industry in particular causing a decline in the volume of traffic on the rivers.

L&N began to see competition from other lines, particularly in western Kentucky, Indiana, and Ohio. The two primary competing railroad lines were the Evansville, Henderson & Nashville Railroad completed in 1872 in western Kentucky (eventually sold to the St. Louis & Southern Railway) and the Cincinnati Southern Railway (now Norfolk Southern) to the northeast. Rail lines to the south were either constructed or leased by L&N, which while not a monopoly, did give the line a strong foothold in the southern part of the country.

In 1879, the L&N Railroad began expanding in earnest (Wilson and Rehberg 2014). Over the next three decades, the company purchased the Evansville, Henderson & Nashville Railroad (1879) at a foreclosure auction (the St. Louis & Southern Railway had been in receivership since 1874); the Montgomery & Mobile Railroad (1874); the New Orleans, Mobile & Texas Railroad (1881); the East St. Louis-Evansville line of the Nashville, Chattanooga & St. Louis Railroad (1880); the Louisville, Cincinnati & Lexington Railroad (short line) (1881); the Kentucky Central Railway (1892); the Knoxville Southern Railroad (1902); and the Marietta & North Georgia Railroad (1902).

In 1902, the L&N Railroad Company underwent a drastic change in its ownership and political clout in Kentucky. The L&N Railroad Company all but controlled the Kentucky General Assembly through its powerful lobbying in the nineteenth century, with then CEO Milton Hannibal Smith stating that the legislative body was so unorganized he was "determined to reduce the perceived risk to his line by controlling such bodies as much as possible" (Harrison and Klotter 1997; Bogart 2014). This position within the state as the most successful and powerful railroad company changed due to some complex financial arrangements that resulted in the L&N becoming a part of the Atlantic Coast Line (ACL) Railroad. L&N remained a separate corporation headquartered in Louisville. The power of L&N was further curtailed in 1950 by the Kentucky Railway Commission and the Interstate Commerce Commission (Bogart 2014).

The L&N ushered in what many consider to be the "modern railroad merger era" in 1957 when it merged with the Nashville, Chattanooga & St. Louis Railroad (Wilson and Rehberg 2014). Another merger occurred in 1971 when the Monon Railroad and L&N merged. While L&N was undergoing these changes, another major merger was occurring that would impact L&N within approximately a decade. Prior to L&N merging with the Monon Railroad, the ACL and the Seaboard Air Line (SAL) merged to form the Seaboard Coast Line Railroad (SCL). The SCL was a counterpoint to the Penn Central (American-Rails.com 2015). The excellent financial situation of the two companies that formed the new railroad conglomeration meant the SCL had greater success than the Penn Central, who had a more chaotic operation. The SCL maintained a booming passenger business in addition to freight until 1971 when Amtrak was established.

In 1969 the SCL was renamed the Seaboard Coast Line Industries and contained five separate lines with independent identities. The most notable lines were the L&N (who originally had interest in the ACL) the SCL, and the Clinchfield. The remaining lines were Georgia short lines

known as the “Georgia Group”. These five lines together were also known as the Family Lines System. The neighboring railroad company, the Chessie System, operated the C&O Railway, the B&O Railroad, and the Western Maryland Railway.

In 1980, these two lines – the Seaboard Coast Line Industries (i.e. the Family Lines System) and the Chessie System – merged to form the CSX Corporation. The two systems were still largely independent and operated together under the umbrella of the CSX Corporation. In 1983, the SCL merged with the L&N and the Clinchfield Railroad and become the Seaboard System Railroad. In 1986, they would unify into one single line as CSX Transportation. The Chessie System remained independent, at least on paper. That same year, the B&O merged into the C&O, and within a year, this line merged completely with CSXT.

Abandoned Railroad Lines in Clark County

According to Elmer R. Sulzer’s *Ghost Railroads of Kentucky* (Sulzer 1969), only the L&N Railroad has abandoned lines in Clark County. While this is true in the sense that portion of the line have been abandoned, it does not give a historically-accurate picture of the original companies that held these lines as they all ended up being owned by the L&N.

A review of railroad-related sources prepared by William Ambrose in 2006 identified some detailed locations that have been abandoned. These abandoned sites were part of the Kentucky Union Railroad, so there are more than just these listed here. According to Ambrose, the following locates contain abandoned railroad-related resources such as ROWs, bridges, abutments, embankments, mileposts, and culverts:

- Ecton Road;
- Ecton Road north of Morris;
- Cabin Creek;
- L&E Junction;
- East Georges Branch;
- West Georges Branch;
- C&O Overpass;
- Gordonton;
- Hedges Station;
- Indian Fields;
- Howards Creek; and,
- Waltersville Bridge.

Railroad Communities

As the idea of the railroads was becoming more popular after the Civil War, some believed that Clark County and Winchester would become the “inland center of the commerce of the state” due to its location (Beckner 1889). With this idea in mind, residents of Clark County supported the construction of the railroads in their county, beginning in 1872 when residents of Clark County made a subscription of \$200,000 to capital stock of the Elizabethtown, Lexington & Big Sandy Railroad Company. Within a decade, the Kentucky Central Railway had tracks in Clark County running north to south through Winchester. This line was a huge coup for Clark County as Lexington had lobbied for it. In 1887, the Louisville, Cincinnati & Virginia Railway Company pitched a plan for a right-of-way and terminals through the county if they would subscribe to the line. The promise of Winchester being the western terminus on the line was the selling point, and the subscriptions were approved. By the 1880s, the small scattering of villages across

Clark County had grown to include railroad service communities (Mills 2013). These service communities (discussed below) were characterized by their passenger and freight depots/stations, scales, post offices, and mercantile stores located within the railroad right-of-way.

Winchester

Winchester was the focal point of railroads in Clark County. Situated just northwest of the county center, Winchester was considered a “gateway to the immense territory of undeveloped wealth known as Eastern Kentucky” (Beckner 1889). Since Winchester was the point farthest east that trunk lines passed through without a huge outlay of money, many believed it would become one of the most important cities in the Commonwealth after Louisville. Main lines such as the Kentucky Union Railroad, Newport News & Mississippi Valley from Louisville to Chesapeake Bay, and the Kentucky Central Railway from Cincinnati to Knoxville passed through Winchester. These lines also brought passengers and goods from surrounding Breathitt, Estill, Lee, Powell, and Wolfe Counties to Winchester rather than Mt. Sterling or Richmond as Winchester was the closest market. This proximity made shipping goods to Winchester also the cheapest.

While Winchester was the focal point of the railroad companies, the city did not begin because of the railroads. Numerous other communities, however, were established due to the growth of the railroads. These communities either began specifically because of the construction of a rail line, meaning the village was constructed around railroad-related resources that then grew into a thriving town during the peak of the railroads, or was a small established community that the railroad recognized had potential for growth, and consequently built a depot, station, or yard at that location. Most of these communities thrived during the peak of the railroad industry, but as natural resources were depleted, or railroads accessed areas that previously were very isolated, these communities suffered huge economic losses and many ultimately disappeared. Some of the communities, such as Ford, found a new, albeit exponentially different, life with a different industry. Many of these communities had co-located depots/station and post offices. The closure of the post office was typically a death knell for that community.

Ford

Ford is a community that at one time rivaled Winchester in terms of population and industry. Located 10 miles from Winchester almost two miles upstream from Lock No. 10 on the Kentucky River, Ford was named for the man who owned the land that the town was laid out on, Thomas Mitchell Ford (Enoch 2007). A post office was established in 1883, and five years later, the town was incorporated. The construction of the Kentucky Central Railroad through Ford in 1883 stimulated its growth. That year, the Winchester to Richmond line crossed the Kentucky River, moving railroad access to eastern Kentucky and its supply of natural resources. This line also provided a connection to the railheads at Cincinnati and Knoxville. Ford was the first and only mill town (versus a mill site, of which there were numerous) in Clark County (Enoch 2007). Companies such as Ford Lumber Company and Burt & Brabb Lumber Company operated out of Ford, and the town prospered so long as timber could be free-floated down the river. At its height of growth at the turn of the century, Ford boasted a hotel, grocery, dry good store, drugstore, millinery shop, pool hall, butcher, barbershop, blacksmith, confectioner, school, two doctors, three general stores, and three churches. In 1902, though, the construction of the lock and dam system prohibited free floating logs down the river. In addition, timber companies began cutting further upriver since the supply of timber had dwindled. The costs of transporting the logs to Ford in addition with railroad access further into eastern Kentucky resulted in a major hit to the economy of Ford. Mills shut down and were dismantled, and the population dropped

drastically from 2,904 people in 1900 to 708 in 1910 (Enoch 2007). The final hit to Ford occurred on October 15, 1913 when a fire that started at the barbershop destroyed much of downtown Ford and nearly wiped out the community. In 1954, the economy improved slightly when Eastern Kentucky Power Cooperative (EKPC) built a coal-burning electric generating station, which is still in operation today. The William C. Dale Power Station was named after EKPC's first chairman of the board and a pioneer in the rural electrical movement (EKPC 2015). Dale is one of four power stations held by EKPC and transmits electricity to 16 electric cooperatives in 89 counties. Regardless of this industry, Ford never regained its former success, and in 1989 the post office was demoted to call mail only. By 2004, the post office closed officially.

Although any buildings associated with the railroad in Ford have long since been demolished, three structure remain in active use today that are reminders of the town's railroad-related past (**Figure 111**). The first resource is the railroad corridor, which was originally built in 1883 by the Kentucky Central Railroad and eventually became part of the East Kentucky Subdivision of the L&N Railroad. The original East Kentucky Subdivision mile marker still remains, which was a common practice when new railroad companies took over an existing line. The second structure is the through truss bridge crossing the Kentucky River. The bridge is a typical metal truss railroad bridge although the ties on the deck of the superstructure do extend out and are covered with mesh, giving it the appearance of an access walk. The third structure is the tunnel. Access to the tunnel was not available, but the portal is concrete. The tunnel bore materials may be concrete or stone. The bridge and tunnel are known by two names, either the L&N bridge or L&N tunnel at Ford or the Kentucky River bridge or Kentucky River tunnel at Ford.



Figure 111. The approach to the tunnel and bridge crossing the Kentucky River at Ford showing the railroad corridor, Eastern Kentucky Subdivision mile marker, deck of the bridge, and tunnel portal. The “KC” on the mile marker indicated it was part of the North Cabin to Patio Yard portion of the line.

Hedges (also called Hedges Station)

In 1872, Preston Hedges sold property to the Elizabethtown, Lexington & Big Sandy Railroad for a depot. Two years later, the Hedges Post Office was established at the depot. Located on Hedges Station road between L&E Junction Road and Ecton Road, Hedges was considered part of the Schollsville community and an important shipping point for local livestock and iron mined in Estill County (Enoch 2007). Hedges Station lost its importance when the Estill Furnaces “went out of blast,” and after the C&O Railroad announced in 1985 plans to abandon the line, the station and track have been demolished (Enoch 2007).

Kentucky Union (KU) Junction

The KY Junction was established in 1885 when the Kentucky Union Railroad completed its track from the C&O Railroad line to Clay City. Located six miles northeast of Winchester at the intersection of Stoner-Ephesus Road and L&E Junction Road, this terminus underwent several name changes over the course of its existence. In September 1885, the Dodge Post Office, named for General Anson Green Phelps Dodge, was established. Dodge was an investor from New York and, at the time, president of the Kentucky Union Railroad. By 1889, Kentucky Union had built tracks to Winchester, to Lexington by the following year, and into Jackson, Breathitt County by 1891. In 1890, the railroad announced it was changing the name of KU Junction to Fairlie, after a town located on the west coast of Scotland (Enoch 2007). The name never caught on with residents, who still referred to the site as either KU Junction or Dodge. In 1891, due to low revenues and high construction costs, the Kentucky Union Railroad defaulted on its bonds and went into receivership. Three years later the company was sold at auction and reorganized as the Lexington & Eastern Railway. KU Junction was renamed L&E Junction (Enoch 2007). The L&E Railway was purchased by the L&N Railroad in 1910. The line from Winchester to Fincastle, Lee County was eventually abandoned and then recycled for the war effort in 1942 (Enoch 2007).

Kiddville

Located at the intersection of Schollsville Road and Kiddville Road 10 miles southeast of Winchester, this once thriving community located on the banks of Combs Branch has all but disappeared. Kiddville was named for the Kidd family, specifically William Burgess Kidd, and its peak years were during the 1850s (Enoch 2007). During that time, the town was incorporated and lots were laid, totaling approximately 40 residential buildings, a post office, a school, distilleries, a carding factory, a woolen mill, steam-powered gristmills, blacksmiths, a wagon maker, a confectioner, a carpenter, a physician, a dry goods store, and four general stores (Enoch 2007). Kiddville also served as a camp for inmates who worked on building the railroad. In 1885, the Kentucky Union Railroad built tracks bypassing Kiddville, and the community went into decline. The Post Office closed in 1906.

L&E Depot

The L&E Depot was a separate entity from L&E Junction (formerly KU Junction). Located between North Main Street and Pendleton Street in Winchester on the south side of the tracks, the L&E Depot was originally named the North Winchester Depot and represented the completion of the Kentucky Union Railroad to Winchester in 1889 (Enoch 2007). In 1894, the Lexington & Eastern Railroad purchased the Kentucky Union Railroad, and the depot was used for passenger and freight services until the Lexington & Eastern Railroad began to fail. The L&E Depot was all but abandoned, and its deterioration became a controversial topic in Winchester. In 1905, under the operation of C&O Railroad and L&N Railroad, an agreement was reached to

construct a new depot in its place. In 1910, the L&N Railroad bought out the Lexington & Eastern Railroad, and this station was ultimately phased out.

Mina Station

The Mina Station was built by the L&N Railroad as a water and coal station for locomotives (Enoch 2007). Located 11 miles southeast of Winchester and south of Trapp near the railroad crossing on Irvine Street, this station was possibly named for the wife of Mr. Crow, who helped establish the station. The Mina Station was built due to the efforts by the L&N Railroad in the early twentieth century to expand into the eastern Kentucky coalfields (Enoch 2007). The station consisted of a depot and three section houses. A post office was located in the depot from 1918 – 1920 and named “Legibson” since Post Office officials in Washington DC felt “Mina” was too close to the name of another post office in Kentucky, “Mima” (Enoch 2007). None of the buildings associated with the Mina Station remain.

Patio Yard

The Patio Yard is not a railroad-related community, but rather one of eight yards constructed by the Eastern Kentucky Subdivision (**Figure 112** and **Figure 113**). The Patio Yard is located in Winchester while the other seven yards were built in Lexington, Ravenna, Jackson, Crawford, Hazard, McRoberts, and Dent. In addition to its role as a railroad yard, the Patio Yard served as a “switcher” for local industries, including distilleries, feed elevators, lumber yards, and tobacco warehouses (Coleman 2004). The Patio Yard served as the meeting yard for the Louisville – McRoberts Eastern Kentucky Subdivision and the C – C Line. The upper tracks at the yard went to McRoberts, while the lower tracks to the left (north) went to Louisville and Cincinnati and the lower tracks to the south (right) went to Corbin (Bogart 2014). Several different railroad-related buildings have been constructed at the Patio Yard, including an interlocking tower located inside the wye track that was demolished in 1993. One interesting note on construction at the Patio Yard, or any yard for that matter, was that the railroad company was taxed on the value of its real property, which included land and *permanent* buildings and structures. The majority of extant buildings and structures at Patio are considered temporary due to their construction materials.



Figure 112. The Patio Yard facing east showing the north rail leading into the wye track and the main building onsite.



Figure 113. The Patio Yard facing northwest showing some of the temporary buildings onsite.

Pine Grove

Pine Grove, also referred to as Old Pine Grove, was located at the intersection of U.S. 60 and Venable Road, approximately one mile east of the Fayette County line. Originally known as Pin

Hook, Pine Grove was named for the abundance of pine trees, which were not common to the area. The town experienced some growth due to the macadamized road that ran to Lexington, but the establishment of the Elizabethtown, Lexington & Big Sandy Railroad caused the decline and death of the original Pine Grove settlement (Enoch 2007). When the railroad came through Pine Grove, the post office moved to Pine Grove Station and then to Comb Ferry Station. Combs Ferry Station was renamed Pine Grove, causing the disappearance of the original Pine Grove settlement. The Elizabethtown, Lexington & Big Sandy Railroad was abandoned in 1985.

Rennick

Rennick was the name initially of a railroad station that evolved into a small community and does not show up on maps until after the railroads were established in Clark County (Bedford 1983). Located five miles northwest of Winchester at the crossing of Van Meter Road and the L&N Railroad, Rennick was a station for the Kentucky Central Railroad on its line from Cincinnati to Knoxville. It was named after the Rennick family, who grew tobacco and hemp and raised livestock. The line was completed in the 1880s, and the post office opened in 1888. Post Office officials in Washington D.C. that approved post office names rejected the name “Rennick” for reasons unknown, instead deciding on the name “Sycamore” (Enoch 2007). The L&N Railroad purchased the Kentucky Central Railroad in 1891. After the closure of the post office in 1907, the community began to diminish.

Thomson Station

Little is known about the depot at Thomson Station. Constructed for the C&O Railroad, Thomson Station was associated with the community of Sewell Shop (Enoch 2007). The station was located 8.5 miles northeast of Winchester at the intersection of Mt. Sterling Road and Thomson Station Road on the Montgomery County line.

Extant Railroad Related Resources in Clark County

A windshield reconnaissance was performed in Clark County on 10 July 2015 with Charles Bogart. During this visit, several extant resources were identified that appear to be related to the railroad industry (**Figure 114**). These have not been formally documented. A follow-up windshield reconnaissance was performed August 13, 2015 and several other resources were identified. ***This review of railroad-related resources does not constitute a formal Section 110 or Section 106 evaluation, and no formal NRHP assessments have been made regarding these resources. These resources have only been identified for planning purposes, and other undocumented railroad-related resources may still exist in Clark County.*** These resources may be eligible for NRHP listing under Criterion A and Criterion C, and in the case of the mural, possible Criterion Consideration G. A formal assessment would need to be performed to determine each resource’s significance.

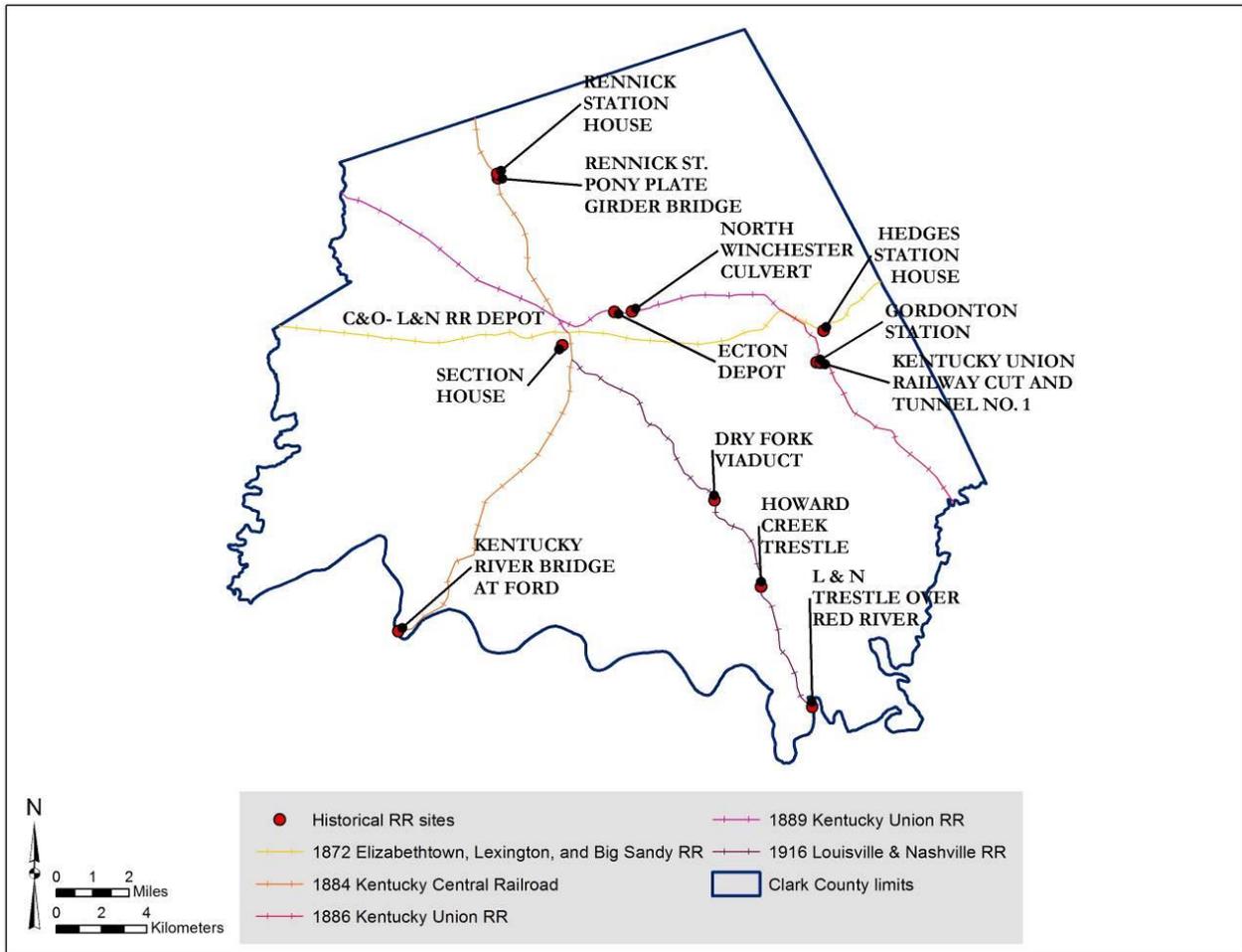


Figure 114. Extant railroad-related resources in Clark County.

Howard's Creek Viaduct

The Howard's Creek Viaduct is one of three trestles in Clark County (**Figure 115** and **Figure 116**). The other two trestles are the Dry Fork Viaduct (**Figure 117**) and the Red River Viaduct, which has been previously documented (**Figure 118**). The Howard's Creek Viaduct measured 1,440 feet in length and 225 feet in height. Howard's Creek Viaduct was constructed ca. 1916 as part of the new L&N Railroad line from Winchester to Ravenna. The Red River Viaduct was also constructed at this time.



Figure 115. The Howard's Creek Viaduct.



Figure 116. Detail of the substructure and underside of the superstructure of the Howard's Creek Viaduct.

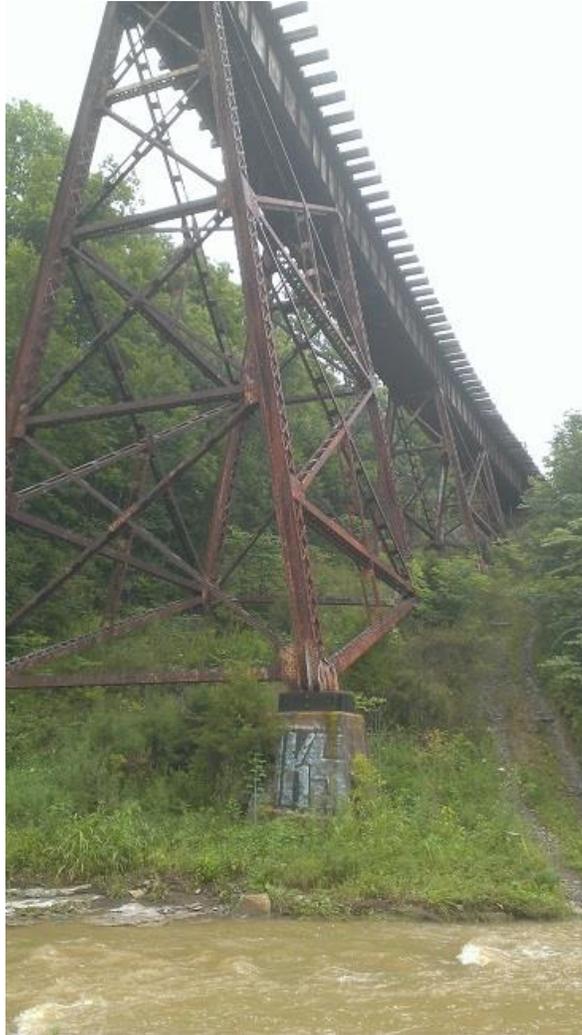


Figure 117. The Dry Fork Viaduct.



Figure 118. The Red River Viaduct.

The Dry Fork Viaduct

The Dry Fork Viaduct is located six miles south of the Patio Yard (**Figure 79**). Exact measurements of this resource were not identified in preliminary research. In comparison to the other two trestles, the Dry Fork Viaduct is closer in size to the Howard's Creek Viaduct rather than the Red River Viaduct, which measures 2,200 feet in length and 233 feet in height. The estimated date of construction is ca. 1920 based on the comparative Red River Viaduct but may be older.



Figure 119. Detail of the Dry Fork Viaduct substructure.

Bridge on Renick Street off Van Meter Road near Winchester

This bridge is a pony plate girder bridge with concrete abutments (**Figure 120**). A plate girder bridge is one in which the superstructure, or top, of the bridge has steel sides that are either partially above the rails, which would be a through plate girder, or on top of the girders (deck plate girder). The girder acts as the support for the ties in a deck girder bridge. This type of bridge was originally introduced in 1846 for the Baltimore & Susquehanna Railroad. In the 1930s, the use of steel I-shaped girders became common. The date of construction for this bridge is unknown, but is estimated to be ca. 1930. Pony refers to the shorter length of the span.



Figure 120. The pony plate girder bridge located on Renick Street.

Bridges on Route 1923 (McCullough Lane) South of Winchester

Two bridges are located on Route 1923 (McCullough Lane) associated with the railroad. The first bridge is a reinforced concrete girder bridge with concrete abutments (**Figure 121**). The date of this bridge is unknown but estimated to be closer the 1940 or 1950 if not younger. The reinforced concrete materials of the bridge give it the appearance of a culvert as most railroad bridges of this size are typically wood, but the height of the structure brings into question if it is a culvert. It is possible this concrete structure dates later than 1950 and was constructed to replace a wood short-span bridge, but further research would need to be performed to confirm its history of alterations. The second bridge appeared to be concrete also, but due to its location, photographic documentation was difficult. The second bridge is located within less than a quarter of a mile from the first bridge across from 2176 Route 1923 (McCullough Lane).



Figure 121. One bridge on Route 1923 (McCullough Lane) located across from 1257 Route 1923.

Culvert on Route 1923 (McCullough Lane)

Located behind the property at 1849 Route 1923 (McCullough Lane) is a concrete, double arch culvert (**Figure 122**). The date of construction for this resource is not known.



Figure 122. The culvert located at 1849 Route 1923 (McCullough Lane).

North Winchester Culvert

This culvert was identified in some information compiled by William Ambrose in 2006. The North Winchester culvert is located on the south side of Ecton Road two miles east of Winchester. It is a cut stone arch culvert under an earthen embankment. The culvert was part of the line constructed by C. R. Mason Co. in 1889 although it is uncertain if the structure dates to that time.

Culvert East of L&E Junction

This culvert is a cut stone and concrete arch culvert. The date of construction is unknown, but based on the use of the cut stone as a base and decorative element, it would appear to date ca. 1900.

Culvert East of Gordonton Tunnel

This culvert is a concrete arch culvert. The date of this culvert is unknown.

Mural on Depot Street in Winchester

One unique resource that is under 50 years of age but directly related to the railroad history of Clark County and Winchester is a large mural painted on the IGA store on Depot Street in Winchester (**Figure 123** and **Figure 124**). Depot Street is the location of former C&O and L&N Depot which has since been demolished. The mural is under 50 years of age and is not relegated to just railroad history, but it is a unique and artistic way of not only preserving and disseminating the railroad history of Clark County and Winchester, but also the actual depot building that no longer stands in this area. Murals have become a fun way to honor a city or county's history. Another mural is located in Ravenna, Estill County.



Figure 123. View of the entire mural on the IGA.



Figure 124. Detail of the locomotive in the Winchester mural.

Patio Yard

As previously discussed, the Patio Yard is one of the defining extant railroad-related resources in Winchester. Although Patio has undergone alteration and may not warrant enough integrity for listing on the NRHP, detailed research and documentation of this resource should still occur in order to create a preservation record of what this yard was, what relationship did it have with other buildings in site and with other railroad yards, and what changes have taken place to the yard.

6

CONCLUSIONS AND RECOMMENDATIONS

From April 2015 through April, 2016, Corn Island Archaeology LLC researched and prepared a historic context for railroad and rail-related buildings, structures, objects, and archaeological resources in Kentucky with a particular focus on the City of Winchester and Clark County. Specifically, Corn Island prepared an inventory of known (recorded) railroad-related cultural resources within the proposed undertaking; assessed the potential for unrecorded railroad-related resources to be extant in Clark County; and developed a historical context to allow informed interpretation of these resources as well as those that may be recorded in the future. The project was requested by the City of Winchester to address required mitigation by the KYTC in response to impacts that occurred to the archaeological remains (site 15CK565) of the Union Depot located in the city of Winchester. The depot was demolished in 1985. The buried archaeological remains (site 15CK565) were impacted during improvements to Depot Street by the City

RECOMMENDATIONS FOR HISTORIC RESOURCES

The preservation of railroad-related resources is a tricky topic because many of the resources have been demolished as rail lines closed and because the inherent nature of the railroad industry is one of growth and movement, something with which many believe historic preservation is not always compatible. The preservation of railroad-related resources, though, can be accomplished through a combination of traditional and non-traditional approaches to saving this significant piece of Clark County and Kentucky history. One example of continued community preservation and adaptive reuse of a previous rail-related building is the Buechel train depot in Jefferson County (**Figure 125**). Other examples can be found throughout the state.

The first step to understanding the railroad-related resources in both Clark County and the broader context of Kentucky would be to review the site file spreadsheet generated by KHC using key terms associated with the railroad industry and compare with the actual site forms. Approximately 1,100 resources were listed on the spreadsheet generated during the site file check; of these, 382 of these resources are definitely railroad-related and another 42 are possibly rail related. The remaining 690 resources may or may not be directly associated with the railroads. The forms need to be reviewed to create a complete listing of previously documented railroad resources. A list of the approximately 424 resources known to be railroad-related resources is located in **Appendix B**.

Regardless of the method of preservation chosen, identification of property types to be preserved is integral to any preservation effort. **Section 4** (above) provided a general overview of the numerous property types associated with the railroad industry, and several of these properties were or currently are located in Clark County. Obvious railroad-related resources such as bridges, stations, and tunnels have been documented, although not all of the resources are extant. There are other resources that may still exist but, due to railroad closures, may have been sold, abandoned, or adapted for different functions and thus are not originally railroad-related. Further research and documentation should be able to identify if resources such as abandoned rail beds, section houses, hotels, warehouses, industry-related resources still exist, or buildings and structures being utilized now for railroad-related purposes. In addition, known resources that have been demolished, including a roundhouse, administration offices, depots,

stations, and other railroad-related resources can be documented post-demolition through archival research and oral histories to ensure that a record survives of their construction methods, usage, and contributions to the local and regional railroad industry and community. A review of the statewide spreadsheet prepared as part of the site file check identified several buildings and structures that stand out in particular for review, and represent the kind of resources that need to be assessed in future surveys for possible association with the railroad industry (**Appendix B**).



Louisville entrepreneur Bennett H. Young opened the Louisville branch of the Southern Railroad in 1888, to connect with the Southern branch in Danville, Kentucky. By ca. 1900, the Southern Railroad gained full control of the Louisville-Southern line, in competition with the L&N Railroad. The Buechel Railroad Station was built in 1907 on land donated to the Southern Railroad by Charles Scoggans. Station Manager G. S. Carpenter took charge in 1907 and operated the station for 53 years. The Buechel Train Station was used for both passenger and freight trains. At one time, it was the largest distribution point for potatoes, a major cash crop in Jefferson County. In 1989, the Buechel Station was moved from its original site to an area of land donated by a local businessman, less than one mile away on the same tracks (Brewer 2006).

Figure 125. Beuchel Depot, Jefferson County, Kentucky.

Preservation Methods

Preservation of railroad-related resources needs to follow a plan that allows for the recordation of these resources in such a way as to convey their historic significance in relation to the railroad industry while maintaining their constant movement and evolution as technology and products change. Just as the railroad is not a stagnant industry, the preservation of railroad-related resources does not have to follow one particular course of action that limits future preservation efforts.

One approach to the preservation of railroad-related resources is to follow more traditional methods of documentation and recordation. A more traditional approach would include photographic documentation (either digital or large format) of the extant resources, in-depth archival research in local and state repositories, and the creation of a detailed historic context (of which this document could be a starting point). The results of this effort could be a formal cultural resources investigation following Section 110 guidelines, Historic American Engineering Record (HAER) survey with large-format photographs and a written narrative; a context-focused document in which the written narrative and historic photographs (as available) are the primary method of recordation and preservation; or even a book/booklet detailing the history of railroads in Clark County.

When documenting railroad-related resources, the focus should be on understanding that resource individually and within the context of the rail line and railroad industry, which is why - regardless of the type of documentation being performed - a historic context is integral to the preservation process. A recommended methodology for the documentation of railroad-related resources includes the following topics:

1. Research questions – the following questions cover a wide range of topics and should be the basis for research:
 - What is the purpose of the document being created (technical recordation via Section 110 or Section 106, narrative development for preservation purposes only, mitigation of adverse impacts, or the public dissemination of information regarding the railroad);
 - What railroad-related resources are extant and what is the current status of these resources (i.e. publically or privately held);
 - What gaps exist in current preservation/documentation efforts;
 - What research is needed to resolve these information gaps;
 - What specific topics need further research (such as hotels or restaurants, segregation in railroad facilities, associated industries, employee strikes, accidents, etc.);
 - What historic photographs exist; and,
 - What historic maps exist relevant to the resource.

2. Written narrative – a written narrative should provide the history, construction/engineering method, current status, and significance for railroad-related resources by discussing:
 - Dates of construction;
 - Original materials;
 - Architectural style and significance features;
 - Track type (single, double, standard, low grade, short, narrow, spur);
 - Location and the influence of the geography on the design of the rail line (any engineering challenges such as vertical incline, waterway or ravine crossings, tunneling);
 - Dates of major alterations and realignments as applies to the rail line;
 - Physical appearance of the railroad-related resource;
 - Current condition of the railroad-related resource;
 - Integrity of the railroad-related resource;
 - Context of the railroad-related resource; and,

- Significance of the railroad-related resource (including recommended NRHP eligibility if appropriate to the document).
3. Photographic documentation – digital or large format photographs (digital recommended unless doing state or national-level HAER documentation) that create a preservation record of:
 - General landscape photographs showing the setting and spatial relationships of the resource, including associated features such as railroad bed, contributing resources, and surrounding environment;
 - Photographs up and down the railroad tracks;
 - Exterior photographs of individual resources showing each elevation and detailed images of windows, doors, light fixtures, significant architectural or historic features, platforms, alterations, impacts to the resources (wood rot, cracking, spalling, foundation shifts, insect infestation, broken elements, vegetation growth, etc.); and,
 - Interior photographs (if appropriate and safe) of each room and detailed images of flooring, wall materials, lighting fixtures, significant architectural or historic features, interior damage, equipment, engineering elements.
 4. Mapping with boundary justifications – use USGS, aerial, and historic maps and atlases to capture the built railroad resources being documented, and should include:
 - Topographic map showing location of resource in relationship to the nearest town, city, or recognizable natural feature;
 - Aerial map delineating railroad right-of-way, historic district boundary (if applicable), and building/structure footprint;
 - Historic maps with rail line (if available); and,
 - Sanborn maps if in an urban location.
 5. Blueprints – include any historic and modern blueprints, as-builts, or field sketches to show the construction method and engineering specifics (**Figure 126** and **Figure 127**).
 6. Ephemera – refers to items that do not preserve or last only a very short time. Examples of ephemera related to railroads include post cards, among other items (ticket stubs, schedules, etc.), which were always popular due to the nation’s fascination with trains. Often these post cards display photos or images that are otherwise lost to time (**Figure 128** and **Figure 129**).

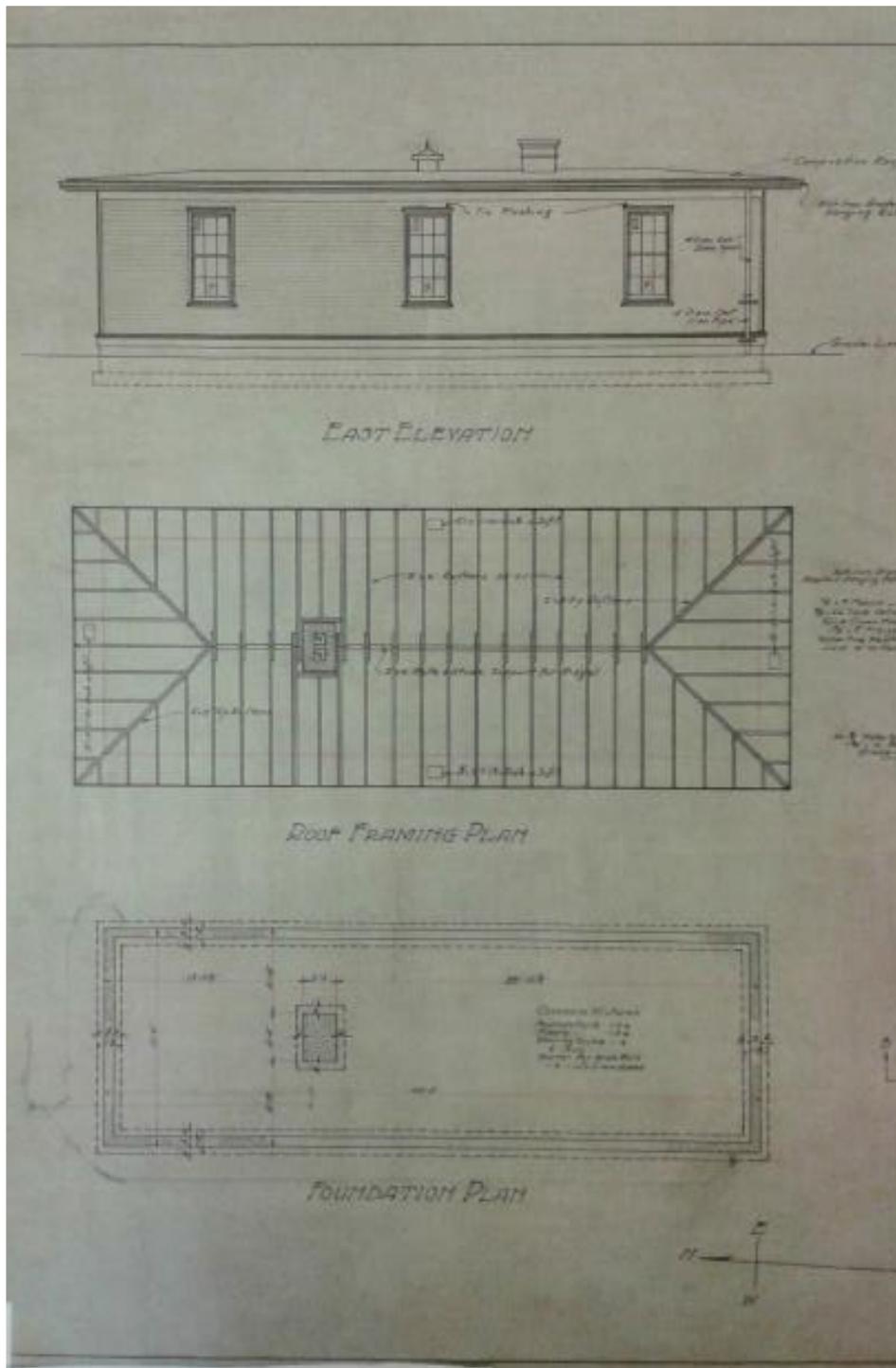


Figure 126. Example of blueprint from Winchester rail facility.

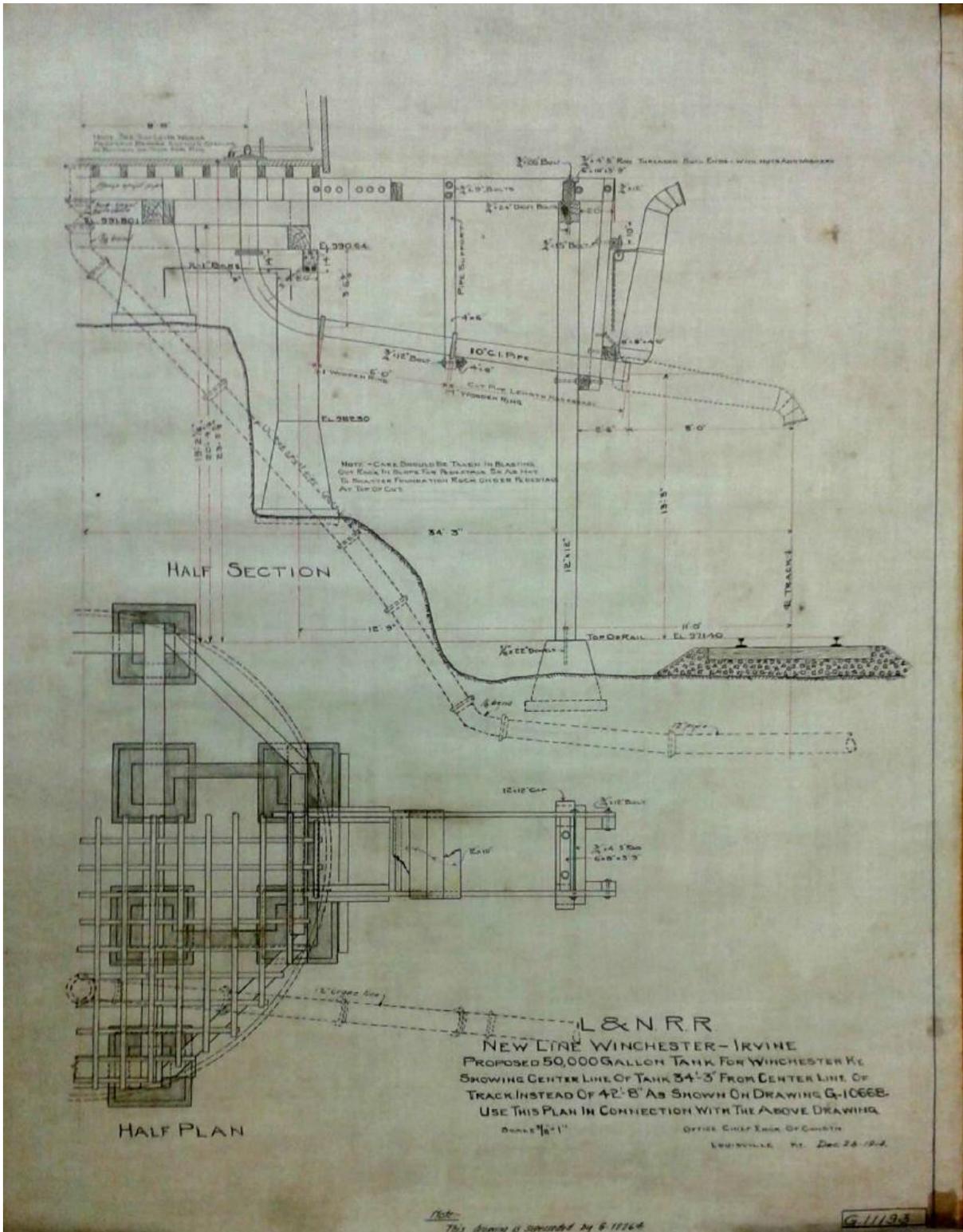


Figure 127. Example of engineering drawing from a “new” line long the Winchester-Irvine line.

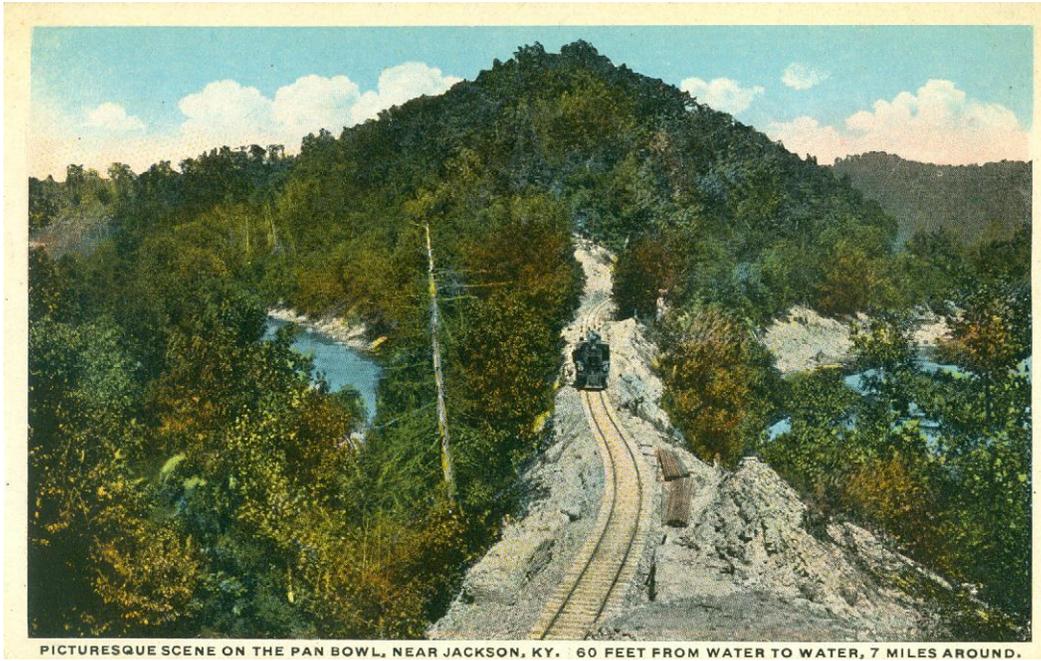


Figure 128. Early twentieth century post card depicting line near Jackson, Breathitt County.

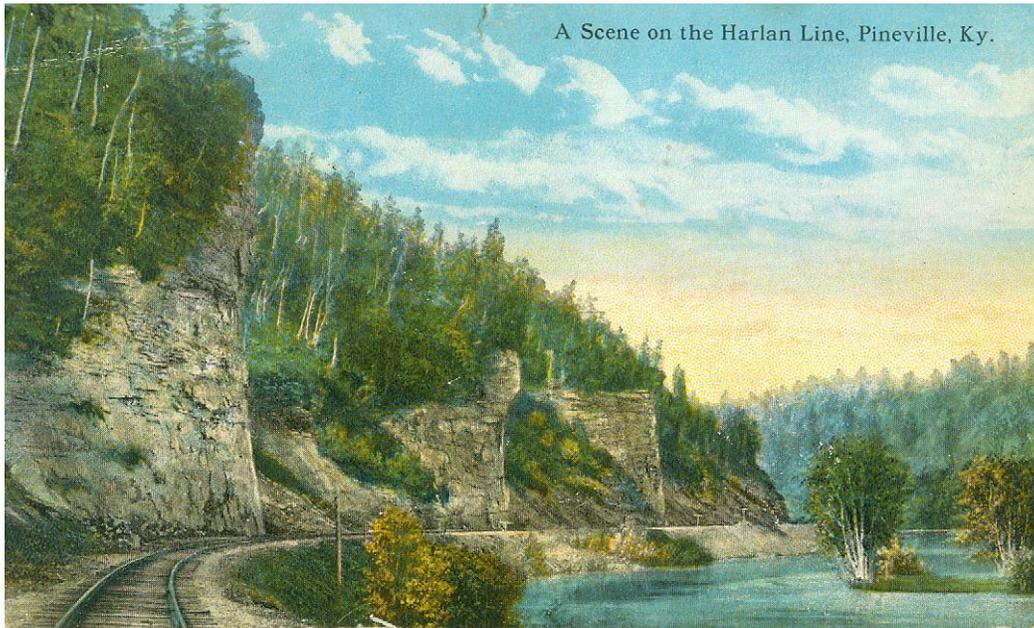


Figure 129. Early twentieth century post card depicting the Harlan Line near Pineville, Bell County.

A key item to stress when undertaking this type of documentation effort: if the documentation is motivated by Section 106 or is formal mitigation documentation, consultation must occur with the SHPO and documentation of active railroad tracks **must be conducted from the public right-of-way for safety and legal reasons**. Active tracks should never be accessed without first conferring with the railroad company under whose authority that track falls. In Kentucky, the major rail lines are CSXT, Norfolk Southern, and R.J. Corman.

The traditional method of creating documentation is a good way to create a preservation record for both demolished and extant resources. Non-traditional methods also allow for a unique way to create a preservation record, and depending upon the method, often allow for a more interactive approach to preservation. Examples of non-traditional preservation methods include donating pieces of track (ties, beams, spikes, etc.), architectural features, equipment, or engineering components to museums or historical societies that can use them for display. Another example would be creating museum displays, traveling exhibits, road signs, or handouts (booklet, pamphlet, fact sheet) to disseminate this information to interested parties.

One preservation method established in 2000, which ultimately should still have some sort of contextual documentation, is the Rails to Trails program. The Rails to Trails program was established by Kentucky House Bill 221, *An Act Relating to Rails to Trails Program*. This bill, which was influenced by a national initiative to transform abandoned railroad ROWs into linear parks, created the State Rail Trail Development Office and established its responsibilities, outlined provisions on how to promote and encourage converting abandoned railroad ROWs to a recreational use, and called for the inventory and assessment of the Commonwealth's abandoned railroad resources (Kentucky Transportation Cabinet 2003, 2015). Converting railroad right-of-ways to trails benefits a community in multiple ways, including providing a location for recreational activities and promoting the preservation of both historic and natural resources.

The Rails to Trails Program has three ways of using railroad right-of-ways for trails: rails to trails, rail banking, and rails-with-trails (Kentucky Transportation Cabinet 2015). Rails to trails is the conversion of the abandoned railroad right-of-way permanently into a public path for non-motorized activities, including hiking, walking/running, cycling, and equestrian activities. Rail banking is a temporary procedure in which a railroad right-of-way in the initial phase of legal abandonment is converted to a public path for interim use until it is reactivated for service. Rails-with-trails is a permanent creation of a trail that runs alongside an *active* railroad corridor.

At the peak of railroad operations in Kentucky, over 4,000 miles of track was in service. By 2014, more than 1,000 miles of active track had been lost, and only 2,400 miles of active mainline track remained (Kentucky Transportation Cabinet 2015). The rail lines were lost either due to the closure of railroad companies or because the lines had deteriorated to the point that they were no longer economically feasible to repair or replace. The establishment of the Rails to Trails program resulted in the conversion of 75 miles of track into rail trails with another 278 miles in the planning or development stage by 2015 (**Table 27**) (Kentucky Transportation Cabinet 2015).

Table 27. List of Kentucky Rail Trails as of 2014

Trail	County	Type	Status	Associated System
Benham Trail	Harlan	Rail to Trail	Existing/Proposed	Benham Walking Trail and Coal Miners Walking Trail
Bernheim Hike-Bike Trail	Bullitt	Rails-with-trails	Existing	None
Big Four Bridge	Jefferson	Rail to Trail	Existing	None
Blue Heron Trail	McCreary	Rail to Trail	Existing	Blue Heron Loop
Brighton East Rail Trail	Fayette	Rail to Trail	Existing	None
Cadiz Railroad Trail	Trigg	Rail to Trail	Existing	None
Carter County Rail Trail	Carter	Rail to Trail	Existing/Proposed	None
Cathy Crockett Memorial Trail	McCreary and Pulaski	Rail to Trail	Existing/Proposed	None
Clarks River National Wildlife Refuge Rail Trail	Marshall	Rail to Trail	Existing	None
Clear Creek Trail	Bell	Rail to Trail	Existing	None
Dawkins Line Corridor	Breathitt, Johnson, and Magoffin	Rail to Trail	Existing/Proposed	None
Elkhorn Creek Trail	Scott	Rail to Trail	Existing	Elkhorn Corridor Trail System
Eminence Trail	Henry	Rail to Trail	Existing	None
Fredonia Trail	Caldwell	Rail to Trail	Existing	None
Grand Rivers	Livingston	Rail to Trail	Existing	None
Hopkinsville Rail Trail	Christian	Rail to Trail	Existing	None
Industrial Park Rail Trail	Madison	Rail to Trail	Existing	None
Lafayette Trail	Fayette	Rail to Trail	Existing	None
Lexington – Big Sandy Rail Trail	Bath, Carter, Clark, Fayette, Montgomery, and Rowan	Rail to Trail	Existing	None
Louisville Riverwalk	Jefferson	Rail to Trail	Existing	None
Mammoth Cave Hike and Bike Trail	Barren and Edmonson	Rail to Trail	Existing	None
Marion Crittenden County Park Trail	Crittenden	Rail to Trail	Existing	Marion Crittenden County Park loop
Muhlenberg County Rails to Trails	Muhlenberg	Rail to Trail	Existing	None
Purple People Bridge	Campbell	Rail to Trail	Existing	Connect proposed River Path in Kentucky with proposed Ohio

Trail	County	Type	Status	Associated System
				River Trail in Cincinnati
Riney B Park Trail	Jessamine	Rail to Trail	Existing	None
Rucker Park Rail Trail	Johnson	Rail to Trail	Existing	None
Sheltowee Trace	McCreary, Lee, and Jackson	Rail to Trail	Existing	None
South Elkhorn Trail	Fayette	Rail to Trail	Existing	None
Stanford Depot and Rail Trail	Lincoln	Rail to Trail	Existing	None
Sturgis Trail	Union	Rail to Trail	Existing	None
Town Branch Trail	Fayette	Rail to Trail	Existing	None
Tradewater (Blackford Bridge) Rail Trail	Webster and Crittenden	Rail to Trail	Existing	None
Uniontown Trail	Union	Rail to Trail	Existing	None
White Plains Trail	Hopkins	Rail to Trail	Existing	None
Whittleton Branch Trail	Powell	Rail to Trail	Existing	None
Wingo Trail	Graves	Rail to Trail	Existing/Proposed	None

In regards to Clark County, further studies would need to be performed to identify what lines have been abandoned and the current use of that corridor. Rails to Trails should also be considered for future lines that may be abandoned or need to be held with an interim usage.

One final way to assist with creating a preservation record is to work with KYTC to keep railroad records up to date. The *Kentucky Statewide Rail Plan* states four objectives in regards to the preservation of Kentucky's railroads. These four objectives, as taken verbatim from the rail plan, include:

- Provide periodic updates to the Kentucky Statewide Rail Plan to include location, use, and condition of the rail system within the state;
- Work with stakeholders to preserve rail service where it is in the public interest, and to preserve rail right of way where service preservation is not possible or justified;
- Maintain a statewide program of public, highway-rail at-grade crossing evaluations; and,
- Assist in identifying reliable funding sources for the rail system from federal, state, and local governments, as well as the private sector in order to improve railroad infrastructure, maintain safety of operations, and sustain and grow rail traffic (Kentucky Transportation Cabinet 2015).

This method of creating a preservation record would be a secondary preservation step, as the effort to update KYTC does not directly include understanding the context of the railroad or provide information on extant or demolished railroad-related resources in Clark County.



Figure 130. Mural on commercial building in Lebanon Junction, Bullitt County.

Railroad Museums in Kentucky

Stewardship of the railroad resources has often been the responsibility of local or regional museums. Staffing may be almost entirely on a volunteer basis, and funding may be inconsistent. Few may be able to have a curator on staff, and a full accession record, curation procedures, necessary conservation work, and completion of disaster preparedness procedures may be sporadic. A combined inventory of collections may benefit the study and management of these resources. Varied materials needing diverse preservation and storage requirements are expected to be present. The LaGrange Railroad Museum, for example has a 1953 caboose, a 1929 dining car, gauges, telegraphs keys, examples of 80-lb and 100-lb rails, as well as documentation. Vandalism of rolling stock, however, has been a continued problem, and it is assumed other museums face the same. Also at these museums are links to the previous periods of rail within their communities. If not on staff, connections can be made, and the first-hand accounts and oral histories provide rich context and counterpoint to the archival research. As related at the LaGrange Railroad Museum, photographs could be doctored or recreated with errors, such as the extent of the interurban in that community (Robert Widman Sr., personal communication 2015). The following museums should be further supported in the stewardship through funding, conferences, and other avenues of public education and support.

Kentucky Railway Museum (in New Haven)
136 S. Main St.
P.O. Box 240
New Haven, KY 40051
(800) 272-0152

Bluegrass Railroad Museum (or Bluegrass Scenic Railroad and Museum; in Versailles)
175 Beasley Road
Versailles, KY 40383
(859) 873-2476

Nostalgia Station Toy & Train Museum (Located in a former 1911 L&N Railroad station; in Versailles)
279 Depot Street
Versailles, KY 40383
(859) 873-2497

Historic Rail Park & Train Museum (in Bowling Green)
401 Kentucky St.
Bowling Green, KY 42101
(270) 745-7317

Paducah Railroad Museum
200 Washington St
Paducah, KY 42003
(270) 908-6451

LaGrange Railroad Museum (Sponsored by the Ohio Valley Railroad Historical Foundation Inc.)
412 East Main Street
LaGrange, KY 40031

Hancock County Museum (old railroad station in Hawesville)
110 River St.
Hawesville, KY 42348
(270) 927-8672

Guthrie Railroad Museum
3rd & Kendall St
Guthrie, KY 42234
(270) 438-2683

Erlanger Historical Depot Museum (and Erlanger Train Depot Park)
Erlanger Historical Society
3313 Crescent Ave
Erlanger, Kentucky 41018
(859) 727-2630

David A. Zegeer Coal-Railroad Museum (in Jenkins)
102 N. Main St. P.O. Box 4
Jenkins, KY 41537
(606) 832-4676

Elkhorn City Railroad Museum
100 Pine St. P.O. Box 1497
Elkhorn City, KY 41522
(606) 754-8300

Fordsville L&N Depot Museum (and Fordsville Historical Society)
32 Ridge Rd. P.O. Box 18
Fordsville, Ky 42343
(270) 929-5792

National Underground Railroad Museum (in Maysville)
8 West Fourth Street
Maysville, KY 41056
(606) 564-3200

Railway Museum of Greater Cincinnati (in Covington)
315 W. Southern Ave
Covington, KY 41015

The Red River Museum (by the Red River Historical Society; houses the Slade Depot, operated by several different railroad companies)
4541 Main Street
Clay City, KY 40312
(606) 663-2555

RECOMMENDATIONS FOR ARCHAEOLOGICAL RESOURCES

Several observations and comments can be made regarding the identification and management of rail-related archaeological resources within the state based on this study.

Database/Site Form Updates

Overall, there is inconsistency or lack of specificity in the recording of industrial sites within the OSA database. There are no specific categories, such as Transportation, by which to code for subsets of industrial sites. Although the site forms may include narrative discussion relative to these site functions, the coding is not sufficiently detailed or flexible to allow for multiple or specific site types with the OSA database. Therefore, when searches are generated for a specific site association, such as railroads, these sites are not found in computerized queries. While it is likely not feasible to code for every form or subtype of industrial sites, the additional of broad categories like Transportation would benefit those students with particular foci of study.

Also, consultation should be undertaken with the OSA and SHPO regarding the appropriateness of recording abandoned stretches of railroad beds and corridors as archaeological sites. Often these are determined to be “non-site localities” or something similar, and the OSA declines to assign a site number. Here again, these features are not identified in searches for rail-related remains.

Survey

It is apparent that many of the rail related cultural resources within Clark County have been demolished. Undoubtedly, in many cases, especially where the properties have been re-developed, the archaeological remains have also been destroyed or severely impacted. Therefore, it seems reasonable that a survey be undertaken to identify and inventory the remains associated with former rail-related structures and facilities.

At this point, it seems unclear what the archaeological potential of the various rail related facilities might be, aside from structural foundations. Among the watchman towers and shanties,

section houses (tool houses and handcar houses), signal towers, ash pits and sand houses, oil storage and oil mixing houses, water and coaling stations, engine and freight houses, platforms and platform sheds, and depots (Bergmann 1858), there were also dwelling houses, and sleeping quarters and club houses for employees. Blacksmith shops and small foundries were also common. Very detailed floorplans and construction techniques and materials are provided in essential reference books (Berg 1893). Equipped with these references, it may be possible to potentially identify the functions of these buildings with additional archaeological fieldwork.

The association of artifacts with these features might be tenuous, as people did not live or abide in many of these places, and, as in the case of stations, were just passing through. Artifacts associated with the industry might be discoverable at some locations, but these are likely to be metal items or tools in poor condition. However, a recent survey conducted at the Loop Island Wetland in Floyd County, Indiana (Bader et al. 2012) did reveal multiple structures along the abandoned Pennsylvania Railroad line. During this grant-funded survey, several buildings were identified along sloping hillsides adjacent to the tracks and appeared to be associated with a large coal/ash/cinder pit, suggestive of a coaling station as described by Berg (1893). Two nearby structures, on the other hand, were associated with residential artifacts and were interpreted as places of abode for rail employees. The presence of children's toys at this location indicated the presence of family units (Bader et al. 2012).

Survey Methodology

As railroad lines are abandoned and rails and ties are removed, rail beds may become less obvious over time, or indistinguishable with roadbeds or other berms. Some beds may remain visible of topographic mapping (**Figure 131**). These beds become even more apparent, however, with the use of LiDar imagery, which is now available for much of the state (**Figure 132**). Use of this technology in large surveys could assist in site detection.

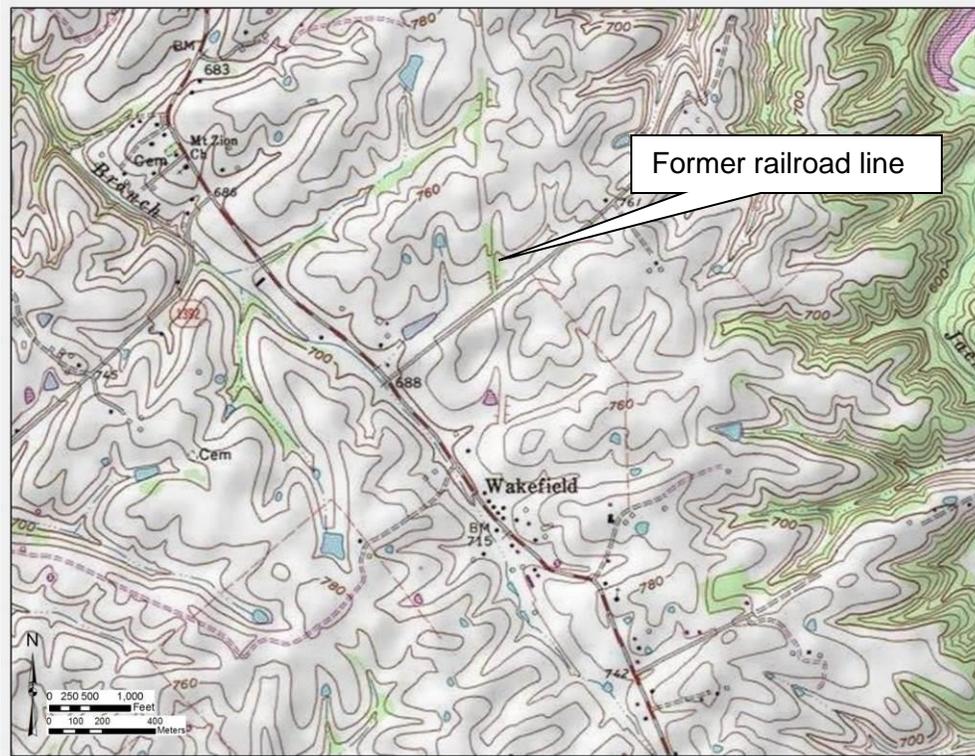


Figure 131. Segment of *Bloomfield, KY* 1970 7.5-minute USGS topographic map indicating former railroad bed in Spencer County.

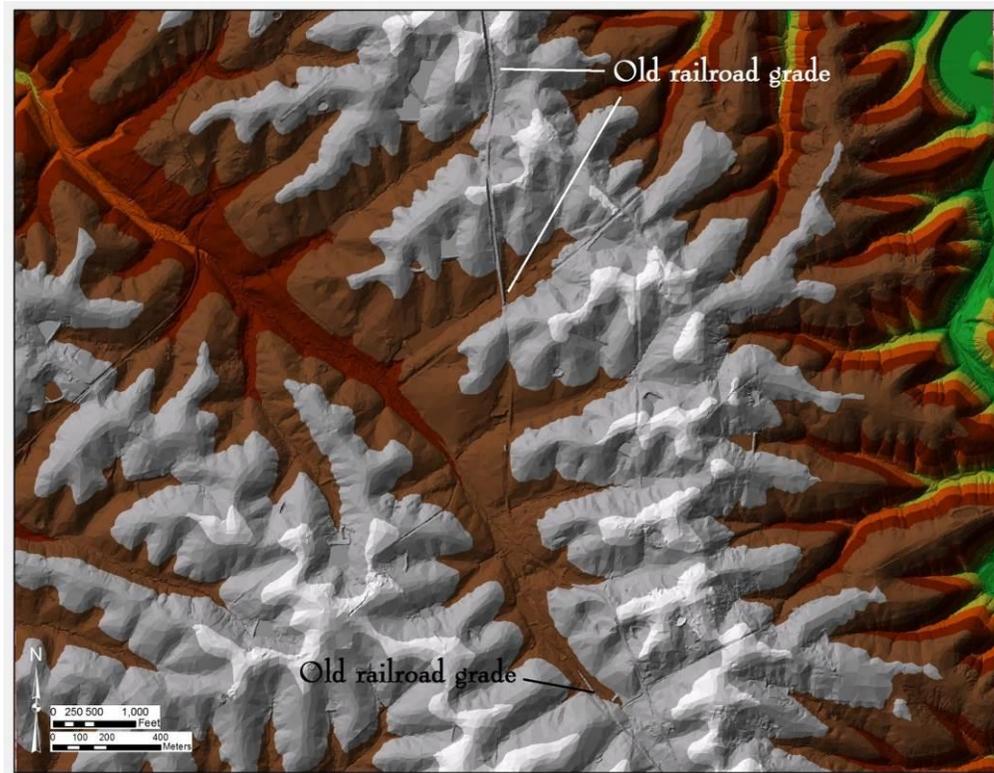


Figure 132. TIN imagery showing railroad bed.

While they are not usually associated with artifacts, linear corridors can be significant in some rare cases for the technological or engineering data they can provide. Furthermore, their presence should certainly be noted in broad surveys especially as relates to landscape studies and transportation networking. The identification of these corridors also provides a framework on which to search for extinct communities and stations that might once have been located along the routes.

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**APPENDIX A: MEMORANDUM OF UNDERSTANDING
BETWEEN THE CITY OF WINCHESTER AND KENTUCKY
TRANSPORTATION CABINET**

CITY OF WINCHESTER, KENTUCKY

ORDER NO. 2015-55

**AN ORDER EXECUTING A MEMORANDUM OF UNDERSTANDING
BETWEEN THE CITY OF WINCHESTER, KENTUCKY AND THE
KENTUCKY TRANSPORTATION CABINET, OFFICE OF LOCAL
PROGRAMS REGARDING THE IMPACTS TO THE HISTORIC
RAILROAD DEPOT SITE AT DEPOT STREET, WINCHESTER, KY**

WHEREAS, The City of Winchester (The "Applicant") application for Transportation Enhancement (TE) funds for the reconstruction of Depot Street in Winchester was accepted by the Kentucky Transportation Cabinet ("KYTC"); and

WHEREAS, the TE funds are administered by the KYTC, Office of Local Programs (OLP); and

WHEREAS, the Applicant entered into a contract with the KYTC by which the applicant would be reimbursed for work done, including resetting the cobblestone pavers on Depot St. and utility and drainage work; and

WHEREAS, KYTC and the Applicant understood at the time they entered into the contract for the project that construction of the project would be monitored by an on-site archaeologist from the start of the project until all earth-moving activities had been checked and approved by the on-site archaeologist; and

WHEREAS, the Applicant proceeded with the project prior to an archaeologist being on-site to monitor removal of the cobblestone pavers on Depot Street and the initial trenching and earth-moving activities; and

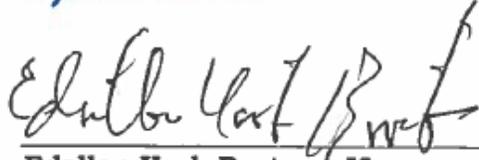
WHEREAS, the earth-moving activity and trenching impacted the foundation and the interior of the previously unrecorded archaeological site 15CK565 (the Union Depot Site) prior to an archaeologist being on site to monitor construction activities; and

WHEREAS, the implemented plans resulted in an adverse effect to the property, which is eligible for the National Register of Historic Places ("NHRP") and triggers mitigation measures be performed

NOW, THEREFORE BE IT ORDERED that the Applicant and KYTC agree that remaining reimbursement funds for the project shall be issued in accordance with the following stipulations 1.) The Applicant shall enter into contract with a consultant pre-qualified to perform cultural historic and archaeological services for the KYTC to develop a contextual study relating to

railroads and rail related structures for the Commonwealth of Kentucky and Winchester, Clark County, Kentucky.

Introduced and adopted at a meeting of the Board of Commissioners of the City of Winchester, Kentucky, held on April 7, 2015.



Edallen York Burtner, Mayor

ATTEST:



Marilyn Rowe, City Clerk

**Memorandum of Understanding
Between
Winchester, Kentucky
And
The Kentucky Transportation Cabinet, Office of Local Programs
Regarding the Impacts to the Railroad Depot at Depot Street, Kentucky**

WHEREAS, The City of Winchester's (The "Applicant") application for Transportation Enhancement funds for the reconstruction of Depot Street in Winchester was accepted by the Kentucky Transportation Cabinet ("KYTC"); and

WHEREAS, the TE funds are administered by the KYTC, Office of Local Programs (OLP); and

WHEREAS, the Applicant entered into a contract (P02-628-1300005125) with the KYTC by which the Applicant would be reimbursed for work done, including resetting the cobblestone pavers on Depot St and utility and drainage work; and

WHEREAS, KYTC and the Applicant understood at the time they entered into the contract for the Project that construction of the Project would be monitored by an on-site archaeologist from the start of the Project until all earth-moving activities had been checked and approved by the on-site archaeologist; and

WHEREAS, the Applicant proceeded with the Project prior to an archaeologist being on-site to monitor removal of the cobblestone pavers on Depot Street and the initial trenching and earth-moving activities; and

WHEREAS, the earth-moving activities and trenching impacted the foundation and the interior of the previously unrecorded archaeological site 15CK565 (the Union Depot Site) prior to an archaeologist being on site to monitor construction activities; and

WHEREAS, the implemented plans resulted in an adverse effect to the property, which is eligible for the National Register of Historic Places ("NHRP"); and

NOW, THEREFORE, the Applicant and KYTC agree that remaining reimbursement funds for the project shall be issued in accordance with the following stipulations:

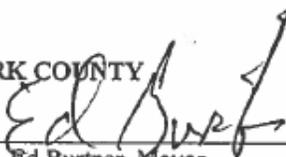
Stipulations

1. The Applicant shall enter into a contract with a consultant pre-qualified to perform cultural historic and archaeological services for the KYTC to develop the following:
 - a. A context study detailing the development of railroads and related structures and facilities across the state. The context study shall examine the history of railroad construction and use in the state from initial inception in the 1830s through the present day, and define periods of significance both statewide and by regions of the state. Development and definition of these periods of significance and regions shall be coordinated with and approved by KYTC and the Kentucky Heritage Council ("KHC").

- b. The context study shall also include a determination on the number and type of archaeological and cultural historic resources recorded in Kentucky that are associated with railroads. Records at both the Office of State Archaeology and at the KHC shall be reviewed to aid in completion of this stipulation.
 - c. Following completion of stipulations 1(a) and 1(b), a more detailed examination of the history of railroads and railroad-related structures shall be made of Clark County and the City of Winchester. This examination of the development of railroads and railroad-related structures in Clark County and the City of Winchester shall include an examination of county atlases and Sanborn Insurance maps to determine locations and potential categories of structures within the county and city, as well as limited field reconnaissance to determine if any of these structures remain and, if so, their current condition. It is not necessary to determine if any of the standing structures are eligible or potentially eligible for nomination to the NRHP at this time, nor shall a detailed survey of the existing structures be required.
 - d. The Applicant shall cause the studies outlined in the stipulations above to be combined in a report to be submitted to the KYTC and the KHC for review.
2. The Stipulation shall be completed by a professional who meets the *Secretary of the Interior's Professional Qualification Standards* for Archaeology or Historic Architecture, and shall be completed within 180 days of the execution of this agreement.
 3. Any cost incurred by the Applicant in the execution of the Stipulations shall not be eligible for reimbursement by KYTC.
 4. The Applicant shall follow all applicable procurement laws in entering into the contract with the consultant to perform the stipulated work.
 5. Time is of the essence in the execution of the terms of this agreement.
 6. If any provision of this agreement shall be held invalid, illegal or unenforceable, the validity, legality or enforceability of the other provisions hereof shall not be affected thereby, and there shall be deemed substituted for the provision at issue a valid, legal and enforceable provision as similar as possible to the provision at issue.

CLARK COUNTY

BY:


Ed Burtner, Mayor

Date:

April 7, 2015

KENTUCKY TRANSPORTATION CABINET, DEPARTMENT OF RURAL AND MUNICIPAL AID

BY:


Don Pasley, Commissioner

Date:

4/10/15

**APPENDIX B: INVENTORY OF RAILROAD RELATED
RESOURCES IN KENTUCKY**

A Context of the Railroad Industry in Clark County and Statewide Kentucky

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
ALS 55	SCOTTSVILLE FREIGHT DEPOT	MAIN AND 8TH ST	1875-1899	depot, freight	unknown			
AN 30	RAILROAD BRIDGE (CEDAR BROOK VIADUCT)	OVER CEDAR CREEK NEAR KY RIVER	1875-1899	viaduct	Southern Railroad			fair--under maintained
AN 111	STORAGE SHED	1110 BOND'S MILL ROAD LAWRENCEBURG	1875-1899	associated building	unknown	Insufficient Information		fair--under maintained
AN 135	RR RIGHT OF WAY LOUISVILLE SOUTHERN (SEE WD 393)	LEXINGTON EXTENSION IN ANDERSON COUNTY		corridor	Louisville Southern Railroad			
ANL 46	LOUISVILLE SOUTHERN RR PASSENGER & FREIGHT DEPOT	223 E COURT	1875-1899	combination depot	Louisville Southern Railroad			Excellent--fully utilized
BA 166	TIMBER TRESTLE RAILROAD BRIDGE #1	WICKLIFFE KY (SEE COORDINATES)	1950-1974	trestle	Illinois Central Railroad	Insufficient Information		good--in good state of repair
BA 167	TIMBER TRESTLE RAILROAD BRIDGE #2	WICKLIFFE KY (SEE COORDINATES)	1950-1974	trestle	Illinois Central Railroad	Insufficient Information		
BA 168	TIMBER TRESTLE RAILROAD BRIDGE #3	WICKLIFFE KY (SEE COORDINATES)	1950-1974	trestle	Illinois Central Railroad	Insufficient Information		good--in good state of repair
BB 25	CENTERVILLE DEPOT OF F & C RAILROAD SITE	KY 353 AT CENTERVILLE 237	1875-1899	depot, unspecified	Frankfort & Cincinnati (F & C) Railroad	Insufficient Information		
BB 89	SITE OF SHAWHAN KY CENTRAL/L&N DEPOT	SHAWHAN-RUDDLES MILL RD 216	undetermined	depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information		
BB 302	OLD RAILROAD BED # EL #	WINCHESTER ROAD		railroad bed	unknown			
BB 365	L&N RR FOREMAN HOUSE	KY 57 234	1875-1899	housing	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained
BB 431	L & N SECTION HOUSE AT HUTCHISON STATION	HUTCHISON RD 78	1875-1899	section housing	Louisville & Nashville (L & N) Railroad	Insufficient Information		poor--in need of major repairs
BB 434	HUTCHISON STATION - L & N DEPOT	HUTCHISON RD 78	1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad	Eligible: individually		Excellent--fully utilized
BB 712	OLD RAILROAD BED # EL #	WINCHESTER ROAD		railroad bed				
BBP 5	L & N ROUNDHOUSE	10TH	1875-1899	roundhouse	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained
BBP 44	L & N FREIGHT DEPOT	STONER AVE	1850-1874	depot, freight	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained

A Context of the Railroad Industry in Clark County and Statewide Kentucky

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
BBP 65	PARIS RAILROAD DEPOT (PASSENGER STA.)	10TH AT WINCHESTER RD	1875-1899	depot, passenger	Louisville & Nashville (L & N) Railroad			good--in good state of repair
BBP 322	L & N RAILROAD PASSENGER DEPOT #EL#	10TH ST AT RAILROAD TRACKS PARIS KY		depot, passenger	Louisville & Nashville (L & N) Railroad			
BBP 323	WROUGHT IRON FENCE ALONG RAILROAD TRACKS #EL#	10TH ST PARIS KY		fence	unknown			
BBP 477	RAILROAD BRIDGE	OFF HWY 460	1900-1924	bridge	unknown	Insufficient Information		fair--under maintained
BC 42	IRVINGTON TRAIN DEPOT	243 NORTH FIRST ST IRVINGTON KY 40146	1900-1924	depot, unspecified	unknown			good--in good state of repair
BD 245	RAILROAD BUILDING; GARAGE	WEST SIDE OF KY 854 JUST NORTH OF INTERSECTION WITH KY 1654	1900-1924	associated building	unknown	Insufficient Information		fair--under maintained
BD 349	RUSH DEPOT	RUSH	1875-1899	depot, unspecified	Chesapeake & Ohio Railroad (C & O)			good--in good state of repair
BD 473	RAILROAD BRIDGE	PARALLEL & SE OF U.S. 60 NE OF JCT OF U.S. 60 AND PRINCELAND RD		bridge	unknown	Insufficient Information		
BD 482	RAILROAD BRIDGE	SE OF JCT OF U.S. 60 AND WEST MIDLAND TRAIL ROAD		bridge	unknown	Insufficient Information		
BD 485	CSX RAILROAD TUNNEL	SW PORTAL JUST NE OF U.S. 60 AND JUST SW OF LYNN AVENUE	1850-1874	tunnel	CSX Railroad	Insufficient Information		
BDA 54	C & O RAILWAY STATION	1100 CARTER AVE BLOCK	1925-1949	depot, unspecified	Chesapeake & Ohio Railroad (C & O)	Eligible: individually		fair--under maintained
BDA 62	C & O FREIGHT DEPOT	1400 FRONT	1875-1899	depot, freight	Chesapeake & Ohio Railroad (C & O)			poor--in need of major repairs
BDA 142	ASHLAND COAL & IRON RAILROAD OFFICE	1100 FRONT	1875-1899	associated building	Ashland Coal & Iron Railroad/Railway			fair--under maintained
BDA 143	ASHLAND COAL & IRON RAILROAD COMPANY STORE	900 FRONT	1875-1899	commercial building and structure	Ashland Coal & Iron Railroad/Railway			fair--under maintained
BDA 145	COMPANY HOUSE FOR ASHLAND COAL & IRON RR	448 WINSLOW RD	1875-1899	housing	Ashland Coal & Iron Railroad/Railway	Insufficient Information		fair--under maintained
BDC 57	CHESAPEAKE AND OHIO	EAST END OF 26TH STREET E	1900-1924	depot,	Chesapeake & Ohio			good--in good

A Context of the Railroad Industry in Clark County and Statewide Kentucky

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
	RAILROAD PASSENGER DEPOT	OF INTERSECTION OF PANOLA & 26TH STREET		passenger	Railroad (C & O)			state of repair
BDC 197	C & O RAILROAD TRESTLE	35TH 36TH SHORT AND VALLEY STREETS CATLETTSBURG	1875-1899	trestle	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		good--in good state of repair
BE 021	VERONA RAILROAD DISTRICT	15020-15156 GLENCOE-VERONA ROAD (KY 16) VERONA BY RR TRACKS	1875-1899	associated building	Louisville & Nashville (L & N) Railroad	Insufficient Information		
BE 653	SOUTHERN RAILROAD SKEW BRIDGE	CROSSES TRACKS SOUTH OF KY 16 JUST NORTH OF WALTON	1900-1924	bridge	Southern Railroad	Insufficient Information		fair--under maintained
BE 956	SOUTHERN RAILROAD OVERPASS	U S 25 JUST SOUTH OF WALTON KY	1900-1924	bridge	Southern Railroad	Insufficient Information		poor--in need of major repairs
BH 502	C & O RAILROAD DEPOT (BURNED CA 1978) (OLD # BH 8)	PRESTON	1875-1899	depot, unspecified	Chesapeake & Ohio Railroad (C & O)		Y	demolished
BH 503	C & O RAILROAD DEPOT (BURNED CA 1978) (OLD # BH 9)	SALT LICK	1875-1899	depot, unspecified	Chesapeake & Ohio Railroad (C & O)		Y	demolished
BKA 20	C & O DEPOT	416 E 3RD	1875-1899	depot, unspecified	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		Excellent--fully utilized
BLP 58	RAILROAD DEPOT		1875-1899	depot, unspecified	unknown	Insufficient Information		Excellent--fully utilized
BNG 95	OLD RAILWAY CAR	1010 W MAIN	1875-1899	rolling stock	unknown	Insufficient Information	Y	Excellent--fully utilized
BO 31	RAILROAD CULVERT	WHERE N S RAILROAD CROSSES MOCKS BRANCH	1875-1899	culvert	Norfolk Southern Railroad			good--in good state of repair
BO 104	BOTTOM HOUSE (ALSO L & N SECTION HOUSE #1)	ALICETON RD AT RR TRACKS ALICETON	1850-1874	section housing	Louisville & Nashville (L & N) Railroad	Insufficient Information		poor--in need of major repairs
BO 187	MITCHELLSBURG L & N RAILWAY CULVERT	WHERE OLD L & N RR GRADE CROSSES BUCK CREEK AT MITCHELLSBURG	1875-1899	culvert	Louisville & Nashville (L & N) Railroad			fair--under maintained
BO 249	TANK POND ROAD RR UNDERPASS	AT INTERSECTION OF TANK POND ROAD AND ROUTE 34	1875-1899	bridge	unknown			fair--under maintained
BOD 17	DANVILLE TRAIN DEPOT	HARDING AT WALNUT DANVILLE KY	1875-1899	depot, unspecified	Southern Railway			good--in good state of repair

A Context of the Railroad Industry in Clark County and Statewide Kentucky

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
BOD 21	RAILROAD WORKERS HOUSES 3 BLDGS	BEATTY AVE	1875-1899	housing	unknown	Eligible: individually		fair--under maintained
BRJ 28	L & N RAILROAD DEPOT (DEMOLISHED)	ARMORY DRIVE	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad			demolished
BU 5	L & N RAILROAD BRIDGE	0 ACROSS SALT RIVER SHEPHERDSVILLE	1900-1924	bridge	Louisville & Nashville (L & N) Railroad	Insufficient Information		Excellent--fully utilized
BU 207	CSX RAILROAD SWING BRIDGE OVER SALT RIVER	SALT RIVER	1875-1899	bridge	CSX Railroad	Insufficient Information		
BU 209	RAILROAD SIGNAL TOWER	KATHARYN RAILROAD STATION KATHARYN KY	1950-1974	signaling structure	unknown	Insufficient Information		good--in good state of repair
BU 282	RAILROAD BRIDGE RJCR-BARDSTOWN-MP27.2	MP 27.2 IN CLERMONT BULLITT COUNTY	1900-1924	bridge	R.J. Corman Railroad Group	Insufficient Information		good--in good state of repair
CA 13	TELEPHONE BOOTH - ICRR	WHITE SULPHUR RAILROAD CROSSING - ILLINOIS CENTRAL	1900-1924	signaling structure	Illinois Central Railroad			fair--under maintained
CEB 4	ILLINOIS CENTRAL RR STATION/FREIGHT DEPOT-DEMOLISH	FRONT BTWN RR TRACKS	1875-1899	station/freight depot	Illinois Central Railroad			demolished
CH 166	NEWSTEAD RAILROAD STATION	NEWSTEAD	undetermined	depot, unspecified	unknown	Insufficient Information		poor--in need of major repairs
CHH 6	R/R PARK	BETHEL BTWN 9TH & 7TH & RIVER	1950-1974	park and/or memorial	unknown	Insufficient Information		
CHH 76	L & N RAILROAD STATION	425 E 9TH HOPKINSVILLE KY	1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad			Excellent--fully utilized
CHH 79	L & N FREIGHT DEPOT	508 E 9TH AT RR TRACK	1900-1924	depot, freight	Louisville & Nashville (L & N) Railroad			Excellent--fully utilized
CK 178	RR STATION HOUSE	RENICK STATION RD 183	1875-1899	housing	unknown	Insufficient Information		Excellent--fully utilized
CK 181	L & N TRESTLE OVER RED RIVER	AT ESTILL COUNTY LINE OVER RED RIVER 0	1900-1924	trestle	Louisville & Nashville (L & N) Railroad	Insufficient Information		Excellent--fully utilized
CK 290	HEDGES STATION HOUSE	HEDGES STATION RD 90	1875-1899	housing	unknown	Insufficient Information		Excellent--fully utilized
CK 630	KENTUCKY UNION RAILWAY CUT AND TUNNEL NO. 1	SCHOLLSVILLE ROAD (HWY 3365)	1875-1899	tunnel	Kentucky Union Railway	Insufficient Information		ruins, beyond repair
CK 631	GORDONTON STATION	1344 SCHOLLSVILLE ROAD	1900-1924	depot,	Kentucky Union Railway	Insufficient		good--in good

A Context of the Railroad Industry in Clark County and Statewide Kentucky

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
		(HWY 3365)		unspecified		Information		state of repair
CKW 253	C & O L & N RR DEPOT	DEPOT AVE	1900-1924	depot, unspecified	C & O and L & N			demolished
CKW 563	SECTION HOUSE	220 N MAIN	1875-1899	section housing	unknown			demolished
CP 47	C & O DEPOT	OFF HWY 8 NEW RICHMOND	1875-1899	depot, unspecified	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		fair--under maintained
CP 83	SILVER GROVE C & O DEPOT	HWY 8 SILVER GROVE	undetermined	depot, unspecified	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		fair--under maintained
CPB 19	RAILROAD PEDESTRIAN BRIDGE	VAN VOAST AVE BETWEEN POPLAR & CENTER	1900-1924	bridge	unknown	Insufficient Information		good--in good state of repair
CPD 352	CHESAPEAKE AND OHIO RAILROAD PEDESTRIAN OVERPASS	CROSSES RAILROAD TRACKS AT 6TH AVENUE	1900-1924	bridge	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		fair--under maintained
CPN 1	S COVINGTON & CINCINNATI ST RAILWAY CO BLDGS	11 LOWELL	1875-1899	associated building	Covington & Cincinnati Street Railway	Insufficient Information		Excellent--fully utilized
CPN 145	CENTRAL RAILWAY BRIDGE	RT 27 OVER OHIO RIVER	1875-1899	bridge	Kentucky Central Railway			poor--in need of major repairs
CPN 153	NEWPORT & CINCINNATI BRIDGE	SARATOGA AT OHIO RIVER	1875-1899	bridge	Newport & Cincinnati			fair--under maintained
CPN 172	NEWPORT C&O DEPOT	SARATOGA AT END OF RR TRACK	1875-1899	depot, unspecified	Chesapeake & Ohio Railroad (C & O)			Excellent--fully utilized
CPN 490	NEWPORT & CINCINNATI RAILROAD BRIDGE (L&N RR)	SPANS OHIO RIVER BETWEEN NEWPORT KY & CINCINNATI OHIO	1875-1899	bridge	Newport & Cincinnati; later L&N Railroad			
CR 15	HITCHINS DEPOT	HITCHENS KY	undetermined	depot, unspecified	unknown	Insufficient Information		
CR 38	ADEN TUNNEL	0	1875-1899	tunnel	Chesapeake & Ohio Railroad (C & O)			good--in good state of repair
CR 39	WILLIAMS CREEK TUNNEL	0	1875-1899	tunnel	Chesapeake & Ohio Railroad (C & O)			good--in good state of repair
CR 143	BRIDGE (FORMERLY EK RAILROAD BRIDGE)	KY 773 OVER LITTLE SANDY RIVER 1 MILE SOUTH OF JCT KY 7	1900-1924	bridge	Eastern Kentucky Railroad	Insufficient Information		good--in good state of repair
CR 145	BRIDGE (FORMERLY EK	KY 773 OVER LITTLE SANDY	1900-1924	bridge	Eastern Kentucky Railroad	Insufficient		good--in good

A Context of the Railroad Industry in Clark County and Statewide Kentucky

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
	RAILROAD BRIDGE)	RIVER 1.3 MILES SOUTH OF JCT W/KY 7				Information		state of repair
CRG 03	RAILROAD WORKER HOUSES	208, 210, 212 PARK ST GRAYSON KY	1875-1899	housing	unknown	Insufficient Information		
CROH 5	OLIVE HILL DEPOT (C & O RAILROAD)	RAILROAD	1900-1924	depot, unspecified	Chesapeake & Ohio Railroad (C & O)			Excellent--fully utilized
CW 6	HARDIN SOUTHERN RAILROAD	RAIL TRANSPORTATION CORRIDOR	1875-1899	corridor	Hardin Southern Railroad	Insufficient Information		good--in good state of repair
CWM 10	MURRAY L&N RR STATION		1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad			
CY 160	GARRARD TRAIN DEPOT/GARRARD POST OFFICE	U.S. 421 AND KY 80 GARRARD KY 40941	1900-1924	depot, unspecified	unknown	Insufficient Information		fair--under maintained
DAOB 39	UNION STATION (L & N DEPOT)	1035 FREDERICA	1875-1899	union or terminal depot	Louisville & Nashville (L & N) Railroad		Y	Excellent--fully utilized
ED 1	TRAIN HERCULES & COACH	MAMMOTH CAVE NATIONAL PARK	1875-1899	rolling stock	unknown			Excellent--fully utilized
ED 8	MAMMOTH CAVE DUMMY RR BERM	SE PART OF MAMMOTH CAVE	undetermined	railroad bed	unknown	Insufficient Information		ruins, beyond repair
ED 49	ROCKY HILL DEPOT		1875-1899	depot, unspecified	unknown	Insufficient Information		fair--under maintained
ES 7	RAVENNA PASSENGER TERMINAL (L & N RAILROAD)	OFF HWY 52 IN RAVENNA	1900-1924	depot, passenger	Louisville & Nashville (L & N) Railroad			demolished
FA 371	RAILROAD VIEW	N SIDE LEESTOWN NEAR L&N RR & SCOTT CO LINE 111	1800-1824	corridor	Louisville & Nashville (L & N) Railroad	Eligible: individually		poor--in need of major repairs
FA 598	ELKCHESTER STATION	ELKCHESTER RD AT SOUTHERN RR CROSSING 45	1875-1899	depot, unspecified	Southern Railroad	Insufficient Information		ruins, beyond repair
FA 602	RR TRESTLE OVER SOUTH ELKHORN CREEK	ELKCHESTER RD AT ELKHORN CREEK 45	1875-1899	trestle	Southern Railroad	Insufficient Information		good--in good state of repair
FADT 113	UNION STATION CAMEL	215 W MAIN SW CORNER COURTHOUSE SQUARE	1900-1924	union or terminal depot	unknown			Excellent--fully utilized
FAS 13	CINCINNATI SOUTHERN RAILWAY FREIGHT DEPOT	569 S BROADWAY	1900-1924	depot, freight	Cincinnati Southern Railroad	Insufficient Information		fair--under maintained
FASB 35	SOUTHERN RAILWAY	701 S BROADWAY	1900-1924	depot,	Southern Railway;			demolished

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
	PASSENGER DEPOT (DEMOLISHED)			passenger	Cincinnati, New Orleans & Texas Pacific Railroad Co. (Owner)			
FAW 135	BRIDGE	APPROXIMATELY 800 FT SE OF JCT OF RR TRACKS AND ENTERPRISE CT	1875-1899	bridge	R.J. Corman Railroad Group	Insufficient Information		Excellent--fully utilized
FD 13	BYPRO PO WHEELWRIGHT JUNCTION	WHEELWRIGHT JUNCTION	1875-1899	unknown	unknown	Insufficient Information		Excellent--fully utilized
FD 17	ALLEN RAILROAD STATION	ALLEN CITY	1900-1924	depot, unspecified	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		Excellent--fully utilized
FD 28	LACKEY C & O RAILROAD DEPOT	LACKEY	1900-1924	depot, unspecified	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		fair--under maintained
FD 29	C & O RAILROAD DEPOT	WEST PRESTONSBURG		depot, unspecified	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		fair--under maintained
FD 175	C&O RAILROAD MIDDLE CREEK SUBDIV BIG SANDY BRANCH	NEAR KY 404 BLUE RIVER VICINITY ALONG MIDDLE CREEK	1900-1924	unknown	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		good--in good state of repair
FDP 11	C & O RAILROAD DEPOT- WEST PRESTONSBURG	WEST PRESTONSBURG	1900-1924	depot, unspecified	Chesapeake & Ohio Railroad (C & O)			fair--under maintained
FL 179	EWING DEPOT	EWING BY RR TRACKS	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information		poor--in need of major repairs
FL 196	FLEMINGSBURG JCT RR DEPOT	RT 161 AT RT 170 F-BURG JCT	1875-1899	depot, unspecified	unknown	Insufficient Information		poor--in need of major repairs
FLF 111	FLEMINGSBURG & NORTHERN RR DEPOT	ELECTRIC AVE	1900-1924	depot, unspecified	Flemingsburg & Northern Railroad	Insufficient Information		good--in good state of repair
FR 250	BENSON DEPOT	BRIDGEPORT-BENSON RD AT L & N CROSSING 12	1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad			good--in good state of repair
FRF 57	KENTUCKY MIDLAND RAILROAD	FRANKFORT KY	1825-1849	unknown	Kentucky Midland Railroad			
FRFB 34	L & N DEPOT (H - DIC 413)	119 W BROADWAY FRANKFORT KY	1900-1924	depot, freight	Louisville & Nashville (L & N) Railroad			good--in good state of repair
FRFB 48	L & N FREIGHT DEPOT (DEMOLISHED)	405 HIGH ST., FRANKFORT KY	1875-1899	depot, freight	Louisville & Nashville (L & N) Railroad			demolished
FRFB 137	RAILROAD TRACKS	WEST BROADWAY EAST OF	1850-1874	railroad bed	unknown			good--in good

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Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
		RIVER FRANKFORT KY						state of repair
FU 47	STATE LINE DEPOT	KY 125	1900-1924	depot, unspecified	Nashville, Chattanooga, & St. Louis Railway	Insufficient Information		fair--under maintained
FUF 31	ICG RAILROAD PASSENGER DEPOT	DEPOT	1900-1924	depot, passenger	Illinois-Central Gulf (IC-Gulf, and ICG) Railroad	Insufficient Information		fair--under maintained
GA 44	SPARTA DEPOT	SPARTA	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information		Excellent--fully utilized
GD 201	RAILROAD BRIDGE ABUTMENTS	(SEE COORDINATES)	1850-1874	bridge	unknown	Insufficient Information		fair--under maintained
GNG 9	L & N PASSENGER DEPOT	103 N DEPOT	1900-1924	depot, passenger	Louisville & Nashville (L & N) Railroad			good--in good state of repair
GP 23	SCIOTOVILLE BRIDGE	OHIO RIVER; 4 M E OF SOUTH SHORE	1900-1924	bridge	Chessie Systems Railroad	Eligible: individually		good--in good state of repair
GPG 7	GREENUP DEPOT	HARRISON	undetermined	depot, unspecified	Chesapeake & Ohio Railroad (C & O)		Y	fair--under maintained
GPG 29	EASTERN KY RAILWAY CLERK'S HOUSE (OFFICE)	RIVERSIDE DRIVE	1900-1924	associated building	Eastern Kentucky Railroad	Insufficient Information		good--in good state of repair
GPR 328	RUSSELL RAILROAD Y.M.C.A. #EL#	451 VERNON ST RUSSELL KY	1925-1949	associated building	unknown			
GRW 46	RAILROAD BRIDGE	U.S. 25 ABOUT 1 M S OF TOWN	1875-1899	bridge	unknown	Insufficient Information		Excellent--fully utilized
GRW 52	RR DEPOT		1875-1899	depot, unspecified	unknown			demolished
GYL 63	LEITCHFIELD RAILROAD DEPOT #4532	0 N MAIN AT SHELBY	1925-1949	depot, unspecified	Illinois-Central Gulf (IC-Gulf, and ICG) Railroad	Insufficient Information		fair--under maintained
HAH 16	HAWESVILLE RAILROAD STATION	HAWESVILLE	1875-1899	depot, unspecified	Hawesville Railroad	Insufficient Information		good--in good state of repair
HD 66	L & N SECTION HOUSE	LANE S OF JUNCT. OF KY 1407 & L&N TRACK	1875-1899	section housing	Louisville & Nashville (L & N) Railroad	Eligible: individually		Excellent--fully utilized
HD 68	L & N SECTION PUMP	LANE S OF JUNCT. OF KY 1407 & L&N TRACK	1875-1899	water station	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained
HD 69	L & N RAILROAD OVERPASS	.25 M NE OF JUNCT. OF KY 1407 & COLLEGE RD-NOLIN	1925-1949	bridge	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained
HD 103	BRIDGE PIERS	.75 M S OF COLESBURG	1850-1874	bridge	Seaboard Coastline Railroad	Insufficient Information		poor--in need of major

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
								repairs
HD 133	SECTION HOUSE	RICH AVE; UPTON	1850-1874	section housing	unknown	Insufficient Information		Excellent--fully utilized
HD 134	SECTION HOUSE	RICH AVE; UPTON	1850-1874	section housing	unknown	Insufficient Information		Excellent--fully utilized
HD 350	TUNNEL HILL	ABOUT 1 M N OF THE JUNCT OF TUNNEL HILL ROAD & RR TRACKS	1850-1874	tunnel	Seaboard Coastline Railroad	Eligible: individually		good--in good state of repair
HD 661	RAILROAD BRIDGE KEEPERS HOUSE	NEAR SALT RIVER BRIDGE (SEE COORDINATES)	1900-1924	housing	unknown	Insufficient Information		ruins, beyond repair
HD 780	BRIDGE 23-3	CROSSES LOUISVILLE AND NASHVILLE TURNPIKE WEST POINT KY	1875-1899	bridge	Paducah & Louisville Railway	Insufficient Information		good--in good state of repair
HD 781	BRIDGE 23-7	ALONG P & L RAILWAY WEST POINT KY	1875-1899	bridge	Paducah & Louisville Railway	Insufficient Information		good--in good state of repair
HDE 395	ELIZABETHTOWN FREIGHT DEPOT (ILLINOIS CENTRAL)	336 E DIXIE	1875-1899	depot, freight	Illinois Central Railroad	Insufficient Information		poor--in need of major repairs
HDWP 8	BRIDGE ON CECILIAN BRANCH, E'TOWN & PADUCAH RR	MULBERRY ABOUT .25 M NE OF INTERSECT W/2ND	1850-1874	bridge	Elizabethtown & Paducah (E & P) Railroad			Excellent--fully utilized
HDWP 37	LOUISVILLE, HENDERSON & ST LOUIS RR BRIDGE	0 SALT RIVER ABOUT 1 M E OF U.S. 31E HWY BRIDGE	1900-1924	bridge	Louisville, Henderson & St. Louis Railroad			Excellent--fully utilized
HEH 163	HENDERSON L&N DEPOT	300 CLARK	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad			Excellent--fully utilized
HEH 164	L&N FREIGHT DEPOT	4TH NE CORNER AT S ADAMS	1850-1874	depot, freight	Louisville & Nashville (L & N) Railroad	Eligible: individually		Excellent--fully utilized
HEH 453	LOUISVILLE AND NASHVILLE RAILROAD BRIDGE	OHIO RIVER 4TH ST HENDERSON KY ACROSS TO EVANSVILLE INDIANA	1925-1949	bridge	Louisville & Nashville (L & N) Railroad	Insufficient Information		good--in good state of repair
HK 25	SECTION FOREMAN HOUSE	SECTION HOUSE LANE HANSON	1875-1899	section housing	unknown	Insufficient Information		fair--under maintained
HK 26	SECTON LABORERS HOUSE	SECTION HOUSE LANE HANSON	1900-1924	section housing	unknown	Insufficient Information		Excellent--fully utilized
HKD 53	E & P RAILROAD DEPOT SITE/VETERANS PARK	RAILROAD AND ARCADIA AVENUES DAWSON SPRINGS	1925-1949	depot, unspecified	Elizabethtown & Paducah (E & P) Railroad			Excellent--fully utilized

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		KY						
HL 1	L & N DEPOT	N SIDE OF EVARTS	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained
HL 454	RAILROAD BRIDGE OVER CUMBERLAND RIVER	SOUTH OF KY 840 LOYALL KY	1925-1949	bridge	unknown	Insufficient Information		poor--in need of major repairs
HL 488	RAILROAD TUNNEL	TUNNEL HILL ROAD BAXTER KY	1900-1924	tunnel	unknown	Insufficient Information		good--in good state of repair
HLC 62	L & N RAILROAD BRIDGE	CUMBERLAND KY	1900-1924	bridge	Louisville & Nashville (L & N) Railroad			
HLC 149	CSX RAILROAD BRIDGE	BETWEEN BLAIR ST AND KINGDOM COME DR ON LOONEY CREEK	1925-1949	bridge	CSX Railroad	Insufficient Information		fair--under maintained
HLH 1	L & N RAILROAD DEPOT	RIVER ST HARLAN	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad			demolished
HLL 16	LYNCH TRAIN STATION (L & N)	LYNCH RD (KY 160)	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information		good--in good state of repair
HLL 308	RAILROAD DEPOT #EL#	(SEE MAP) S OF HWY 160 AND BIG LOONEY CK AT RR TRACK LYNCH KY		depot, unspecified	unknown			
HLL 314	RAILROAD TRACKS #EL#	(SEE MAP) EXTEND LENGTH OF TOWN ON E-W AXIS LYNCH KY		railroad bed	unknown			
HRC 104	L & N RAILROAD DEPOT	BRIDGE BTWN CHURCH & WALNUT	1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information	Y	fair--under maintained
HT 35	MUNFORDVILLE RR STATION (DEMOL 77)	N WEST ST	1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad			demolished
HT 497	GREEN RIVER RAILROAD BRIDGE	OVER GREEN RIVER NEAR MUNFORDVILLE	1850-1874	bridge	unknown			good--in good state of repair
HT 876	RIGHT-OF-WAY AND L&N PARK	U S 31W HORSE CAVE KY	1900-1924	corridor	Louisville & Nashville (L & N) Railroad			good--in good state of repair
HT 904	L & N RAILROAD GRADE # EL #	(SEE NR NOMINATION)		railroad bed	Louisville & Nashville (L & N) Railroad			
HY 96	PLEASUREVILLE L & N DEPOT	P-VILLE	1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad	Eligible: individually		fair--under maintained
HY 162	CAMPBELLSBURG L & N	MAIN ST CAMPBELLSBURG	1875-1899	depot,	Louisville & Nashville (L &	Eligible:		fair--under

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	DEPOT			unspecified	N) Railroad	individually		maintained
HYE 30	L & N FREIGHT DEPOT	BROADWAY & PENN ST	1875-1899	depot, freight	Louisville & Nashville (L & N) Railroad			Excellent--fully utilized
HYE 31	L & N RR DEPOT	BROADWAY AT MAIN	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad			Excellent--fully utilized
HYE 55	L & N RAILROAD DEPOT #EL#	BROADWAY AND MAIN		depot, unspecified	Louisville & Nashville (L & N) Railroad			
JF 4	KOSMODEALE DEPOT	SE OF DIXIE HIGHWAY	1900-1924	depot, unspecified	Illinois-Central Gulf (IC-Gulf, and ICG) Railroad		Y	fair--under maintained
JF 163	BEUCHEL RAILROAD STATION (MOVED)	2020 BEUCHEL AVE FORMERLY BARDSTOWN RD	1875-1899	depot, unspecified	unknown	Insufficient Information	Y	fair--under maintained
JF 365	L & N STEAM LOCOMOTIVE #152	1837 E RIVER RD	1900-1924	rolling stock	Louisville & Nashville (L & N) Railroad			
JF 550	GLENVIEW INTER-URBAN STATION (ALSO DIC 362)	4328 GLENVIEW AVE	1875-1899	depot, unspecified	Interurban, unspecified		Y	Excellent--fully utilized
JF 661	RAILWAY DEPOT (ANCHORAGE INTERURBAN STATION)	1500 EVERGREEN RD ANCHORAGE	1900-1924	depot, unspecified	Interurban, unspecified		Y	fair--under maintained
JF 673	EASTWOOD INTERURBAN SUBSTATION	CORNER OF EASTWOOD & FISHERVILLE RDS	1900-1924	power house	Interurban, unspecified	Insufficient Information		fair--under maintained
JF 721	LONG RUN RAILROAD STATION	716 CLARK STATION RD	1900-1924	depot, unspecified	unknown	Eligible: individually		good--in good state of repair
JF 744	SOUTHERN RAILWAY BRIDGE	ACROSS POPE LICK CREEK 150 YDS N OF TAYLORSVILLE RD	1875-1899	bridge	Southern Railway; later Norfolk Southern	Insufficient Information		good--in good state of repair
JF 837	RAILROAD BRIDGE (ILLINOIS CENTRAL)	SALT RIVER AT WEST POINT KENTUCKY	1925-1949	bridge	Paducah & Louisville Railroad; later	Insufficient Information		
JF 1043	INTERURBAN RAILWAY POWERHOUSE	16200 EASTWOOD CUT-OFF ROAD OLD SHELBYVILLE ROAD BOSTON	1900-1924	power house	Interurban, unspecified	Insufficient Information		good--in good state of repair
JF 2041	MARINE RAILWAY # EL #	5913 RIVER ROAD HARRODS CREEK KY	1950-1974	railroad bed	unknown			
JFCB 602	CHESAPEAKE & OHIO FREIGHT TERMINAL	103 N PRESTON	1900-1924	union or terminal depot	Chesapeake & Ohio Railroad (C & O)	Eligible: individually	Y	Excellent--fully utilized
JFCD 11	TRADE MART BLDG (L & N RAILROAD OFFICE)	129 W MAIN & 131	1875-1899	associated building	Louisville & Nashville (L & N) Railroad		Y	Excellent--fully utilized

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Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
JFCH1324	L&N RAILROAD BRIDGE OVER EAST BROADWAY	EAST BROADWAY AT BRENT STREET AND BEARGRASS CREEK LOUISVILLE KY	1925-1949	bridge	Louisville & Nashville (L & N) Railroad	Insufficient Information		good--in good state of repair
JFCU 34	CSX RAILROAD BRIDGE OVER OLD EASTERN PKWY	LOCATED UNDER EASTERN PKWY (U.S. 60A) BRIDGE AT U OF L	1900-1924	bridge	CSX Railroad	Insufficient Information		good--in good state of repair
JFEI 3	L C & L RAILROAD BLDGS	120 N SPRING	1850-1874	associated building	Louisville, Cincinnati, & Lexington (L, C & L) Railroad	Eligible: individually		Excellent--fully utilized
JFSW 400	L & N RAILROAD OFFICE BLDG	908 W BROADWAY	1900-1924	associated building	Louisville & Nashville (L & N) Railroad		Y	Excellent--fully utilized
JFSW 401	UNION STATION	1000 W BROADWAY	1875-1899	union or terminal depot	Louisville & Nashville (L & N) Railroad		Y	good--in good state of repair
JFSW 451	RAILROAD BRIDGE OVERPASS #EL#	BROADWAY BETWEEN 30TH AND 31ST STREETS LOUISVILLE KY	1925-1949	bridge	unknown			
JFSW 471	RAILROAD BRIDGE #EL#	DIXIE HWY BETWEEN STANDARD AVE AND ST LOUIS AVE LOUISVILLE KY	1925-1949	bridge	unknown			
JFWP 148	MONON FREIGHT DEPOT	1400 W MAIN	1900-1924	depot, freight	unknown			fair--under maintained
JFWP 164	PENNSYLVANIA LINES FREIGHT DEPOT	1301 PORTLAND AVE (OR 1301 LYTTLE ST) (2006 REPORT NOT REC'D)	1875-1899	depot, freight	Pennsylvania Lines	Insufficient Information		good--in good state of repair
JFWP 247	ROUNDHOUSE & TURNTABLE K & I RR CO	BANK E OF 34TH IN RR YDS	1900-1924	roundhouse	Kentucky & Indiana Terminal Railroad Company			Excellent--fully utilized
JFWP 327	PENNSYLVANIA RAILROAD BRIDGE	OHIO RIVER AT 14TH STREET LOUISVILLE 2006 REPORT NOT REC'D	1900-1924	bridge	Pennsylvania Railroad	Insufficient Information		good--in good state of repair
JFWP 332	KENTUCKY AND INDIANA TERMINAL RAILROAD BRIDGE	OHIO RIVER AT 32ND STREET	1900-1924	bridge	Kentucky & Indiana Terminal Railroad Company; now Norfolk-Southern	Insufficient Information		fair--under maintained
JFWP 468	ILLINOIS CENTRAL RAILROAD FREIGHT DEPOT- NO REPORT	N SIDE ROWAN ST BETWN 10TH AND 12TH STS LOUISVILLE KY	1875-1899	depot, freight	Illinois Central Railroad	Insufficient Information		good--in good state of repair

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
JFWP 476	OHIO RIVER RAILROAD BRIDGE #EL#	BETWEEN RUDD AVE AND NORTHWESTERN PKWY	1900-1924	bridge	unknown			
JFWP 479	MONTGOMERY STREET RAILROAD BRIDGE #1 #EL#	MONTGOMERY STREET OVERPASS LOUISVILLE KY	1900-1924	bridge	unknown			
JFWP 480	MONTGOMERY STREET RAILROAD BRIDGE #2 #EL#	MONTGOMERY STREET OVERPASS LOUISVILLE KY	1900-1924	bridge	unknown			
JFWP 481	RAILROAD BRIDGE #EL#	PORTLAND AVE BETWEEN 30TH AND 31ST STREETS LOUISVILLE KY	1900-1924	bridge	unknown			
JFWP 482	RAILROAD BRIDGE #EL#	BANK ST BETWEEN 30TH AND 31ST STREETS LOUISVILLE KY	1900-1924	bridge	unknown			
JO 19	CONSOLIDATED COAL ENGINE REPAIR SHOP	KY 302 - VAN LEAR	1900-1924	maintenance shop	Consolidated Coal spur line (connected to L&N Railroad)	Insufficient Information		fair--under maintained
JO 21	BIG SANDY RIVER BRIDGE (DEMOL. PRIOR 3/93)	KY 302 OVER LEVISA FORK, BIG SANDY RIVER	1900-1924	bridge	Chesapeake & Ohio Railroad (C & O)			good--in good state of repair
JS 316	RINEY B RAILROAD BRIDGE ABUTMENT	OVER NEAL'S BRANCH	1875-1899	bridge	Riney B Railroad	Insufficient Information		
JS 317	RINEY B RAILROAD BRIDGE ABUTMENT	OVER MARBLE CREEK	1875-1899	bridge	Riney B Railroad	Insufficient Information		
JS 318	RINEY B RAILROAD BRIDGE ABUTMENT	OVER NEAL'S BRANCH	1875-1899	bridge	Riney B Railroad	Insufficient Information		
JS 319	RINEY B RAILROAD TUNNEL	BETWEEN TAPP'S AND NEAL'S BRANCH	1875-1899	tunnel	Riney B Railroad	Insufficient Information		
JS 351	METAL BRIDGE PIERS FOR RINEY B RAILROAD CROSSING	OVER KENTUCKY RIVER NEAR VALLEY VIEW	1875-1899	bridge	Riney B Railroad	Insufficient Information		ruins, beyond repair
JS 364	RINEY B RAILROAD BED	JUNEBUG LANE	1875-1899	railroad bed	Riney B Railroad	Insufficient Information		fair--under maintained
JS 366	RINEY B RAILROAD SPUR BED	JUNEBUG LANE	1875-1899	railroad bed	Riney B Railroad			demolished
JS 367	RINEY B RAILROAD SUPPORTS	JUNEBUG LANE	1875-1899	bridge	Riney B Railroad	Insufficient Information		ruins, beyond repair
JS 369	RINEY B RAILROAD SUPPORT	MARBLE CREEK ROAD	1875-1899	bridge	Riney B Railroad	Insufficient Information		ruins, beyond repair

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Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
JS 382	RINEY B RAILROAD BRIDGE ABUTMENT	OVER MARBLE CREEK	1875-1899	bridge	Riney B Railroad	Insufficient Information		
JS 407	STONE CULVERT ORIGINALLY PART OF RINEY B RAILROAD	OLD RAILROAD ROAD	1875-1899	culvert	Riney B Railroad	Insufficient Information		good--in good state of repair
JS 408	STONE ABUTMENT FOR RAILROAD TRESTLE	HICKMAN CREEK	1875-1899	trestle	unknown	Insufficient Information		Excellent--fully utilized
JS 410	END OF RAISED RR BED WITH RR PIER CAP	HICKMAN ROAD	1875-1899	railroad bed	unknown	Insufficient Information		fair--under maintained
JS 411	WOODEN RAILROAD TRESTLE (RINEY B RAILROAD)	EAST OF BETHANY ROAD	1875-1899	trestle	Riney B Railroad	Insufficient Information		Excellent--fully utilized
JS 434	STONE CULVERT	NORTH OF CAMP DANIEL BOONE ROAD, NICHOLASVILLE, KY 40356	1875-1899	culvert	unknown	Insufficient Information		good--in good state of repair
JS 435	BRIDGE ABUTMENT	NORTH OF CAMP DANIEL BOONE ROAD, NICHOLASVILLE, KY 40356	1875-1899	bridge	unknown	Insufficient Information		good--in good state of repair
JS 437	BRIDGE ABUTMENT	NORTH OF CAMP DANIEL BOONE ROAD, NICHOLASVILLE, KY 40356	1875-1899	bridge	unknown	Insufficient Information		ruins, beyond repair
JS 438	BRIDGE ABUTMENT	NORTH OF CAMP DANIEL BOONE ROAD, NICHOLASVILLE, KY 40356	1875-1899	bridge	unknown	Insufficient Information		ruins, beyond repair
JS 442	STONE CULVERT	EAST OF LOGANA ROAD, NICHOLASVILLE, KY 40356	1875-1899	culvert	unknown	Insufficient Information		good--in good state of repair
JS 444	STONE CULVERT	EAST OF LOGANA ROAD, NICHOLASVILLE, KY 40356	1875-1899	culvert	unknown	Insufficient Information		fair--under maintained
JS 524		OLD RAILROAD ROAD, NICHOLASVILLE, KY	1875-1899	unknown	unknown	Insufficient Information		fair--under maintained
JS 526		CAMP DANIEL BOONE ROAD, NICHOLASVILLE, KY	undetermined	unknown	unknown	Insufficient Information		poor--in need of major repairs
KEC 36	COVINGTON & CINCINNATI SUSPENSION BRIDGE	2ND BETWEEN GREENUP & SCOTT	1850-1874	bridge	Streetcar, unspecified		Y	Excellent--fully utilized
KEC 45	RAILROAD PASSENGER	GLENN AVE LATONIA	1875-1899	depot,	Louisville & Nashville (L &			fair--under

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	DEPOT			passenger	N) Railroad			maintained
KEC 107	C & O RAILROAD BRIDGE	ACROSS THE OHIO RIVER	1875-1899	bridge	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		good--in good state of repair
KEC 425	KEN API SUPPLY & CO	114 W 12TH ST COVINGTON KY	1900-1924	unknown	unknown	Insufficient Information		fair--under maintained
KEC 431	C & O RAILROAD WATCH TOWER	CSX TRACKS NEAR W 6TH ST	1925-1949	signaling structure	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		poor--in need of major repairs
KEE 6	ERLANGER RAILROAD DEPOT	0 CRESCENT AVE	1875-1899	depot, unspecified	Norfolk Southern Corporation	Insufficient Information		good--in good state of repair
KEE 28	ERLANGER DEPOT CINCINNATI AND SOUTHERN RAILROAD	3319 CRESCENT AVENUE (IN RAILROAD PARK) ERLANGER KY	1875-1899	depot, unspecified	Cincinnati Southern Railroad			Excellent--fully utilized
KEL 73	SOUTHERN RAILROAD FREIGHTHOUSE	0 OAK AT CARNEAL	1875-1899	freight house	Southern Railroad			fair--under maintained
KXB 2	BARBOURVILLE DEPOT		1875-1899	depot, unspecified	unknown	Insufficient Information		
LEB 6	L&N RAILROAD STATION	GRAND AVE AT MAIN	1925-1949	depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information		Excellent--fully utilized
LEB 17	RICHARDSON COAL CO RAILROAD BRIDGE	BRIDGE CROSSES OVER THE OLD COUNTY ROAD NEAR INTERSECTION W/HWY 52	1900-1924	bridge	Richardson Coal Company Railroad	Insufficient Information		good--in good state of repair
LI 357	RAILROAD CUT AT KINGS MOUNTAIN	KINGS MOUNTAIN & SOUTHERN RR TRACKS	1875-1899	corridor	Southern	Insufficient Information		fair--under maintained
LIS 4	LOUISVILLE & NASHVILLE RAILROAD DEPOT	DEPOT	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad		Y	fair--under maintained
LL 404	CSX RAILROAD BRIDGE	SPANS LITTLE LAUREL RIVER .81 MILE NORTH OF FARISTON KY	1950-1974	bridge	CSX Railroad	Insufficient Information		good--in good state of repair
LL 428	UNDERPASS (HIGHWAY UNDER RAIL LINE)	FARISTON ROAD JUST WEST OF U.S. 25	1925-1949	bridge	unknown	Insufficient Information		fair--under maintained
LLL 5	SECTION HOUSE & DEPOT	L&N RAILROAD TRACKS	1875-1899	depot/section house	Louisville & Nashville (L & N) Railroad	Insufficient Information	Y	fair--under maintained
LO 28	SOUTH UNION-RAILROAD COMPLEX	U.S. 68	1850-1874	associated building	unknown			Excellent--fully utilized

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Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
LR 123	CONCRETE FOUNDATION ASSOCIATED WITH RAILROAD	NORTHEAST BANK OF KY RIVER IN ULVAH KY	1900-1924	associated building	unknown	Insufficient Information		poor--in need of major repairs
LRJ 9	C & O RR DEPOT - JENKINS	MAIN	1900-1924	depot, unspecified	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		fair--under maintained
LRW 112	L & N RAILROAD BRIDGE	E END WEST MAIN ST WHITESBURG KY	1900-1924	bridge	Louisville & Nashville (L & N) Railroad			
LU 14	RAILROAD HOUSE	KY 52 AT JUNCT W KING RD	1900-1924	housing	unknown	Insufficient Information		fair--under maintained
LWV 9	VANCEBURG DEPOT (C & O)	MAIN AT RAILROAD ST	1875-1899	depot, unspecified	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		good--in good state of repair
MA 74	BRASSFIELD DEPOT	OFF KY 499 AT BRASSFIELD	1900-1924	depot, unspecified	unknown	Insufficient Information		Excellent--fully utilized
MA 89	WOOD TRESTLE BRIDGE	OFF U.S. 25/421 OVER L&N RR TRACK (OLD U.S. 25)	1900-1924	trestle	Louisville & Nashville (L & N) Railroad	Insufficient Information		good--in good state of repair
MA 108	TRUSS BRIDGE	KY 1983 OVER L&N RR TRACKS S OF FARRISTOWN	1875-1899	bridge	Louisville & Nashville (L & N) Railroad	Insufficient Information		Excellent--fully utilized
MA 392	METAL RAILROAD BRIDGE	SLATELICK ROAD BEREA KY	1900-1924	bridge	unknown	Insufficient Information		good--in good state of repair
MA 575	BRASSFIELD DEPOT	1064 BRASSFIELD ROAD	1875-1899	depot, unspecified	unknown	Insufficient Information		poor--in need of major repairs
MA 853	RINEY-B RAILROAD PIERS IN TATES CREEK	WEST SIDE OF TATES CREEK ROAD	1900-1924	bridge	Riney B Railroad	Insufficient Information		ruins, beyond repair
MA 977	VALLEY VIEW DEPOT	VALLEY VIEW HEIGHTS	1875-1899	depot, unspecified	unknown	Eligible: individually		fair--under maintained
MA 1001	RR BRIDGE ABUTMENT	VALLEY VIEW HEIGHTS	1875-1899	bridge	unknown	Eligible: member of a group		
MA 1013	STONE WALL	TATES CREEK RD	1875-1899	corridor	unknown	Eligible: member of a group		
MA 1015	CULVERT, STONE	TATES CREEK RD		culvert	unknown	Eligible: member of a group		good--in good state of repair
MA 1016	CULVERT, CONCRETE	TATES CREEK RD	1900-1924	culvert	unknown	Eligible:		

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Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
						member of a group		
MA 1017	STONE ABUTMENT	TATES CREEK RD	1875-1899	bridge	unknown	Eligible: member of a group		
MA 1018	STONE WALL	TATES CREEK RD	1875-1899	bridge	unknown	Eligible: member of a group		
MA 1023	ABUTMENT	CARVERS FERRY RD	1875-1899	bridge	unknown	Eligible: member of a group		
MAB 2	L & N RAILROAD PASSENGER DEPOT	BROADWAY AT ADAMS BEREA KY	1900-1924	depot, passenger	Louisville & Nashville (L & N) Railroad			Excellent--fully utilized
MAB 58	BEREA L&N FREIGHT DEPOT	LESTER	1875-1899	depot, freight	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained
MAB 151	RAILROAD BUILDING	104 OAK ST BEREA KY	1875-1899	associated building	unknown	Insufficient Information		good--in good state of repair
MAB 152	RAILROAD BUILDING	END OF OAK ST BEREA KY	1900-1924	associated building	unknown	Insufficient Information		fair--under maintained
MCL 40	SEABOARD RR BRIDGE #13.5-14	MILE POST D-194 OVER GREEN RIVER	1900-1924	bridge	Seaboard System Railroad			fair--under maintained
MCL 43	TURTLEBAC BRIDGE	KY 85 1/4 MILE WEST FROM HWY 431	1850-1874	bridge	CSX Railroad	Insufficient Information	N	Excellent--fully utilized
MCN 21	PADUCAH & ILLINOIS RAILROAD BRIDGE	ACROSS OHIO RIVER AT METROPOLIS, ILL.	1900-1924	bridge	Paducah & Illinois Railroad	Eligible: individually		good--in good state of repair
MCN 22	PADUCAH-OHIO RIVER TOLL BRIDGE (IRVIN COBB MEM.)	U.S. 45 ACROSS OHIO RIVER	1925-1949	bridge	unknown			good--in good state of repair
MCN 247	BUILDING # C-731 RAILROAD REPAIR EQUIPMENT STORAGE	PADUCAH GASEOUS DIFFUSION PLANT HWY 1154 OFF U.S. 60W	1975-2000	maintenance shop	Paducah Gaseous Diffusion Plant (connected to Illinois Central Railroad)	Insufficient Information		good--in good state of repair
MCNP 1	RAILROAD MEMORIAL	0 PARK & 4TH	1950-1974	park and/or memorial	unknown	Insufficient Information	Y	fair--under maintained
MCNP 36	NASHVILLE CHATTANOOGA AND ST LOUIS RAILWAY OFFICE	300 S 3RD SW CORNER WITH WASHINGTON	1900-1924	associated building	Nashville, Chattanooga, & St. Louis Railway			good--in good state of repair
MCNP 130	ILLINOIS CENTRAL	1500 KENTUCKY AVE	1925-1949	associated	Illinois Central Railroad	Insufficient		good--in good

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
	RAILROAD SHOPS			building		Information		state of repair
MCNP 174	ILLINOIS CENTRAL RR HOSPITAL	1501 BROADWAY	1900-1924	associated building	Illinois Central Railroad			Excellent--fully utilized
MCY 15	RAILROAD REPAIR SHOP	HENDERSON AT RR TRACKS	1925-1949	maintenance shop	Stearns Coal & Lumber Company	Insufficient Information		fair--under maintained
MCY 16	STEARNS RAILWAY STATION	HENDERSON AT SOUTHERN RR TRACK	1900-1924	depot, unspecified	Southern Railroad	Insufficient Information		fair--under maintained
MCY 26	RAILROAD BUILDING	WEST OF RAILROAD TRACK EAST OF ROUTE 92 STEARNS	1900-1924	associated building	unknown	Insufficient Information		fair--under maintained
MCY 27	RAILROAD BUILDING	WEST OF RAILROAD TRACK EAST OF ROUTE 92 STEARNS	1950-1974	associated building	unknown	Insufficient Information		fair--under maintained
ME 510	CULVERT OVER FONTAINE TRACE	SUPPORTING NORFOLK SOUTHERN RAILROAD TRACK OVER FONTAINE TRACE	1875-1899	culvert	Norfolk Southern Railroad	Insufficient Information		good--in good state of repair
ME 539	NORFOLK SOUTHERN RAILROAD TRESTLE	.16 MILES NORTH OF RAILROAD'S INTERSECTION WITH JACKSON PIKE	1875-1899	trestle	Norfolk Southern Railroad	Insufficient Information		Excellent--fully utilized
MMMS 98	CHESAPEAKE & OHIO RR STATION	MT STERLING	1875-1899	depot, unspecified	Chesapeake & Ohio Railroad (C & O)			fair--under maintained
MMMS 99	CHESAPEAKE & OHIO FREIGHT BLDG	S MAYSVILLE	1875-1899	freight house	Chesapeake & Ohio Railroad (C & O)			fair--under maintained
MN 312	RAILROAD REMNANT # EL #			railroad bed	unknown	Insufficient Information		
MN 359	OLD RAILROAD PLATFORM # EL #			platform	unknown	Insufficient Information		
MN 383	Sectional House assoc. with Railroad	4730 Loretto 40037	undetermined	section housing	unknown	Insufficient Information		good--in good state of repair
MN 544	OLD RAILROAD BED # EL #			railroad bed	unknown	Insufficient Information		
MN 580	Cut Stone Railroad Bridge Footings	Hwy 208 south of Calvary on Rolling Fork Lebanon	1875-1899	bridge	unknown	Insufficient Information		good--in good state of repair
MN 600	OLD RAILROAD BED # EL #			railroad bed	unknown	Insufficient Information		
MN 1075	L & N RAILROAD DEPOT SITE (NOW VACANT LOT)	HIGHWAY 52 LORETTO KY		depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information		site only

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Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
MNL 17	LOUISVILLE & NASHVILLE RAILROAD DEPOT	DEPOT	1850-1874	depot, unspecified	Louisville & Nashville (L & N) Railroad	Eligible: individually	Y	fair--under maintained
MNL 96	DRAINAGE DITCH	HARRISON AND WATER STREETS LEBANON KY	1850-1874	drainage ditch	unknown	Insufficient Information		fair--under maintained
MO 48	REDWINE DEPOT AND STORE	HWY 711 EAST OF WRIGLEY REDWINE KENTUCKY	1900-1924	depot/store	unknown	Insufficient Information		fair--under maintained
MO 110	RAILROAD TUNNEL	HWY 711 3 MILES NORTH OF JUNCTION OF HWY 711 AND HWY 7	undetermined	tunnel	unknown	Insufficient Information		good--in good state of repair
MO 276	G PHIPPS WATER STATION	ADELE NEAR JCT OF HWY 191 AND HWY 134 NORTH SIDE OF ROAD ON 191	1900-1924	water station	unknown	Insufficient Information		fair--under maintained
MSM 169	C & O PASSENGER DEPOT	0 ROSEMARY CLOONEY N END	1900-1924	depot, passenger	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		Excellent--fully utilized
MSM 188	L & N RAILROAD DEPOT	NE CORNER EAST 3RD AND BRIDGE STREETS	1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information		good--in good state of repair
MU 145	CSX BRIDGE OVER GREEN RIVER (DEMOLISHED)	GREEN RIVER CROSSING BETWEEN MOORMAN AND WILSON STATION	1900-1924	bridge	CSX Railroad			demolished
NE 219	DEATSVILLE L & N RAILROAD	HWY 523 & L & N TRACKS	undetermined	corridor	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained
NE 388	RAILROAD AGENT'S HOUSE	0 DEPOT	1825-1849	housing	unknown			fair--under maintained
NE 390	BLOOMFIELD DEPOT	0 DEPOT	1900-1924	depot, unspecified	unknown			Excellent--fully utilized
NE 410	L & N PASSENGER CAR NO 665	136 SOUTH MAIN ST NEW HAVEN KY 40051-0240	1900-1924	rolling stock	Louisville & Nashville (L & N) Railroad			poor--in need of major repairs
NE 411	F AND C M55 MOTOR CAR - THE CARDINAL	136 SOUTH MAIN ST NEW HAVEN KY 40051-0240	1925-1949	rolling stock	Frankfort & Cincinnati (F & C) Railroad			poor--in need of major repairs
NE 412	MT BRODERICK PULLMAN SLEEPING CAR	136 SOUTH MAIN ST NEW HAVEN KY 40051-0240	1900-1924	rolling stock	unknown			fair--under maintained
NE 509	DEATSVILLE L & N RAILROAD DEPOT #EL#	DEATSVILLE KY		depot, unspecified	Louisville & Nashville (L & N) Railroad			
NEB 126	L & N STATION	0 U.S. 150 AT RR CROSSING	1850-1874	depot,	Louisville & Nashville (L &			good--in good

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Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
				unspecified	N) Railroad			state of repair
NEB 501	RAILROAD BRIDGE RJCC-BARDSTOWN-MP39	MP 39 RJCC BARDSTOWN NELSON COUNTY	1900-1924	bridge	R.J. Corman Railroad Group	Insufficient Information		good--in good state of repair
NI 130	L&N STATION AT PLEASANT VALLEY	PLEASANT VALLEY RD AT ABNERS MILL RD	1850-1874	depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information		Excellent--fully utilized
NI 192	TTI RAILROAD BRIDGE	AT SCRUBGRASS CREEK, UNDER KY32	1875-1899	bridge	unknown			Excellent--fully utilized
NI 195	BRIDGE	OVER SCRUBGRASS CREEK, 1.1 MI S OF KY 32	1875-1899	bridge	unknown			
NIC 64	CARLISLE L&N PASSENGER DEPOT	101 MARKET	1875-1899	depot, passenger	Louisville & Nashville (L & N) Railroad			fair--under maintained
NIC 66	CARLISLE FREIGHT DEPOT	108 MARKET AT BROADWAY	1900-1924	depot, freight	Louisville & Nashville (L & N) Railroad			good--in good state of repair
OH 3	LOUISVILLE, HENDERSON, & ST. LOUIS RR DEPOT	WALNUT FORDSVILLE	1875-1899	depot, unspecified	Louisville, Henderson & St. Louis Railroad			
OHB 1	ILLINOIS-CENTRAL RAILROAD DEPOT	1ST AT MAIN	1900-1924	depot, unspecified	Illinois Central Railroad	Eligible: individually		fair--under maintained
OHH 3	L&N HARTFORD DEPOT	0 WALNUT AT L&N TRACKS	1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information		poor--in need of major repairs
OL 158	BUCKNER INTERURBAN STATION	INTERS HWY 146 & OLD LAGRANGE RD	1900-1924	depot, unspecified	Interurban, unspecified	Eligible: individually		good--in good state of repair
OL 336	SECTION HOUSE L & F RR	100 MT MERCY DRIVE PEWEE VALLEY	1850-1874	section housing	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained
OLL 43	L & N DEPOT (NEIGHBORHOOD # 003)	404 E MAIN LAGRANGE	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad			fair--under maintained
OLL 47	INTERURBAN STATION (NEIGHBORHOOD # 007)	204 W MAIN LAGRANGE	1900-1924	depot, unspecified	Interurban, unspecified			fair--under maintained
PDF 11	FALMOUTH DEPOT	SHELBY	1900-1924	depot, unspecified	R & N Railroad		Y	demolished
PDF 58	FIRST FALMOUTH DEPOT	204 MONTJOY	1850-1874	depot, unspecified	Kentucky Central Railway	Insufficient Information		fair--under maintained
PEH 22	CSX RAILROAD TUNNEL	SW PORTION OF WOODLAND PARK AREA	1900-1924	tunnel	CSX Railroad	Insufficient Information		good--in good state of repair
PI 377	STONE CULVERT	BENEATH CSX RAIL LINE	1875-1899	culvert	CSX Railroad	Insufficient		Excellent--fully

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Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
		BETWEEN RUSSELL FORK AND POND CREEK				Information		utilized
PI 387	HATFIELD RAILROAD TUNNEL (WESTBOUND)	NORFOLK/SOUTHERN RAILWAY MILE POST 462.09 BETWEEN KY AND W VA	1875-1899	tunnel	Norfolk Southern Railway	Insufficient Information		good--in good state of repair
PI 388	HATFIELD RAILROAD TUNNEL (EASTBOUND)	NORFOLK/SOUTHERN RAILWAY MILE POST 462.09 BETWEEN KY AND W VA	1900-1924	tunnel	Norfolk Southern Railway	Insufficient Information		good--in good state of repair
PIP 44	C & O PASSENGER DEPOT	HAMBLEY BOULEVARD PIKEVILLE KY	1900-1924	depot, passenger	Chesapeake & Ohio Railroad (C & O)			Excellent--fully utilized
PIP 267	CHESAPEAKE & OHIO RAILROAD BRIDGE	OVER HWY 23 PIKEVILLE KY	1925-1949	bridge	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		fair--under maintained
PIP 268	CHESAPEAKE AND OHIO RAILROAD BRIDGE	OVER LEVISA FORK	1925-1949	bridge	Chesapeake & Ohio Railroad (C & O)	Insufficient Information		
PO 7	KENTUCKY UNION RR LOCOMOTIVE SHOPS		undetermined	maintenance shop	Kentucky Union Railroad	Insufficient Information		ruins, beyond repair
PO 92	SLADE DEPOT	OFF INTER HWY 15 & 11 ON FRINGE OF NATURAL BRIDGE ST PK	1875-1899	depot, unspecified	unknown	Insufficient Information		fair--under maintained
PO 93	L&N RR STATION FOREMAN HOUSE	HWY 11	1900-1924	housing	Louisville & Nashville (L & N) Railroad	Insufficient Information	Y	fair--under maintained
PO 102	L&N STORE BUILDING	HWY 11/15 ROSSLYN	1900-1924	associated building	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained
PO 103	ROSSLYN L&N DEPOT	ROSSLYN	1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad	Insufficient Information		poor--in need of major repairs
PO 154	STANTON L&N DEPOT	MAIN ST STANTON	1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad	Eligible: individually	Y	fair--under maintained
PU 92	SOUTHERN RR DEPOT	BURNSIDE	undetermined	depot, unspecified	Southern Railroad	Insufficient Information		good--in good state of repair
PU 570	RAILROAD BRIDGE	OVER FLOYD SWITCH ROAD	1875-1899	bridge	Cincinnati Railroad	Insufficient Information		fair--under maintained
PUS 9	SOUTHERN RAILROAD DEPOT	RAILROAD	1900-1924	depot, unspecified	Southern Railroad			fair--under maintained
RK 11	RAILROAD BRIDGE OVER ROUNDSTONE CREEK	2.5 MILES EAST OF RENFRO VALLEY & U.S. 25 ALONG HWY	1925-1949	bridge	unknown	Insufficient Information		good--in good state of repair

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Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
		1090						
RW 120	CLACK MOUNTAIN TUNNEL	W OF KY 519; ABOUT 4.5 M S OF JUNCT W/U.S. 60	1900-1924	tunnel	unknown	Insufficient Information		fair--under maintained
RWM 6	MOREHEAD C & O DEPOT		1875-1899	depot, unspecified	Chesapeake & Ohio Railroad (C & O)			good--in good state of repair
SC 265	CINCINNATI SOUTHERN UNDERPASS	DOUBLE CULVERT & LUKES PIKE	1850-1874	bridge	Cincinnati Southern Railroad	Insufficient Information		fair--under maintained
SC 489	KENTUCKY MIDLAND RAILROAD ABUTMENT ROADBED	ON EITHER SIDE OF N ELKHORN CK AT CARDOME/CITY WATER PLANT	1875-1899	bridge	Kentucky Midland Railroad	Insufficient Information		good--in good state of repair
SCG 197	GEORGETOWN SOUTHERN DEPOT	MADDOX STREET GEORGETOWN KY	1900-1924	depot, unspecified	Cincinnati Southern Railroad			demolished
SCG 205	KENTUCKY MIDLAND RAILROAD ABUTMENT OVER N ELKHORN	NORTH EDGE OF GEORGETOWN SEWAGE TREATMENT PLANT	1875-1899	bridge	Kentucky Midland Railroad	Insufficient Information		good--in good state of repair
SCG 212	KENTUCKY MIDLAND DEPOT	BEHIND FRIEND TRACTOR CO NEAR FOUNDATION OF PAPER MILL DAM	1900-1924	depot, unspecified	Kentucky Midland Railroad	Insufficient Information		fair--under maintained
SCS 1	OLD SECTION HOUSE SOUTHERN RAILROAD	SADIEVILLE	1900-1924	section housing	Southern Railroad	Insufficient Information		fair--under maintained
SCS 7	QUEEN CITY RAILROAD DEPOT	605 PIKE ST (MAIN ST) SADIEVILLE KY	1875-1899	depot, unspecified	unknown	Insufficient Information		good--in good state of repair
SCS 68	CINCINNATI SOUTHERN SADIEVILLE UNDERPASS	KY 32 AT WEST ENTRANCE TO SADIEVILLE	1875-1899	bridge	Cincinnati Southern Railroad	Insufficient Information		good--in good state of repair
SCS 78	SERVICE BUILDING SOUTHERN RAILROAD	ON EAST SIDE OF SOUTHERN RAILROAD 500 FEET NORTH OF SECTION HOUSE	1875-1899	associated building	Southern Railroad System	Insufficient Information		Excellent--fully utilized
SH 354	CUMBERLAND & OHIO RAILROAD CULVERT	NW QUADRANT OF KY 55/I-64 INTERCHANGE	1875-1899	culvert	Cumberland & Ohio Railroad	Insufficient Information		good--in good state of repair
SHS 16	SHELBYVILLE L & N RR DEPOT	220 N 7TH	1875-1899	depot, unspecified	Louisville & Nashville (L & N) Railroad			Excellent--fully utilized
SHS 516	RAILROAD BRIDGE RJCC-CK LINE-SHELBYVILLE-MP31.6	MP 31.6 SHELBYVILLE SHELBY COUNTY	1900-1924	bridge	R.J. Corman Railroad Group	Insufficient Information		good--in good state of repair
SPT 152	RAILROAD COAL BIN	KY 55 TAYLORSVILLE KY	1925-1949	coaling station	unknown	Insufficient Information		good--in good state of repair

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
SPT 154	RAILROAD ABUTMENT AT SALT RIVER	KY 55 TAYLORSVILLE KY	1800-1824	bridge	unknown	Insufficient Information		poor--in need of major repairs
TA 68	CABOOSE # EL #	TAYLOR CO HIGH BTWN INGRAM AVE & CHEROKEE DR ON BIG RED WAY		rolling stock	unknown	Insufficient Information		
TAC 28	CAMPBELLSVILLE FREIGHT DEPOT	S CENTRAL AVE	1875-1899	depot, freight	unknown			poor--in need of major repairs
TO 54	RAILROAD BRIDGE RJCM-MEMPHIS LINE-MP157.9	MP 157.9 RJCM ALLENSVILLE TODD COUNTY	1900-1924	bridge	R.J. Corman Railroad Group	Insufficient Information		good--in good state of repair
TOG 46	RAILROAD MUSEUM (THE RED CABOOSE)	207 KENDALL ST GUTHRIE KY	1900-1924	rolling stock	unknown			Excellent--fully utilized
UN 14	PRIDGE DEPOT	KY 141 PRIDE	1900-1924	depot, unspecified	unknown	Insufficient Information		fair--under maintained
UN 57	RAILROAD CREEK CROSSING	NORTH SIDE U.S. 60 BETWEEN WAREHOUSE RD AND WHITAKER WAY	1875-1899	bridge		Insufficient Information		good--in good state of repair
UN 59	RAILROAD CREEK CROSSING	NORTH SIDE U.S. 60 EAST OF MORGANFIELD KY	1875-1899	bridge	unknown	Insufficient Information		good--in good state of repair
UNM 8	MORGANFIELD DEPOT	N COURT	1900-1924	depot, unspecified	Illinois-Central Gulf (IC-Gulf, and ICG) Railroad	Insufficient Information		fair--under maintained
WA 127	L&N RAILROAD BRIDGE	HAINES LANE BRIDGE OVER L&N TRACKS (WEST BOGLE RD)	1900-1924	bridge	Louisville & Nashville (L & N) Railroad	Insufficient Information		Excellent--fully utilized
WAB 1	L&N RR BRIDGE OVER BARREN RIVER	OVER BARREN RIVER	1900-1924	bridge	Louisville & Nashville (L & N) Railroad			good--in good state of repair
WAB 4	L&N RAILROAD STATION	401 KENTUCKY	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad			Excellent--fully utilized
WAB 1040	RAILROAD BRIDGE	SIXTH ST UNDERPASS	1900-1924	bridge	unknown	Insufficient Information		fair--under maintained
WAO 33	OAKLAND PHONE DEPOT, contributing resource to Oakland-Freeport Historic District	102 RASDALL ST OAKLAND KY	1875-1899	depot, unspecified	unknown	Insufficient Information		good--in good state of repair
WAO 74	CSX RAILROAD TRACKS #EL#	ALONG RASDALL AND KELLY STREETS OAKLAND		railroad bed	CSX Railroad			

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Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
WD 68	SOUTHERN RR (YOUNGS HIGH) BRIDGE (SEE AN 29)	OVER KY RIVER 75	1900-1924	bridge	Southern Railroad			Excellent--fully utilized
WD 120	RAILROAD BRIDGE (AT PLEASANT LAWN) #EL#	MCCRACKEN PIKE		bridge	unknown			
WD 290	RAILROAD BED #EL#	MCCRACKEN PIKE		railroad bed	unknown			
WD 290	RAILROAD CUT #EL#	MCCRACKEN PIKE		corridor	unknown			
WD 291	RAILROAD BED (AT PLEASANT HILL)	MCCRACKEN PIKE		railroad bed	unknown			
WD 301	RAILROAD BED #EL#	MCCRACKEN PIKE		railroad bed	unknown			
WD 390	TRESTLE #1 LOUISVILLE SOUTHERN RAILROAD	LEXINGTON EXTENSION IN WOODFORD COUNTY		trestle	Louisville Southern Railroad			
WD 391	TRESTLE #2 LOUISVILLE SOUTHERN RAILROAD	LEXINGTON EXTENSION IN WOODFORD COUNTY		trestle	Louisville Southern Railroad			
WD 392	TRESTLE #3 LOUISVILLE SOUTHERN RAILROAD	LEXINGTON EXTENSION IN WOODFORD COUNTY		trestle	Louisville Southern Railroad			
WD 393	RR RIGHT OF WAY LOUISVILLE SOUTHERN (SEE AN 135)	LEXINGTON EXTENSION IN WOODFORD COUNTY		corridor	Louisville Southern Railroad			
WDM 153	RAILROAD PARK	CAMPUS OF MIDWAY COL	1950-1974	park and/or memorial	unknown			Excellent--fully utilized
WDV 38	V & M DEPOT	FRANKFORT	1875-1899	depot, unspecified	Versailles & Midway (V & M) Railroad	Insufficient Information		fair--under maintained
WDV 56	RAILROAD BRIDGE RJCC-VERSAILLES-MP10	MP 10 ALONG RJCC OUTSIDE VERSAILLES WOODFORD COUNTY	1900-1924	bridge	R.J. Corman Railroad Group	Insufficient Information		good--in good state of repair
WDV 57	RAILROAD BRIDGE RJCC-VERSAILLES-MP 12.8	MP 12.8 ALONG RJCC OUTSIDE VERSAILLES WOODFORD COUNTY	1900-1924	bridge	R.J. Corman Railroad Group	Insufficient Information		good--in good state of repair
WE 11	DIXON DEPOT	KY 132 E OF DIXON	1875-1899	depot, unspecified	unknown	Insufficient Information		poor--in need of major repairs
WE 54	SEBREE FREIGHT DEPOT	SPRING ST SEBREE	1875-1899	depot, freight	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained
WE 63	L & N RR PASSENGER DEPOT (MOVED FR SEBREE)	WATKINS SCHOOL RD	1875-1899	depot, passenger	Louisville & Nashville (L & N) Railroad	Insufficient Information		good--in good state of repair

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
	IN 1968)							
WE 128	SEBREE PASSENGER DEPOT	RURAL ROAD OFF WATKINS/SEBREE RD JUST PAST T A POWELL RD BY LAKE	1900-1924	depot, passenger	Louisville & Nashville (L & N) Railroad	Insufficient Information		good--in good state of repair
WHC 2	CORBIN L & N RR DEPOT	0 LYNN AVE	1900-1924	depot, unspecified	Louisville & Nashville (L & N) Railroad			Excellent--fully utilized
WS 93	DOE RUN TRESTLE	2 M NE OF HWY 150; 9 M W OF SPRINGFIELD	1875-1899	trestle	Seaboard Lines			good--in good state of repair
WS 94	VALLEY HILL DEPOT	N OF HWY 55; 8 M N OF SPRINGFIELD	1875-1899	depot, unspecified	unknown	Insufficient Information		poor--in need of major repairs
WS 98	OLD RAILROAD GRADE # EL #			railroad bed	unknown	Insufficient Information		
WS 103	OLD RAILROAD CUT # EL #			corridor	unknown	Insufficient Information		

Table 28. Statewide Previously Recorded, Possibly Rail-Related Cultural-Historic Resources.

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
BD 484	BRIDGE OVER CSX RR TRACKS	U.S. 60 NE OF JCT WITH KY 5	1950-1974	bridge	CSX Railroad	Insufficient Information		
BH 104	SWINGING BRIDGE	OFF SEES SCHOOLHOUSE LANE ACROSS SLATE CREEK	1925-1949	bridge	unknown	Insufficient Information		good--in good state of repair
BK 402	PRATT THROUGH TRUSS BRIDGE	OVER NORTH FORK LICKING RIVER AT BRACKEN/ROBERTSON COUNTY LINE	1925-1949	bridge	unknown	Insufficient Information		good--in good state of repair
BK 406	WARREN PONY TRUSS BRIDGE	KY 435 AT CROSSING OF BIG BRACKEN CREEK	1900-1924	bridge	unknown	Insufficient Information		good--in good state of repair
BO 50	BRIDGE OR CULVERT	WEST SIDE OF CLIFTON ROAD .6 MILE NORTH OF ROUTE 52	1850-1874	bridge	unknown			good--in good state of repair
CR 8	PACTOLUS BRIDGE	ACROSS LITTLE SANDY RIVER AT PACTOLUS	1875-1899	bridge	unknown	Insufficient Information		good--in good state of repair
FAW 140	BRIDGES	NEW CIRCLE ROAD OVER R J CORMAN RR TRACKS NE OF OLD FRANKFORT PIKE	1950-1974	bridge	R.J. Corman Railroad Group	Insufficient Information		Excellent--fully utilized
FAW 145	BRIDGES	NEW CIRCLE ROAD BRIDGES SPANNING RAILROAD TRACKS	1950-1974	bridge	unknown	Insufficient Information		Excellent--fully utilized
FD 9	SUSPENSION BRIDGE AT DWALE	OLD U.S. 23 OVER LEVISA FORK AT DWALE	1925-1949	bridge	unknown	Insufficient Information		good--in good state of repair
FD 10	SUSPENSION BRIDGE AT STRATTON	U.S. 23 OVER LEVISA FORK AT STRATTON BRANCH	1925-1949	bridge	unknown	Insufficient Information		Excellent--fully utilized
FD 11	SUSPENSION BRIDGE & MARKERS AT TRAM	U.S. 23 - 460 AT TRAM	1925-1949	bridge	Tramway, unspecified			Excellent--fully utilized
GN 3	METAL TRUSS BRIDGE	KY 487 AT GREEN RIVER	1925-1949	bridge	unknown	Insufficient Information		good--in good state of repair
GNG 2	WILLIAM HOBSON/GENERAL E H HOBSON HOUSE	102 S DEPOT	1800-1824	unknown	unknown		Y	good--in good state of repair
GR 35	STRINGTOWN ROAD BRIDGE OVER NORFOLK SOUTHERN RR	STRINGTOWN ROAD JUST EAST OF U.S. 25 IN CORINTH KY	1925-1949	bridge	Southern Railroad	Insufficient Information		
GV 38	BRIDGE OVER OLD ILLINOIS CENTRAL RAILROAD	SHAW ROAD OVER OLD ILLINOIS CENTRAL RR (NOW CANADIAN NATIONAL)	1925-1949	bridge	Illinois Central Railroad; now Canadian National	Insufficient Information		fair--under maintained
HD 64	BROKAW HOTEL	GLENDALE-NOLIN RD AT COLLEGE RD	1875-1899	associated	unknown	Insufficient		poor--in need of

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Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
		- NOLIN		building		Information		major repairs
HD 74	STADER HOTEL	104 E MAIN VINE GROVE	1850-1874	associated building	unknown			Excellent--fully utilized
HD 152	HELLER HOTEL	ROBINSON ST AT FEDERAL DRIVE IN CECILIA	1875-1899	associated building	unknown			good--in good state of repair
JF 234	CLARK STATION	OLD TAYLORSVILLE ROAD	1850-1874	depot, unspecified	unknown	Insufficient Information		fair--under maintained
JF 689	TYLER SETTLEMENT TRANSPORTATION SYSTEM	TYLER SETTLEMENT DISTRICT	1800-1824	corridor	Southern Railway			good--in good state of repair
KEPH 743	TROLLEY WAITING STATION	AMSTERDAM ROAD OPPOSITE PARK DRIVE PARK HILLS KY	1900-1924	depot, unspecified	Streetcar, unspecified			Excellent--fully utilized
KEPH 744	HAMILTON ROAD TROLLEY WAITING STATION	HAMILTON ROAD AT AMSTERDAM ROAD PARK HILLS KY	1900-1924	depot, unspecified	Streetcar, unspecified			Excellent--fully utilized
LE 12	BRIDGE OVER L&N RR	KY 52 W OF ST HELENS OVER RR TRACKS	1925-1949	bridge	Louisville & Nashville (L & N) Railroad	Insufficient Information		fair--under maintained
LL 410	BRIDGE OVER CSX RAILROAD LINE	LEVI ROAD	1900-1924	bridge	CSX Railroad	Insufficient Information		good--in good state of repair
MN 706	House 113 E Railroad Street	113 East Rail Road Street Gravel Switch 40328	1900-1924	associated building	unknown	Insufficient Information		good--in good state of repair
MSM 196	MAYSVILLE-ABERDEEN BRIDGE	0 E 3RD OVER OHIO R	1925-1949	bridge	unknown			Excellent--fully utilized
MSM 358	OLD FREIGHT STATION	JUST WEST OF THE FLOOD WALL	1875-1899	depot, freight	unknown	Insufficient Information		poor--in need of major repairs
NE 189	NEW SHERWOOD HOTEL	138 S MAIN NEW HAVEN	1900-1924	associated building	unknown			good--in good state of repair
NE 393	HOUSE	135 DEPOT	1875-1899	housing	unknown			fair--under maintained
NE 394	HOUSE	133 DEPOT	1875-1899	housing	unknown			fair--under maintained
NI 193	BRIDGE OVER TTI RAILROAD AND SCRUBGRASS CREEK	KY 32 5.1 MILES NE OF CARLISLE KY	1925-1949	bridge	unknown	Insufficient Information		poor--in need of major repairs
OLL 21	CENTRAL HOTEL (NEIGHBORHOOD # 003)	114 E MAIN LAGRANGE	1875-1899	associated building	unknown			Excellent--fully utilized
OLL 42	OLDHAM HOUSE/PARK HOTEL/BAIN HOUSE	308 E MAIN LAGRANGE	1875-1899	associated building	unknown			fair--under maintained

A Context of the Railroad Industry in Clark County and Statewide Kentucky

Site Number	Historic Name	Location	Construction Date	Property Type	Railroad	NRHP Evaluation	Historic Landmark	Condition
	(NEIGHBRHD 003)							
PEH 69	PARKER TRUSS BRIDGE	KY 451 OVER NORTH FORK OF KENTUCKY RIVER HAZARD KY	1900-1924	bridge	unknown	Insufficient Information		good--in good state of repair
SCS 66	KALEY HOTEL	4TH BLDG EAST OF BRICK CORNISH HALL BLDG (625 PIKE ST) SADIEVILLE	1875-1899	associated building	unknown	Insufficient Information		good--in good state of repair
TOG 20	BUILDING FAÇADE (WILL BECOME RAILROAD MUSEUM)	212 S EWING ST GUTHRIE KY	1900-1924	associated building	unknown			poor--in need of major repairs
TOG 21	COMMERCIAL BUILDING (WILL BECOME RAILROAD MUSEUM)	214 S EWING ST GUTHRIE KY	1900-1924	unknown	unknown			poor--in need of major repairs
TOG 22	COMMERCIAL BUILDING (WILL BECOME RAILROAD MUSEUM)	218 S EWING ST GUTHRIE KY	1900-1924	unknown	unknown			poor--in need of major repairs
UN 61	BOX CULVERT	U.S. 60 CROSSING LOST CREEK EAST OF MORGANFIELD KY	1950-1974	culvert	unknown	Insufficient Information		good--in good state of repair
WA 113	RR VENABLE HOUSE	W SIDE MENG RD 1 1/4 M FROM WOODBURN	1800-1824	housing	unknown	Insufficient Information		poor--in need of major repairs
WD 160	PISGAH STATION VICINITY (CORNER HOUSE)	OFF PISGAH PIKE ON PISGAH STATION PIKE 129	1850-1874	housing	unknown			good--in good state of repair
WD 215	DUCKERS STORE & FREIGHT HOUSE	DUCKERS RD; AT CROSSING OF L&N RR TRACKS	1900-1924	associated building	Louisville & Nashville (L & N) Railroad	Insufficient Information		good--in good state of repair

**APPENDIX C: KENTUCKY'S ELECTRIC INTERURBANS
CONTEXT (1893-1945)**

by

Kathryn J. McGrath

The interurban development of the early twentieth century is described by Hilton and Due (1960) as a “mania” with a mass of lines being laid predominantly, nationwide, between 1890 and the 1920s. The mania affected aspects throughout the cultural fabric of urban, suburban, and rural populations, and the distributional capacity of the lines were thought to be so important that industry journals carried the following quote comparing the interurban to the steam rail lines:

The steam roads are the main arteries of the commerce of the world, while the electric railroads are the capillaries that bring life and activity to the various communities. (Mr. Polk, Conway Jr. 1909:25).

Demographics had already shifted from rural areas to urban centers during the late nineteenth century, and the interurban system served to redistribute populations back out into the surrounding previously rural areas. The economic sphere was affected by the investment in power and rail infrastructure and in the transportation of goods and labor force. Although interurbans by definition predominantly relied on passenger service, dairies transported milk to market, coal was shipped to rail lines, and ice had become a necessary household item as well as a necessity in the dairy industry. Many who could not have otherwise had access to urban employment could, including the burgeoning labor force of young women. Rural property values along the lines rose (Ambrose 2007). Opportunities also arose for more frequent social interaction, excursions to entertainment venues such as fairgrounds and amusement parks, and trips to educational events and venues including a park that had once been a Chautauqua and a university. Access to an educational institution was especially important to those that might not otherwise have had access, such as African Americans that attended the Rosenwald Jefferson Jacob School in Prospect.

Once this mass transit network developed, it had lasting impressions on the state’s cultural fabric with employment, education, demographics within urban and residential areas, and social mobility. The stage for this mania to develop was set as three factors came together: the technology, the financial backing, and the urban populations.

TECHNOLOGY

Hilton and Due (1960:9) define interurban as being run by electrical power, primarily a means of passenger service, having heavier and faster equipment than streetcars, and running within streets in cities and on private or side corridors in rural areas. They identify the first such interurban in Ireland, which extended to a tourist area, the Giant’s Causeway, rather than between towns. In the U.S., they identify the first lines to be those in Ohio and Oregon. Within Kentucky, the Kentucky and Indiana became the first interurban line when it electrified its line between Louisville and New Albany in 1893.

Although the majority of track was built nationwide between 1890 and the 1920s, the majority of lines were built in pulses amidst the economic Panics of 1903 and 1907. One pulse extended from 1901 to 1904, and at that point, 40 percent of all track to be laid was finished. The other pulse of track development was between 1905 and 1908. In Kentucky, the first track used by the interurban was that of the horse-drawn era, rather than that of the steam railroads (Calvert 2001; Crosby and Bell 1893). As noted by this source, much of this had been built during the “narrow-gauge fever” and had been 3 feet (feet) wide and used a 56-pound (lb) rail. Rail poundage refers to the weight of the rolling stock that can be transported, and rail had to be changed if heavier stock was to be transported. For perspective on the interurban line, it is beneficial to compare to railroad lines. For railroad lines, rails have been upgraded to 80-lb and

then to 100-lb rail. For the Georgetown and Lexington Traction Company, rail laid in 1901 was 60 lb, which was needed so the line could transport freight (Ambrose 2007).

Although a number of lines were incorporated in Kentucky in 1904 and 1905, which seems to be right in the swing of the mania, 1905 does not appear to be a productive year for track development, regardless of power mode (**Figure 133**).

The total mileage within the State as shown by our last report was 3,270 miles, which included the total mileage of all steam and interurban railroads. At the close of the fiscal year ended June 30, 1905, the total mileage within the State had increased to 3,374 miles. We are glad to be able to report that in addition to this increase of 104 miles of road during the past year, there are many new lines and extensions now under construction and in contemplation, especially in eastern and western Kentucky.

Figure 133. Track data for 1905 (RRC 1905:9)

In Ohio, interurban networks appear to have developed within drainage divides, possibly vestiges of market patterns set during earlier transportation periods. Poor condition and charging practices of the turnpike companies also helped set the stage for development of the interurban. Higher costs of horse/mule-drawn streetcars, low-cost transportation for work forces, recreation, socializing, and access to urban markets all contributed to the rise of the interurban phenomenon.

Improvements in the electric motor, and most importantly, development of the ability to regulate speed, developed during the late nineteenth century with the first use of the electric motor being completed by Frank J. Sprague for a line in Richmond, Virginia in 1887. By 1921, the use of city power for electric railways had progressed (**Figure 134**) with direct current (DC) becoming the standard early on, as this became the standard for electric streetcars (Hilton and Due 1960:54). The standard at first was the 500 horsepower (hp) reciprocating direct current motor, and through the 1901 to 1904 period, 600-volt DC was common. Calvert (2001), however, notes 1,000-volt lines as being common, which would have to be stepped down for the 600-volt motors. This could be accomplished by a Corliss engine and compound-wound dynamos that could step down this voltage of the 6.6-volt-max of the rotating voltage converter. Direct-current lines had to be short, however, or replenished along the line, and storage batteries at outlying locations or substations were necessary for all but the shortest of lines. This source also indicates portable batteries on rolling stock could also be used. The first substation was completed in 1897.

By the 1920s, if not earlier, the use of alternating current also had applications. A voltage of 33,000 was generally adopted, and substations could then serve 20-mile stretches. Substations generally included transformers, motor-generators, rotary converters, or, later, mercury arc rectifiers (Calvert 2001; Crosby and Bell 1893).



Figure 134. Examples of machinery for electric railway shown in the *Electric Railway Journal* (McGraw Publishing Company 1921).

The distribution of electricity directly to the car was also a critical component. Too much or too little electricity was problematic. Lightning arrestors, for example, were necessary. The size of the copper line and connectors were also critical. Calvert (2001) summarizes the line as follows:

The contact or trolley wire was suspended from 18 to 22 feet above the rail; 19 or 20 feet was usual. It was made from solid hard-drawn copper, and a popular size was #0 AWG, 0.365" diameter or 106,000 CM (circular mils, the square of the diameter in thousandths of an inch), and a resistance of 0.528 ohms per mile. As higher horsepower was introduced, the increased current caused larger trolley wire to be used.

On-car machinery may have varied, but included controller boxes, motors, braking systems, and switch groups, some of which is advertised by Westinghouse (**Figure 135**). Motors are noted as being primarily marketed by Westinghouse, General Electric, and Reliant by Calvert (2001).

As with railroad lines, rolling stock included motored and trailing cars of passenger and of freight service. Service cars, parlor cars, dining cars, snow cars, and other cars, such as those with an ice compartment for transporting ice or dairy products (Ambrose 2007), were also used. One well known ice car in the Lexington area was that used by the Elmendorf Dairy in 1903

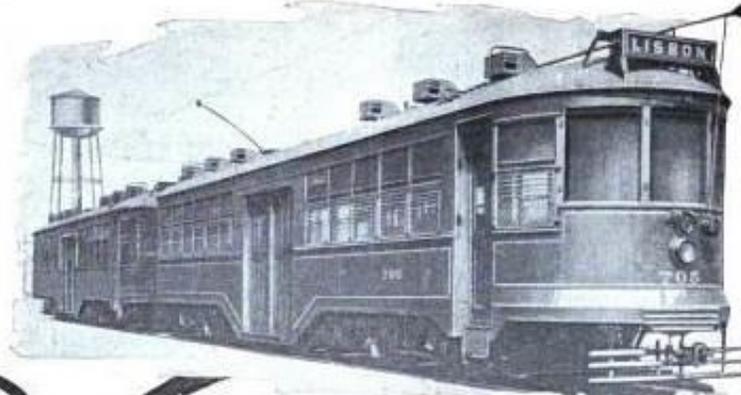
(Ambrose 2007). Calvert (2001) summarizes typical rolling stock as being just over a 8-foot-wide, 16-foot-long truck with two or four motors for powered cars, a steel undercarriage that was required after 1916 for interstate traffic, and 33-inch diameter wheels. At first, cars were painted Pullman green but later, for better visibility, yellow became the most common color, but red and white were also used. Capacity was generally 50 seated occupants with another 50 standing, but seats varied from side benches that had been used in street cars to coach seats as used for rail lines.

Specifications catalogued for Car 709 Chicago North Shore and Milwaukee Chicago were provided by the Shore Line Trolley Museum (2015). The car, however, may not be typical as it was a high-speed (60+ mph) interurban car and used on "America's Fastest Interurban" line, which this source documents as exceeding 80 mph. This interurban car was built in 1924 by the Cincinnati Car Company and includes two Baldwin 78-30A (84?) trucks, four WH-557R5 motors, WH HLF controls, DH25 compressor, and AMU/M23 brakes. Its length is 55.25 feet, its width is 12.5 feet, and its weight is 105,000 lbs. The 709 sports 52 seats, an arched roof, and steel composition.

In contrast, Ambrose (2007) lists characteristics for the newer "Cincinnati car" made by the Cincinnati Car Company that increased profitability considerably. These replaced many in the Lexington hub in 1922 and 1923. Maintenance costs went down 35 percent, while power could be reduced by 41 percent because these cars were lighter--25,000 lbs compared to the 76,000 pounds of the older wooden cars. Speeds were generally 35 mph with a maximum of 50 mph, and cars were powered by four 25-hp General Electric motors.

ELECTRIC RAILWAY JOURNAL

February 12, 1921



Multiple Unit Maximum Traction Car in Milwaukee



The Control that is Chosen For The Most Difficult Service, And Where Nothing But The Best is Acceptable

That's why it is used so extensively for the subways, elevated systems in New York, Chicago, and Boston, and on a large number of the country's prominent city and inter-urban lines.

No other control suitable for either single car or train operation has merited such preference. There are eleven full years of most satisfactory performance and unparalleled accomplishment back of HL control as a testimony of its value to all who are facing the present day problems of Mass Transportation and the replacement of obsolete equipment.

Westinghouse Electric & Manufacturing Co.
East Pittsburgh, Pa.



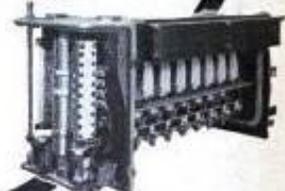
The Master Controller and Control Switch in Cab. All other Circuit-Breaking Devices are beneath the floor.



HL Switch Group Showing Construction



Controller Box with Cover off Rear Side of Switch Group.



Controller Box with Cover Off Front Side of Switch Group

Westinghouse

Figure 135. Advertisement in February 12, 1921 edition of the *Electric Railway Journal* showing controller and switch group (McGraw Publishing Company 1921).

FINANCIAL BACKING

Financial backing came from many sources, among them being wealthy industrialists. Reasons have included providing a labor force access to work, access to recreational opportunities, and additional transport of rural products to markets. Interurbans also provided the opportunity to commute from rural estates into the urban core, which was an advantage considering the unhealthy urban environments of the early nineteenth century. In other regions, interurbans were owned or partially owned by prominent citizens such as Ball in Muncie, Kroger in Cincinnati, and H.J. Heinz in Pittsburg (Hilton and Due 1960:291). In the Lexington area, initial investors of the Georgetown and Lexington Traction Company and the Blue Grass Traction Company, which were the same investors, and the Blue Grass Rapid Transit Company included attorneys, bankers, a newspaper editor, distillers, a hemp merchant, Thoroughbred farmers, and the owner of the Cynthiana Power and Light Company (Ambrose 2007). In Lexington, companies were intertwined with ice companies and power and light utilities. At times, traction companies were also those that financed the destination, such as Central Kentucky Traction Company's founding of Blue Grass Park (1909-1925) (Ambrose 2007). As shown further on, investors of the Lexington hub often included out-of-state firms; New York, New Jersey, and Philadelphia are three of the most involved states. Some lines within Louisville had had infrastructure built previously by steam railroads. The Louisville to Prospect line, for example, had been built by the Louisville, Harrods Creek and Westport steam railroad and previously funded by landowners along the route such as "H. H. Buffenmeyer, J. C. Metcalf, James Callahan, W. H. Cropper, Clarence Bate, J. C. McFerran, and James Trigg" (Sulzer 1950).

Nationwide, costs of construction could vary widely, with an apparent average of \$60,000 a mile, although costs ranging from \$10,000 to \$271,000 were noted; the total investment of interurban construction nationwide was estimated to be approximately \$1.36 billion (Hilton and Due 1960:185). Figures and financial backers for Kentucky lines are not yet known, but franchises were awarded by the Fiscal Court. One example of municipal franchise pertaining to street cars is the Henderson City Railway Company, which was granted in 1886 for 30 years (McGraw Publishing Company 1911).

As noted by Hilton and Due, once the mania began, it was also fueled by the low costs of maintenance, as the equipment and track were new and had low maintenance costs. In addition, some steam lines were not worried about the interurban competition as the latter stole the least profitable fares. Additional information is examined below.

URBAN POPULATIONS AND SUBURBAN EXPANSION

A mobile population was the other key to the growth of the interurbans. Economic development during the nineteenth century was based on intangible information, community ties, market access, landscape use, disposal practices, and livestock breeds as much as inventions, infrastructure, and mechanization. The increase in mechanization during the nineteenth century, however, has a large body of social data studying its growth and consequences, which in turn greatly affected the interurban expansion. Both Carver (1910), which is summarized in Bailey (Bailey 1910) and Weiss (1993) place the beginning of mechanization early in the nineteenth century: 1830 and 1840, and the consequences of this one result of the Industrial Revolution continued to affect the country's demographics and transportation throughout the nineteenth and early twentieth centuries (Weiss (1993; Quaintance 1910)). Quaintance (1910) states:

The introduction of machine power increased the efficiency of the workers, increased the output of farm products, caused a fall in the price per unit of product, and hence a redistribution of the working force of the country (Quaintance (1910:109).

Quaintance (1910) also further summarizes these consequences of mechanization. Between 1830 and 1895, an increase in the efficiency of workers of crops that required the most mechanization was documented as extending up to 500 percent. Between 1870 and 1900, in spite of improved agricultural land within the Bluegrass region of Kentucky peaking at approximately 5 million acres during the 1890 to 1920 period, (Parola et al. 2007), a decrease of approximately 3.5 million agricultural workers also was documented. Data from the Thirteenth Annual Report of the Department of Labor, summarized in Quaintance (1910), indicates the wages of those working in crops requiring the most mechanization (barley, corn, hay, oats, and wheat) increased over this period, while those working in nonmechanized crops (apples, potatoes, strawberries, sweet potatoes, and tomatoes) decreased (Quaintance 1910). Mechanization is concluded to influence socioeconomic and class statuses. In addition to number of agricultural workers, ownership also changed during this period. Tenancy rates of states based on high mechanization rates were documented to be as much as four times the rates of states of low rates of mechanized crops. All of these factors led to a surplus of labor, primarily single, which as documented in Handlin (1982), fueled the boon in cities during this period. Population growth, changes in agricultural practices, shift in labor opportunities, and changes in population distribution were some of the factors that created a cultural milieu advantageous for the development of mass transit in the early twentieth century.

Investors, however, were at times overly optimistic of how this population growth would be dispersed across the landscape. Kentucky's population in 1900 was just over 2 million with approximately 205,000 living in Louisville and 26,000 living in Lexington. With regard to these cities' counties, Jefferson County had 232,549 residents while Fayette had 42,071 in 1900 (US Bureau of the Census 1900). Inclusion of the counties immediately surrounding the area showed the Louisville area, not including the Indiana counties to be 247,975 and the Lexington area to be 145,576. Population centers served by the interurbans within these hubs are summarized in **Table 29**. Among other data, the table serves to show the small population numbers in some lines, such as the Anchorage to Pewee Valley & the LaGrange lines. They also show the much greater population in New Albany compared to Jeffersonville, Indiana, which is twice as much, and makes it no surprise that this line was the first and last within the Louisville hub.

In addition to having a threshold of population in the two cities, the line had to be accepted by the cities, although forcing the city to accept the connection was not out of bounds. Ambrose (2007) notes that securing a franchise had to be done through the Fiscal Court. Cities across the country varied on their reception of the lines. Negotiating points for the cities included power service, required paving that sometimes included between track lines, and continued maintenance of the lines (Hilton and Due 1960). Reception within Kentucky appears to have been positive, although Ambrose (2007) reports Winchester was one city that refused due to feared competition with their street railway system.

Table 29. Population Summary for Kentucky and Population Centers within the Louisville and Lexington Hubs

Hub	City, Town, or Unincorporated Village	Factors	Population for 1900
Kentucky			2,147,174
Jefferson County			232,549
Jefferson and Surrounding Kentucky Counties			274,975
Louisville*			205,000
	New Albany, IN (1893-1945)	county seat	20,628
	Anchorage to Pewee Valley (1901-	previous steam line stop	885 (421 in Anchorage; 464 in Pewee Valley)
	Jeffersonville, IN (1902-1932)	county seat	10,774
	Jeffersontown (1904-1932)		345 (1910)
	Prospect (1904-1935)	previous steam line stop; area of gentleman farms and country retreats; previous steam line	not known
	Okolona (1905-1931)	agricultural products	not known
	Charlestown, IN (1906-1932)		915
	Sellersburg, IN (1907-1939)		761
	Orell (1907-1935)	may have included industrial areas and river camps	not known
	LaGrange (1907-1935)	county seat	646
	Fern Creek (1908-1933)	fairgrounds	not known
	Indianapolis, IN (1908-	state capital	169,164
	Shelbyville (1910-1934)	county seat	3,016
	destinations: beer gardens at Harrods Creek; amusement parks at Chickasaw and Shawnee parks		
Fayette County			42,071
Fayette and Surrounding Counties			145,576
Lexington			26,000
	Georgetown	county seat, streetcar system; previous steam rail	3,823
	Frankfort	state capital, streetcar system; previous rail and turnpike connections	9,487
	Nicholasville	intended as competition with L & N; previous steam rail; county seat	2,393
	Paris	along projected route to Blue Lick Springs; previous steam rail	4,603
	Richmond	intended; county seat	4,653
	Versailles	county seat	2,337

Hub	City, Town, or Unincorporated Village	Factors	Population for 1900
	Winchester	intended connections; county seat	5,964
	Destinations: Blue Grass Park (1909), fairgrounds, university, spur to dairy farm		

* dates from Calvert (Calvert 2001)

While population density was a major factor in an interurban line's continued vitality, additional factors often played a part in the initial extensions. Factors associated with destinations within the Louisville and Lexington hubs are also summarized in **Table 29**, above. Some lines may have been due to political or economic influences not yet understood, but many are county seats, such as Georgetown, Paris, LaGrange, and Shelbyville. As noted above, some of these had small populations, and perhaps extensions of the lines to these county seats would have been looked on favorably to draw additional populations from the urban Louisville area as well as reinforce the city's political and economic prominence. Some, such as Georgetown had a functioning streetcar system that made connection into the core advantageous. In addition, Georgetown, as well as others such as Paris, Nicholasville, and Prospect, had previous steam rail lines that had formed the initial corridors and momentum of movement between two population nodes.

Other lines connected an urban area to the rural agricultural and dairy products, such as the Prospect line in the Louisville hub. Prospect at that time was an unincorporated village with a low center of population but with access to large productive farms of the Outer Bluegrass. In the Lexington hub, lines were built to the university, to the fairgrounds, and, between 1909 and 1925, to Blue Grass Park, which was an enterprise by the Central Kentucky Traction Company. Amusement parks had grown tremendously throughout the country during the late nineteenth and twentieth centuries. Louisville had street car lines extending to White City near Chickasaw Park and to Fontaine Ferry Park at Shawnee Park. In addition to Blue Grass Park, Lexington's lines extended to the Chautauqua Woodford Park as well as the longer-lasting Joyland Park and Casino that operated between 1923 and 1963. These all depended on having a sustainable population, although segregation was enforced at these venues as within the cars and diminished potential participation and revenue.

Whatever their intended destination, completion of lines greatly affected suburban expansion and increased land value of those along the route in rural areas (Ambrose 2007). The suburban lifestyle had been an embedded American ideal, but also promoted by land speculators (English 1972). Suburban expansion and its relationship to the streetcar lines has been the examined in books, papers, and theses (Bower 2015; English 1972; Schatz 2012; Warner 1978), while the relationship between suburban expansion and the interurban has been the subject of at least one NRHP context. The NRHP nomination of the Altawood Historic District in Jefferson County, Kentucky documented land use patterns of the Altawood Court subdivision along the interurban route within the O'Bannon precinct (Neary 2001). The subdivision was developed between 1910 and 1913 by Murray Kice. The district included 150 acres and 80 features, 60 of which were contributing. Areas of Significance included Community Planning and Development and Transportation, while the period of significance was 1910 to 1935. Following research and consideration of sources, conclusions were drawn about suburban developments in the early twentieth century around Louisville:

- Most early twentieth century suburban developments were located in close proximity to one of the seven interurban lines spoking from Louisville beginning in 1901.
- The availability of the interurban with a reliable daily schedule made moving outside of the existing infrastructure of the city possible for those employed in the city.
- The subdivision of land surrounding the city of Louisville was made possible by existing landowners offering parcels of land for sale.

- Most early twentieth century suburban developments relied on deed restrictions to control property ownership and design. As in the case of Louisville, these restrictions included discriminatory practices.

The discriminatory practices had been present throughout American history and caused outmigration during the Antebellum period as well as continuing throughout the twentieth century (Schwartz 1982). In Louisville, residential segregation pertained to interurban subdivisions such as Riviera and continued after the interurban era. It continued even after the passage of the Fair Housing Act of 1934, which did not promote fair housing, and continued after the Fair Housing Act of 1968, which attempted to provide some remedy (Dunman 2014). Such ineffective policies reflect the degree of racial tension that occurred during these years, which included not only unofficial and officially sanctioned discrimination and segregation, but also race riots, Ku Klux Klan vigilantism, and eugenics (Race Betterment Foundation 1914). Among other functions both intended and unintended, the interurban served to accelerate “white flight” from the core of a city to the periphery.

CONDUCTING BUSINESS

Desha Breckinridge of the Lexington and Interurban had the following to say about the interurban industry: “the most important commercial enterprise in Central Kentucky it is. The worst mismanaged enterprise in Central Kentucky it has been” Ambrose (2007:61). This was, however, before other enterprises might take precedence in that honor, and before the demise and rebirth of the Thoroughbred industry at Calumet Farms. Topics of the 1905 Report of the Railroad Commissions (RRRC) reflect the opportunities and vagaries of conducting interurban business (

Table 31). Sustainable financial interests was a primary topic. The labor culture of the early twentieth century was another that was critical to the interurban’s operation. Continual evaluation of car capacity and frequencies appeared to be necessary to address profitability. Numerous regulations concerning costs, safety, competition, rolling stock, hoboes, and claims of extortion were also evident. Other sources mention debates on adjusting schedules for daylight savings time.

Pricing was contentious, as some companies might use zone pricing and others used a tariff fees method (Hilton and Due 1960). Wages of staff also had to be negotiated and industry publications addressed this. Comparison to railroad staffing was suggested, with roles such as truckers, gatemen, laborers, station masters, and baggage-men noted (McGraw Publishing Company 1921). Hilton and Due (1960:191) have estimated the proportion of operating expenses, which is summarized in **Table 30**. Over time, the cost of power lessened while the maintenance costs rose.

Table 30. Operating Expenses Estimated by Hilton and Due (1960:191)

Topic	Percentage Earlier	Percentage Later
direct car operation	34	39
power	23	13-14
maintenance of right-of-way	11	
maintenance of equipment	11	
general	19	
miscellaneous	3	

Table 31. Table of Statistics (Railroad Commission of Kentucky 1905)

Topic	Value
Mileage 1905	3,374
Gross Receipts, 1904	33,047,632
Gross Receipts, 1905	34,856,447
Net Receipts, 1904	9,552,263
Net Receipts, 1905	9,754,957
Valuation Mileage, 1904	50,784,011
Valuation Other Property, 1904	3,397,020
Total Valuation, 1904	54,181,031
Valuation Mileage, 1905	55,999,546
Valuation Other Property, 1905	5,150,378
Employees Killed, 1905	67
Employees Injured, 1905	1,031
Passengers and Others Killed, 1905	132
Passengers and Others Injured, 1905	263

Competition with railroad-building spurred industry and academic studies. An evaluation of the advantages of shipping freight by electrical trains was completed in 1909 (Conway Jr. 1909:23). Variation in power consumption by speed and freight weight was completed showing that energy consumption decreased as freight weight increased, reportedly due to wind resistance (**Table 32**). Advantages to the electric freight business for transporting livestock was noted as diminishing stock drives that caused significant weight drop in livestock by the time they reached the stockyard. Crop business was also courted, and farmers were encouraged to plant crops beneficial to the interurban industry. In the Louisville area, agricultural and dairy products were shipped by interurban; in the Lexington area, products known to be have been shipped for silver baron James Ben Ali Haggin included coal deliveries to his own farm's power plants at the Elmendorf Dairy.

Table 32. Energy Consumption for Electric Freight Lines

Gram Weight in Tons	Schedule Speed of Trains	Watt Hours per Ton-Mile at Locomotive
100	15 mph	28
200	15 mph	23
300	15 mph	20
400	15 mph	19
500	15 mph	19

Interaction between the interurban companies, public utilities, and government had to evolve with the industry. The interurban companies were new and oversight fell between the existing railroad systems for some topics and the new electrical industries for others. During this period, the electrical utilities themselves were going through much growth and possible regulations, and a public service commission was being discussed in the legislature in 1912 (McGraw-Hill 1912) (**Figure 136**). Building of substations also was a necessary part of the operation (**Figure 137**).

The industry also was learning the etiquette of customer service and the “much-abused expression....red-tape” (McGraw-Hill 1912:1121).

* * *

KENTUCKY VALUATIONS OF PUBLIC UTILITIES.—The State Board of Valuations and Assessments of Kentucky is to hold a special meeting in the near future for the purpose of fixing the franchise valuations of every public-service corporation in Kentucky. It has been stated that these interests have not been assessed on a sufficiently high basis, and for that reason it is expected that a number of increases will be made.

* * *

DEFEAT OF KENTUCKY PUBLIC UTILITIES BILL.—The Perry public utilities bill was defeated in the House of Representatives of the Kentucky Legislature on March 6 by a vote of 64 to 22. The Newcomb bill, which also provided for the establishment of a public service commission, was defeated in the rules committee. The prospect of enacting a public utilities law in this State is therefore deferred for a period of two more years.

Figure 136. Growing pain of public utilities and public services (McGraw-Hill 1912).

LEXINGTON, KY.—The Kentucky Trac. & Terminal Co. has awarded the contract for erection of substation to the Capital Lumber & Mfg. Co. The equipment will include two 300-kw units.

LOUISVILLE, KY.—Plans for expenditure of \$15,000,000 in the South for improvements and extensions of service were approved at the annual meeting of the stockholders of the Cumberland Tel. & Teleg. Co.

LOUISVILLE, KY.—The Kentucky Public Service Co., recently incorporated, with a capital stock of \$380,000, has taken over the plants and holdings of the Capital Gas & El. Co., of Frankfort, Ky.; the City Lt. Co., of Hopkinsville, Ky.; the Bowling Green Gas Lt. Co., of Bowling Green, Ky., and the Owensboro Gas Lt. Co., of Owensboro. Roland T. Lindsey, Henry Fitch and F. Austin, of Louisville, Ky., are the incorporators.

Figure 137. Establishment of substations (McGraw-Hill 1912).

Regulations applying to railroads did not always apply to electric interurbans, and Hilton and Due (1960) indicate this might result in less attention to safety and staffing. This does not appear to be the case in Kentucky, although safety, or lack thereof, was a major concern early on (**Figure 138**). Often yellow-painted, Ambrose (2007:55) relates the nickname of the interurbans to be “Yellow Peril”, and collisions were frequent. On May 9, 1907, this included the crashing of an interurban into a steam rail line, which led to the death of motorman George Wells. Numerous advertisements are shown in this source that were directed at children to dissuade them from playing games in the street, and also aimed at hoboes and citizens to dissuade catching rides or embarking or disembarking before the stop was complete.

In Kentucky, disagreements pertaining to the hauling of freight between the Lexington and Interurban Railway Company and Southern Railroad in 1908 led to the Kentucky Railroad Commissions having to rule on the nebulous status of the interurban, which was to identify them as a “legal railroad” due to their possession of airbrakes and couplers (Ambrose 2007). By at least 1923, all safety and signaling requirements for steam railroads also applied to electric interurbans (Byers 1923). In Kentucky, interurbans were also given the ability to condemn land and water sources (**Figure 139**). Such regulations were based on *Devon v. Cincinnati*, the C & E Railway Company 128 Ky. 768, 109 S.W. 361. In Kentucky, this is exemplified by the Georgetown and Lexington Traction Company, which was permitted to condemn land along county roads through Scott, Bourbon, and Fayette counties.

Accidents upon railroads are not all justly attributable to neglect of employes. In many instances the management is at fault. It has been found that a great many of the worst wrecks and accidents upon railroads have resulted from the excessive number of hours per day employes are required to work.

In our last annual report we called attention to the alarming increase in the number of accidents to employes and passengers upon the railroads, not only in Kentucky, but throughout the United States. We recommended then, and we now renew that recommendation with emphasis, that one of the greatest factors in guarding against this wholesale slaughter of passengers and employes, with which all railroads should be required to equip their lines, is the block signal system. It was therein explained that this block signal system was not only the acme of simplicity, but that it embodied the theory that no train shall ever be started from a point on any main line track until it is known that such track is clear of all other trains up to a certain point beyond. In other words, a space interval must always be maintained between trains and no dependence placed on the maintenance of time intervals at stations.

Figure 138. Safety issues related to interurbans (Railroad Commission of Kentucky 1905).

§ 3. All property of interurban electric railroads, both tangible and intangible, shall be valued and assessed for taxation in the same manner provided by law for the valuation and assessment of other railroad property in this Commonwealth.

§ 4. Any interurban electric railroad company now incorporated, or that may hereafter be incorporated, as prescribed in section one of this act is hereby authorized and empowered to contract with the owner of any land, material or water right, necessary for the construction and equipping and maintaining a reservoir within five miles of the line of railroad or a line of railroad proposed to be constructed or for a supply of water from a lake or river for the use and purpose of providing and maintaining a sufficient supply of water for its power-house or power-houses, and conveying, by a pipe line, the water thereto. When any company authorized to construct interurban electric railroads shall be unable to contract with the owner of any land or material or water rights, necessary for the purpose of constructing, equipping, and maintaining a reservoir to provide a sufficient supply of water; and pipe the same to its power-house or power-houses, it shall have the right to condemn the same, in the same manner in which railroad companies condemn land for rights of way.

§ 5. Nothing in this act shall be construed as depriving companies heretofore organized and which may hereafter be organized and incorporated under the general railroad laws of

Figure 139. Taxation and land and water rights (Railroad Commission of Kentucky 1905)

As today, the interplay between mass transit systems and historic preservation can be in step or at odds. The interurban phenomenon likewise affected historic preservation, and at times this was in unexpected ways. Preservation efforts to commemorate Civil War battlefields increased during the late 1800s, and Gettysburg became a primary target during this period (Byrne 2008). In contrast to instances of interurban lines condemning land for mass transit, condemnation of the battlefield became contentious for the Gettysburg Electric Railway Company, which had already extended across the parcel. They sued and appealed but lost in 1886 (*United States v. Gettysburg Electric Railway Co.*, 160 U.S. 668).

Conflicts with railroad lines continued even after an interurban's incorporation; these appear in Reports of the Railroad Commissioners. Often, disagreements pertained to crossings. These may be refused with an under-grade crossing required at both lines' expense as in the request by the Louisville Interurban Railway Company (**Figure 140**) or approved, as in the case of the Bluegrass Traction Company's request (**Figure 141**). Competition with electric street railways also necessitated rulings (Ambrose 2007; Byers 1923).

LOUISVILLE INTERURBAN RAILWAY COMPANY, *Complainant*,
vs.
SOUTHERN RAILWAY IN KENTUCKY, *Defendant*.

Subject: Application for grade crossing.
Complaint investigated; application refused.
Under-grade crossing ordered at joint expense of complainant
and defendant.

Figure 140. Ruling of joint expense (Railroad Commission of Kentucky 1905:135)

BLUEGRASS TRACTION CO., *Complainant*,
vs.
SOUTHERN RAILWAY IN KENTUCKY, *Defendant*.

Subject: Application for grade crossing at Paris, Ky.
Application approved after investigation, and grade crossing
allowed under restrictions stated in order.

Figure 141. Approval of grade crossing (Railroad Commission of Kentucky 1905:136)

Views from the supply chains surrounding the industry are evident in trade journals of the period. Advertisements in trade journals reflected and promoted the industry (**Figure 142** and **Figure 143**). These document opportunities for engineers and operators as well as materials such as cabling, roofing, motors, curtains, steel wheels, fuses, circuit breakers, automatic signals, fare boxes, transfer ticket boxes, seating, and asbestos (**Figure 144**, **Figure 145**, **Figure 146**). Issues pertinent to the industry include the replacement of poles as well as the effectiveness of braking power, snowplows, and brushes. Other topics covered in these materials include competition from buses and farmers' opinions, and financing from the initial operation through consolidations and reorganizations.

Trade journals also showed adaptations from older technology and revealed a plethora of companies involved in the industry (McGraw Publishing Company 1911; McGraw Publishing Company 1921). Industries were located throughout the Midwest and East Coast and included the following: Westinghouse Electric and Manufacturing Company of Pittsburg; International Steel Tie Company of Cleveland, Ohio; Electric Service Supplies Company of Philadelphia, The Electric Railway Improvement Company of Cleveland; the Dayton Mechanical Tie Company of Dayton, Ohio; The Ohio Brass Company of Mansfield, Ohio; National Brake Company of Buffalo, New York; National Pneumatic Company, Inc. of Chicago and New York, Johns-Manville Electrical Materials, Peaslee-Gaulbert and Nachod Signal Company, Inc. of Louisville, Kentucky; Anaconda Copper Wire of Chicago, and the John A. Roebling's Sons Company of Trenton, New Jersey. Additional manufacturers, including dealers in used rolling stock, have been documented by museums across the country (The Shore Line Trolley Museum 2015).

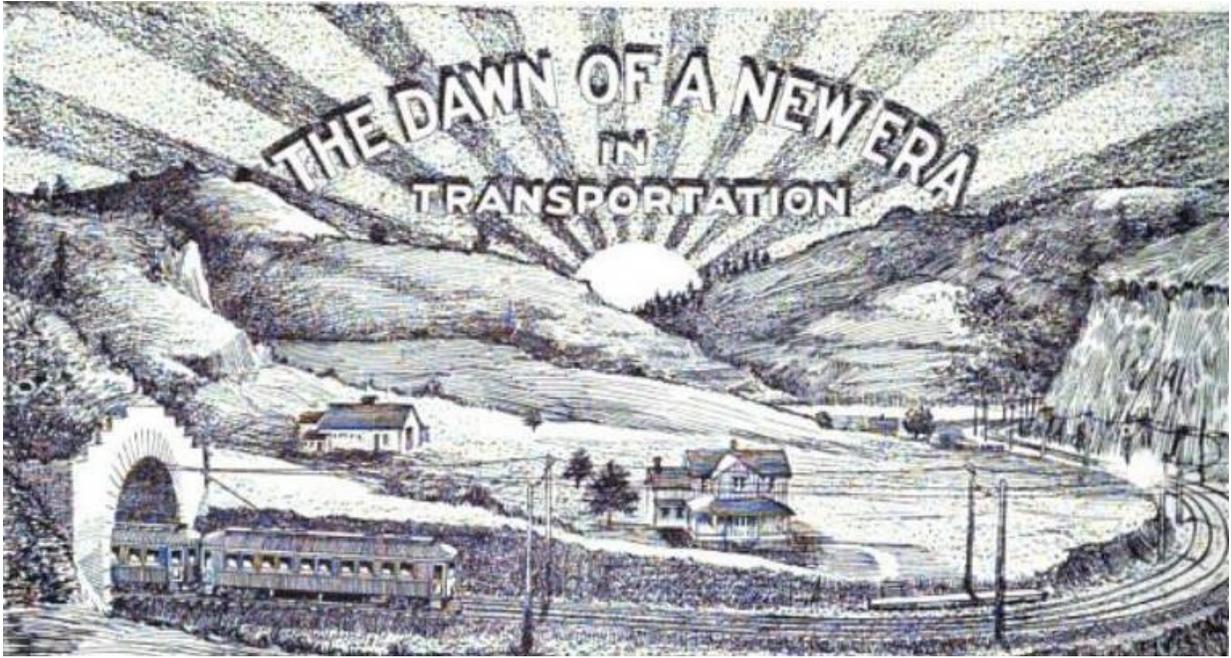


Figure 142. Advertisement in the February 25, 1921 *Electric Railway Journal* promoting interurban transportation (McGraw Publishing Company 1921).

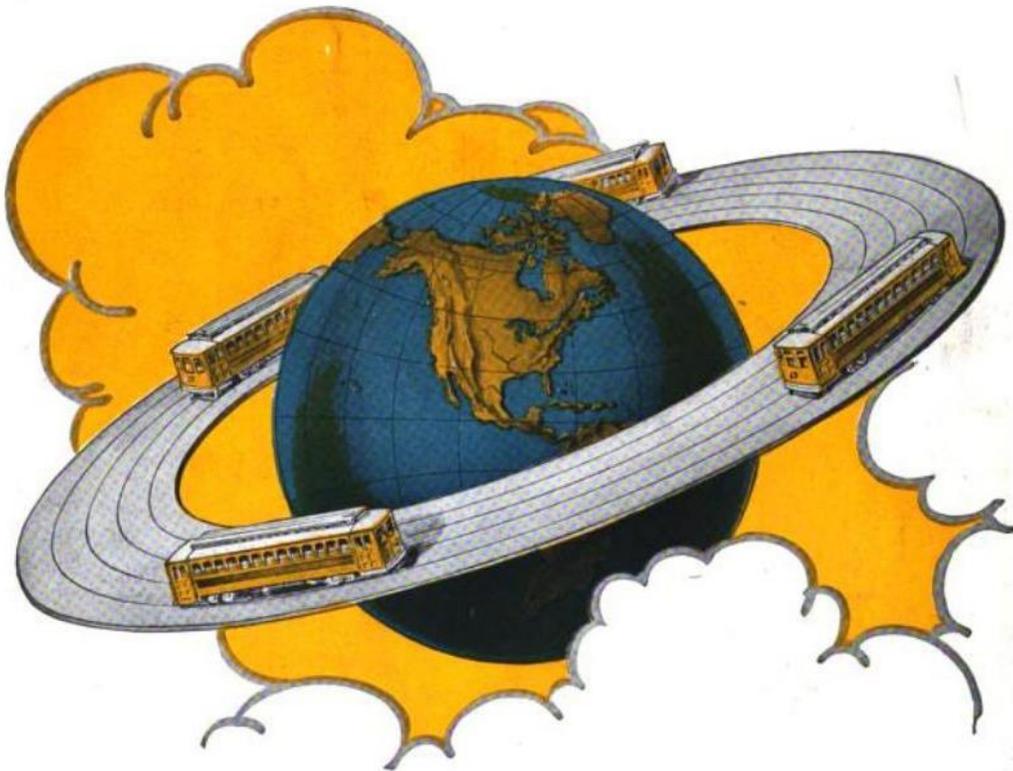


Figure 143. Interurbans circling the globe in January 15, 1921 *Electric Railway Journal* advertisement (McGraw Publishing Company 1921).

<p>KERITE</p> <p> INSULATED</p> <p>WIRES AND CABLES</p> <p>YEARS BEFORE</p> <p>the ELECTRIC LIGHT the TELEPHONE the TROLLEY CAR OR THE AUTOMATIC ELECTRIC SIGNAL</p> <p>THERE WAS KERITE AND this same Kerite, installed half a century ago, is still in service</p> <p>KERITE INSULATED WIRE AND CABLE CO. <i>Incorporated by W. R. Boisy</i> <i>General Office:</i> Hudson Terminal, 30 Church Street, New York <i>Western Office:</i> Peoples Gas Building, Chicago</p>	<p>D. C. & WM. B. JACKSON</p> <p>CONSULTING ENGINEERS</p> <p>Harris Trust Bldg. 84 State Street CHICAGO BOSTON</p>
<p>EDWARD P. BURCH</p> <p>ELECTRIC RAILWAY ENGINEER</p> <p><i>Electric Traction for Freight and Passenger Train Service</i> <i>Reports on Situations for Stockholders and Bankers</i> <i>Specifications for Steam and Hydraulic Plants</i> <i>Physical and Financial Examinations</i> <i>Investigations on Net Earnings</i></p> <p>Plymouth Building MINNEAPOLIS</p>	<p>SAMUEL G. NEILER E. H. PIERCE EDWARD P. RICH</p> <p>Pierce, Richardson & Neiler <i>(Incorporated)</i></p> <p>ENGINEERS</p> <p><i>Consulting, Designing and Supervising</i> <i>Railway, Lighting, Water Power and Industrial Plants</i></p> <p>MANHATTAN BLDG., CHICAGO, ILL.</p>
<p>DODGE DAY & ZIMMERMANN <i>ENGINEERS</i></p> <p>PRELIMINARY INVESTIGATIONS PROSPECTUSES ENGINEERING CONSTRUCTION AND MANAGEMENT FOR PUBLIC UTILITIES</p>	

Figure 144. Advertisement for electric railway materials and personnel (McGraw Publishing Company 1911:viii).

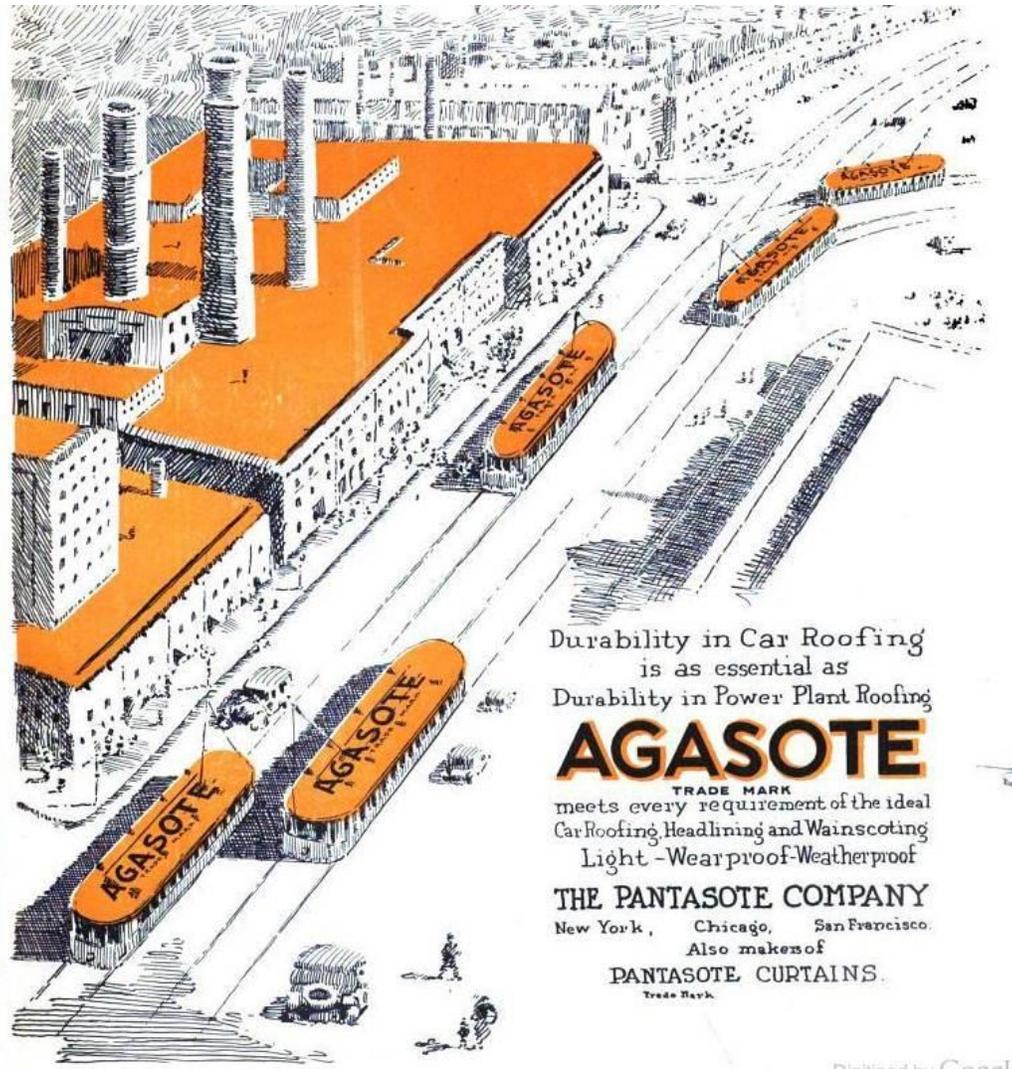


Figure 145. Advertisement for the agasote roofing of The Pantasote Company (McGraw Publishing Company 1921).

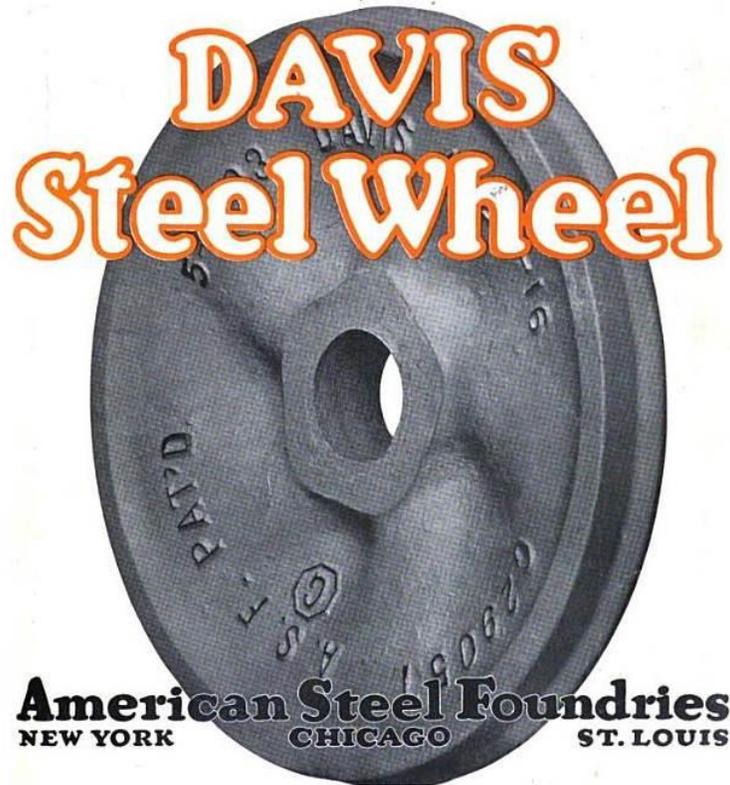


Figure 146. Advertisement for steel wheels of the American Steel Foundries (McGraw Publishing Company 1921).

From the public's perspective, the interurban created the opportunity to access urban services, educational facilities, and also the picnic grounds, amusement parks, and beer gardens that became important escapes during the Industrial Revolution. Unfortunate consequences are noted in newspaper articles of the era: segregated cars, overcrowding in the cars, and a route of escape for thieves.

DEMISE OF THE INTERURBAN

Interurban car manufacturing peaked in 1910, and in 1911 interurban officials warned that the industry about overestimated traffic and underestimated cost on numerous lines (Hilton and Due 1960:233). Track development continued through 1912, and all track that was going to be completed was complete. Nationwide, the industry decline became notable demise in 1918, although attempts were made nationwide by 1914 to increase freight business to diversify (Hilton and Due 1960). Whether this timing is also true in Kentucky remains to be fully evaluated, but in the Lexington hub, coal had been a target of the Blue Grass Traction Company as early as 1905, and a desire to become competitive with L & N was a target of the Nicholasville line in 1911 (Ambrose 2007). Profitability remained elusive, and figures presented in Ambrose (2007) indicate the Kentucky Securities Corporation operated a number of Lexington lines in 1909 at a huge loss: In 2016 dollars, this would be equivalent to \$1,360,371.68.

Causes of the industry's demise are noted by these sources. In the end, the most significant cause was not competition with the other rail lines but with the improvement of roadways. The rise of the personal use of automobiles and the concomitant completion of the good road

systems was one of the major causes; the buses and trucks also took much of the business from the interurbans. Much of this new business was unregulated (**Figure 147**). Requests for the raising of fare rates was seen as necessary during this period (**Figure 148**), and Louisville Railway also requested a rise to 5 cents from 7 cents. Additionally, although there were advertisements by the interurban companies pertaining to woes of finding a parking location (Ambrose 2007), it can be safely assumed that the density and associated delays on roadways, which make mass transit advantageous, does not appear to have been as great as today.

Additional factors also worked against the industry. Labor unrest, coal shortages, the radical economic and social changes that occurred due to the Depression, and steel shortages during World War I all contributed to narrowing the options for the interurban lines (Ambrose 2007). The maintenance of segregated facilities is here postulated to have been another as is the significant restrictions on work and leisure placed on an entire segment of the population. This remains to be investigated further.

Street car and interurban workers often belonged to the Amalgamated Association of Street Railway Employees of America, but the shops were open rather than closed, which caused much friction between union and nonunion members as well as the labor force and owners (Ambrose 2007). Notable strikes in this area occurred in 1913 in Lexington, which led to violent confrontations, and the 1934 strike that led to a quick end for the Kentucky Securities Corporation. Additional strikes had been experienced previously by the street car lines, such as in Lexington in 1901. This labor unrest was a significant development during this period, and it permeated all industries and politics of the period. Additionally, with the exception of segregated cars and depots, race relations pertinent to the interurban industry is unknown at this time, but access to jobs and labor unrest fueled much of the racial friction of the early twentieth century and the popularity of the Ku Klux Klan of the 1920s.

More tangible limitations included the containment of lines within specific geographical areas due to topographic barriers. In the Louisville hub, this included completion of the Prospect line to the uplands at Goshen. In addition to problems in obtaining subscribers, debate of an upland versus a lowland route continued through the line's history and even into the era of roadway construction. Within the Lexington hub, this included bridging the significant relief of the Kentucky River drainage along the proposed Richmond line (Ambrose 2007).

Jitney or Bus Competition

J. F. McLAUGHLIN, writing under the above caption in the *Stone & Webster Journal* for February, 1921, states that during the height of the unregulated jitney craze in 1915 from 6,000 to 10,000 machines were in operation in this country. He stated that it soon became apparent to municipalities and other regulatory bodies that the unregulated jitney congests traffic, impairs the proper functioning of the street railway system, and, in fact, destroys instead of adds to the existing transportation facilities of the community, and therefore must be regulated. The development of regulation has caused in many places the complete elimination of this form of competitive transportation, so that at present there are estimated to be only from 2,000 to 3,000 jitneys operating. Three-fourths of these are charging fares in excess of 5 cents.

This competition, Mr. McLaughlin states, has been a costly experiment to many communities and traction companies, but has taught the following lessons: (1) That street railway service and jitney or bus service cannot both exist for any length of time as competitors in the same field. (2) That with jitney or bus competition the whole or a large part of a community pays a higher fare than would be necessary if the total traffic were handled by the street railway. (3) That when operated under conditions similar to the street railways, the jitney cannot meet the transportation requirements of a community as satisfactorily or as cheaply as the street railways. (4) That the jitney or bus cannot supplant the street railway as a means of supplying urban transportation.

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Figure 147. Unregulated jitney and bus operation (McGraw Publishing Company 1921:440).

SUMMARY OF RATES OF FARE IN EFFECT AT THE CLOSE OF THE YEARS 1917, 1918, 1919 AND 1920, IN THE 288 CITIES OF THE UNITED STATES HAVING A POPULATION OF 25,000 OR MORE

Rate of Fare	1917 Number of Cities	1918 Number of Cities	1919 Number of Cities	1920 Number of Cities
10-cent cash fare.....	--	--	25	57
9-cent cash fare.....	--	--	1	4
8-cent cash fare.....	--	12	12	23
7-cent cash fare.....	--	33	64	89
6-cent cash fare.....	25	78	73	61
Central area zone system with outlying "copper" zones.....	1	13	4	2
5-cent fare with charge for transfers.....	1	8	4	1
Uniform rate zone system.....	4	6	14	11
5-cent reduced rate tickets abolished.....	5	27	20	18
Original 5-cent fare (no increase).....	*264	123	83	34
Total.....	300	300	300	300

Note—The difference between the above total of 300 and the 288 cities is accounted for by the fact that in the following cities more than one company operates: New York, N. Y., eight companies; Chicago, Ill., two companies; Tacoma, Wash., two companies — total twelve companies. * Includes 4-cent fare in Cleveland.

Figure 148. Rise of fare rates (McGraw Publishing Company 1921:287).

Electric Railway Journal Volume 57 January 1, 1921 notes that changes in costs and availability of materials such as wood ties, metal plates, copper, and steel were critical factors (Figure 149). Receiverships became more common, and consolidation of the industry publications occurred as well. By 1921, for example, *Electric Railway Journal* was published as a "Consolidation of *Street Railway Journal* and *Electric Railway Review*". The financial crises of the Depression rippled through all industries, and the interurban was no exception. Returns on investment were low even during the best years, and additional capital could not be obtained. Productivity of the workforce decreased as well.

NEW YORK METAL MARKET PRICES			OLD METAL PRICES—NEW YORK		
	Dec. 1, 1920	Jan. 5, 1921		Dec. 1, 1920	Jan. 5, 1921
Copper ingots, cents per lb.	14.00	12.75 to 13.00	Heavy copper, cents per lb.	10.50 to 11.00	10.00 to 10.50
Copper wire base, cents per lb.	17.00	16.25	Light copper, cents per lb.	8.50 to 9.00	8.00 to 8.25
Lead, cents per lb.	5.50	4.75	Heavy brass, cents per lb.	6.50 to 7.00	6.00 to 6.50
Nickel, cents per lb.	43.00	43.00	Zinc, old scrap, cents per lb.	3.25 to 3.50	3.00 to 3.25
Zinc, cents per lb.	6.00	6.00	Yellow brass, cents per lb.	4.50 to 5.00	4.00 to 4.50
Tin, cents per lb.	33.25	36.75	Lead, heavy, cents per lb.	4.00 to 4.50	3.50 to 3.75
Aluminum, 98 to 99 per cent, cents per lb.	32.90	28.30	Steel car axles, Chicago, per net ton.	20.00 to 21.00	17.00 to 18.00
			Old car wheels, Chicago, per gross ton.	32.00 to 33.00	21.00 to 22.00
			Steel rails (-hor'), Chicago, per gross ton.	19.00 to 20.00	16.50 to 17.00
			Steel rails (rerolling), Chicago, gross ton.	20.00 to 21.00	17.00 to 18.00
			Machine shop turnings, Chicago, net ton.	7.50 to 8.00	6.00 to 6.50

ELECTRIC RAILWAY MATERIAL PRICES					
	Dec. 1, 1920	Jan. 5, 1921		Dec. 1, 1920	Jan. 5, 1921
Rubber-covered wire base, New York, cents per lb.	23.00	18.00	Galvanized wire, ordinary, Pittsburgh, cents per lb.	3.95 to 4.45	3.95
Weatherproof wire base, New York, cents per lb.	22.00	19.00 to 20.00	Car window glass (single strength), first three brackets, A quality, New York, discount*	77%	77%
Standard Bessemer Steel Rails, per gross ton.	45.00 to 55.00	45.00 to 51.00	Car window glass (single strength), first three brackets, B quality, New York, discount.	77%	77%
Standard open hearth rails, per gross ton.	47.00 to 57.00	47.00 to 53.00	Car window glass (double strength, all sizes, A quality), New York, discount.	79%	79%
T-rail, high (Shanghai), per gross ton, f.o.b. mill.	73.00	73.00	Waste, wool (according to grade), cents per lb.	15 to 21	13 to 19
Rails, girder (grooved), per gross ton, f.o.b. mill.	88.00	88.00	Waste cotton (100 lb. bale), cents per lb.	15 to 17½	11 to 15
Wire nails, Pittsburgh, cents per lb.	3.25 to 4.25	3.25	Asphalt, hot (150 tons minimum), per ton delivered.	40.00	40.00
Railroad spikes, drive, Pittsburgh base, cents per lb.	3.25 to 4.25	3.65 to 4.00	Asphalt, cold (150 tons minimum, pkgs. weighed in), per ton.	36.00	36.00
Tie plates (flat type), cents per lb.	3.00 to 3.75	2.75	Asphalt, filler, per ton.	36.00	36.00
Tie plates (brace type), cents per lb.	3.00 to 3.75	2.75	Cement, New York, per bbl.	4.90	4.50
Tie rods, Pittsburgh base, cents per lb.	6.00 to 6.50	6.00	Linseed oil (raw, 5 bbl. lots), New York, per gal.	.85	.83
Fish plates, cents per lb.	3.25 to 4.25	2.75	Linseed oil (boiled, 5 bbl. lots), New York, per gal.	.87	.85
Angle bars, cents per lb.	3.25 to 4.25	2.75	White lead (100 lb. keg), New York, cents per lb.	14.25	14.00
Rail bolts and nuts, Pittsburgh base, cents per lb.	6.00 to 7.00	5.50	Turpentine (bbl. lots), New York, per gal.	.95	.75
Steel bars, Pittsburgh, cents per lb.	2.35 to 3.00	2.35			
Sheet iron, black (24 gage), Pittsburgh, cents per lb.	4.20 to 5.35	4.20			
Sheet iron, galvanized (24 gage), Pittsburgh, cents per lb.	5.25 to 6.55	5.25			
Galvanized barbed wire, Pittsburgh, cents per lb.	4.10 to 4.85	4.10			

* These prices are f.o.b. works, with boxing charges extra.

Figure 149. Costs of materials in the electric railway industry (McGraw Publishing Company 1921:111).

Industry figures for 1921 were provided in the March 12 edition of the *Electric Railway Journal* 1921:47). All are said to be a tenfold drop from previous figures. This source documents seven companies operating within Kentucky and 455.60 miles of single track have been laid. No electric locomotives are noted for the state, but passenger cars include 1,013 motor cars and 22 trailer cars while freight and express cars include 12 motor cars and 27 trailer cars. Other cars number 21 and service cars number 43. With regard to the Kentucky Securities Corporation, however, huge profits were recorded for 1929, which would be equivalent to \$9,336,513.16 in 2016 funds. This appears to indicate that, in this instance, this corporation had weathered much as the competition and succumbed more to the effects of the Depression (Ambrose 2007:92).

Patterns in the decline of the industry have been summarized by Hilton and Due (1960). Approximately even proportions of interurban companies remained independent and were bought by holding companies including railroads (35 and 36 percent, respectively). Approximately 6 percent consolidated into networks, and others were bought by power companies. Examples within Kentucky of buyout by a holding company or combined utilities and rail was the Paducah Traction and Light Company. Cincinnati, Newport and Covington Light and Traction Company bought all stock of the Cincinnati, Newport and Covington Railway and the Union Heat, Light and Power Company and also controlled the Cincinnati, Covington and Erlanger Railway, which had a power station and repair shops in Newport (McGraw Publishing Company 1911). Syndicate ownership is exemplified by the Owensboro City Railroad Company, which was bought by directors of the Evansville Railways Company (May 1910) (McGraw Publishing Company 1911).

Once defunct, Calvert (2001) notes that track was soon after removed, and cars were scrapped. Ambrose (2007), however, summarizes the boneyard—a yard of remnant cars awaiting their fate. These then could be transferred to other cities and reused, sometimes in steam lines, and also used as diners or gas station buildings.

CITIES SERVED BY INTERURBANS

According to Hilton and Due (1960:291), “other than extensions from other states, lines in Kentucky developed as hubs around Louisville and Lexington and there were no small local lines of the sort found in other states.” Data on these sorts of lines, however, may have been obscure. The following examines lines within Kentucky and summarizes them in tables within each section. Extensive information, however, remains to be scoured, and the context of Kentucky’s interurban systems requires additional research. At the present, it appears lines within the Louisville and Lexington hubs began at approximately the same time, although the first line in Louisville began a few years earlier and extended approximately ten years later due to connections with southern Indiana. The various incarnations of lines in the Lexington hub appear to have been more numerous with more players as well as with more out-of-state investors, although this may be reflect the amount of research completed by William Ambrose. Both hubs have been the subject of research, but many lines in the remaining part of the state have not been researched as thoroughly. The following summarizes data examined to this point.

Lexington Hub

The Lexington hub had had a network of mass transit during the late nineteenth century in the form of the omnibus carriage and horse or mule-drawn streetcars most notably through the Lexington City Railway Company (Ambrose 2007). According to this source, lines began as early as 1901, but had frequent turnover and reincorporation with some investors outside the state, including from Cincinnati and Detroit.

Based on research conducted by Ambrose (2007), track development in the Lexington hub appears to have been greatest between 1901 and 1911 with companies operating to 1938. Companies include the Georgetown & Lexington Traction Company (1901-1904), the Bluegrass Traction Company (1901-1911), Blue Grass Consolidated Traction Company (1901-1905), Fayette Interurban Traction Company (1904-1905), Central Kentucky Traction Company (1905-1911), the Lexington & Versailles (1905-1907), and the Frankfort & Versailles Traction Company (1903-1905). The Lexington & Interurban Railway Company holding company (1905-1911) subsumed the Blue Grass Traction Company, the Lexington Railway Company, and the Central Kentucky Traction Company, the latter of which had subsumed the Frankfort Interurban Traction Company and the Blue Grass Consolidated Traction Company in March of 1905. Summaries of these lines are presented in **Table 33** and below.

Table 33. Electric Traction Companies Serving the Lexington Hub

Line	Operation	Transitions	Counties	Population Served	Purchased for	Capital Stock	Miles of Track	Capital	Reference
Blue Grass Rapid Transit Company	2/1901-12/1904	subsumed by Blue Grass Consolidated Traction Company							Ambrose (2007)
Blue Grass Consolidated Traction Company	12/1901-12/1904	subsumes Blue Grass Rapid Transit Company; with Fayette Interurban becomes CKTC							Ambrose (2007)
Bluegrass Traction Company	1901-4/7/1911 if not before; 5/1911 to KY T & T Co.	previously Georgetown & Lexington Company, later controlled by the Lexington & Interurban Rys Co, then consolidated by Kentucky Securities Corporation into Kentucky Traction & Terminal Company)	Bourbon, Fayette, Scott				28		RRRC (1905) Ambrose (2007)
Central Kentucky Traction Company (CKTC)	to 4/7/1911 if not before; 5/1911 to KY T & T Co.	subsumed the Fayette Interurban Traction Company and Blue Grass Consolidated Traction Company; then also Frankfort & Versailles; consolidated by Kentucky Securities Corporation into Kentucky Traction & Terminal Company		26,369 (1900)					McGraw (1911)
Fayette Interurban Traction Company	2/19/1904-3/1905	subsumed by Central Kentucky Traction Company	Fayette, Jessamine, Woodford, Clark and Madison				anticipated 68 miles		RRRC 1905 Ambrose (2007)
Frankfort & Versailles Traction Company	1903-1905 amended incorporation: 9/9/1905	subsumed by Central Kentucky Traction Company	Franklin and Woodford				16+		RRRC 1905 Ambrose (2007)

Line	Operation	Transitions	Counties	Population Served	Purchased for	Capital Stock	Miles of Track	Capital	Reference
	2/19/1904-12/1905								
Georgetown & Lexington Traction Company	1901 to 2/13/1904	subsumed by Bluegrass Traction Company	Bourbon, Fayette, Scott			\$250,000 authorized	28		RRRC 1905 Ambrose (2007)
Kentucky Securities Corporation	4/7/1911-1930						86.5	22 interurban cars, 58 city cars	McGraw (1911)
Kentucky Traction & Terminal Company	1911-1938	Kentucky Securities Corporation subsumed partially by International Securities, in 1924 then by Mid West Utilities							Ambrose (2007)
Lexington & Interurban Railways Company	10/26/1905	controlled the Lexington Ry, Blue Grass Traction Co., Central Kentucky Traction Co., and Lexington Utilities Co.; later controlled by the Kentucky Securities Corporation (4/7/1911)		35,099 (1910)					McGraw (1911)
Lexington Railway Company	6/1/1899 date of first mortgage to 4/7/1911 if not before; 5/1911 to KY T & T Co.	consolidated by Kentucky Securities Corporation into Kentucky Traction & Terminal Company		26,369 (1900)		\$1,500,000 authorized			McGraw (1911)
Lexington & Versailles	1905 or later to 1907	subsidiary of the Central Kentucky Traction Company; consolidated into Lexington & Interurban Railway Company	Ambrose (2007)						

Georgetown, Scott County

In 1900, Georgetown had a population of 3,823 and was the county seat of Scott County. The railroad industry had been served by turnpikes, railroads, and a streetcar line before an interurban connected the city to Lexington. The **Georgetown & Lexington Traction Company** (1901-1904) began in 1901 by investors such as attorney Bail D. Berry, banker Younger Alexander, and William Addams, owner of the Cynthiana Power & Light Company (Ambrose 2007). This source notes much of the line was constructed along the Lexington & Georgetown Turnpike and was authorized to condemn land along county roads (Ambrose 2007). Construction of the line was awarded to Tennis Construction Company of Philadelphia and included the installation of 60-lb rails for freight hauling (Ambrose 2007). From this earliest Lexington line, many of the topics with which the interurban had to contend were in evidence. Disagreements over grade crossings, for example, arose, which required rulings by the Kentucky Railroad Commission (Ambrose 2007).

The Georgetown & Lexington Traction Company was subsumed by the Blue Grass Traction Company on February 13, 1904 and changed its name on March 3, 1904. The line extended through Bourbon, Fayette, and Scott counties (McGraw Publishing Company 1911). Archaeological remains might include the car barn and substation once located in Georgetown.

Lexington, Fayette County

Lexington itself was served by various incarnations, including the Georgetown & Lexington Traction Company (summarized above), Blue Grass Traction Company, Central Kentucky Traction Company, Lexington & Interurban Railways Company, and the Fayette Interurban Traction Company. The first three, along with the Lexington Utilities Company, would be owned by April 7, 1911 by the Kentucky Securities Corporation.

Blue Grass Traction Company (1901-1905)

The line extended through Bourbon, Fayette, and Scott counties and subsumed the Georgetown & Lexington Traction Company in 1904 (see Georgetown). This line transported coal to Elmendorf Dairy, and also included ice cars to transport dairy products from the farm (Ambrose 2007). This source documents this entity becoming part of the Lexington & Interurban Railway Company in 1905, which also held the Lexington Railway Company and the Central Kentucky Traction Company.

Blue Grass Rapid Transit Company (February 1901 to December 1901) and the Blue Grass Consolidated Traction Company (1901-1904)

These companies are two of the shortest in duration. Blue Grass Rapid Transit Company was formed February 25, 1901 and existed through December of that year (Ambrose 2007). This source notes inventors as an attorney, bankers, a newspaper editor, and a Thoroughbred farmer.

Blue Grass Consolidated Traction Company was formed in December 1901 when a syndicate formed by Detroit Senator George D. Davis bought the Blue Grass Rapid Transit Company (Ambrose 2007). Funding, however, was not allocated, and liens were purchased by Clifford D. Beebe by June of 1904 with the line being purchased by December of that year. Winchester was one intended connecting city.

Fayette Interurban Traction Company (February 1904 to March 1905)

Incorporation of the Fayette Interurban Traction Company was filed on February 19, 1904. Construction of 68 miles was anticipated to extend through the following counties: Fayette, Jessamine, Woodford, Clark, and Madison (Railroad Commission of Kentucky 1905:160) and serve the communities of Lexington, Versailles, Nicholas, and Winchester (Ambrose 2007). After the remains of the Blue Grass Consolidated Traction Company were sold to Beebe, these assets and the those of the Fayette Interurban Traction Company were reincorporated as the Central Kentucky Traction Company in February 1905 (Ambrose 2007). Woodford County assets of this company are noted to have been purchased by the Fayette Traction Company in 1905 (Electrician Publishing Company 1905:124).

Central Kentucky Traction Company (1905-1911)

In 1905, the Central Kentucky Traction Company (CKTC) subsumed the Fayette Interurban Company (February 1904 - March 1905) and the remaining liens of the Blue Grass Consolidated Traction Company (December 1901 - December 1904). In December of that same year, Central Kentucky Traction Company also subsumed the Frankfort & Versailles Traction Company. In 1909, the CKTC also built Blue Grass Park, a popular destination for the interurban (**Figure 150**). This company would be owned by the Kentucky Securities Corporation by April 7, 1911 (Ambrose 2007).

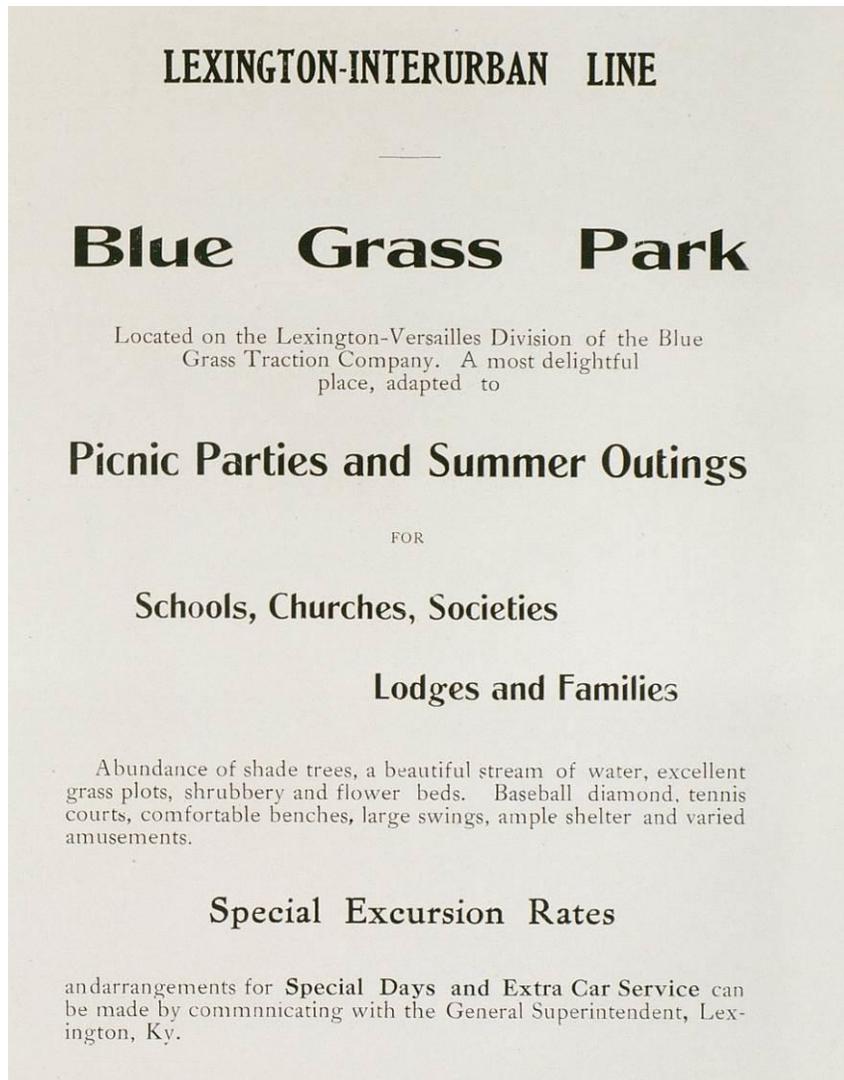


Figure 150. The 1910 Kentuckian (University of Kentucky Special Collections Research Center 1910:367).

Lexington & Interurban Railways Company (1905-1911)

Ambrose (2007) documents this company as being formed October 26, 1905, and in December of that year becoming a holding company for the Blue Grass Traction Company, the Lexington Railway Company, and the Central Kentucky Traction Company. In 1907, the company consolidated the Lexington & Versailles This company also would be owned by the Kentucky Securities Corporation by April 7, 1911.

Lexington & Versailles

After failed attempt to connect the two cities by previous entities, consolidated of these interests into the Central Kentucky Traction Company, led to the formation of the Lexington & Versailles Traction Company as a subsidiary circa 1905 (Ambrose 2007). According to Ambrose, the line extended into Versailles in December of 1906 and appears to have been consolidated into the Lexington & Interurban Railway Company in 1907.

Kentucky Traction & Terminal Company (1911-1938)

The Kentucky Traction & Terminal Company (KTTC) began service in 1910, although by 1907 a Nicholasville line was promoted to compete with Louisville & Nashville freight lines (Ambrose 200and). The Nicholasville line had been proposed by previous companies but never built; by 1911, the line included transportation to school (**Figure 151**). This source notes that purchase of a connecting railroad by L & N and the Panic of 1907 foiled the plan. The Winchester and a contemplated Richmond lines were never built.



Figure 151. School children that rode the Lexington to Nicholasville line (University of Kentucky Special Collections Research Center, James Edwin "Ed" Weddle Photographic Collection, Accession 1997av27, kdl.org).

Kentucky Securities Corporation (1911-1930)

This corporation would control the Lexington Railways Company, the Blue Grass Traction Company, the Central Kentucky Traction Company, and the Lexington Utilities Company by April 7, 1911. A portion of control was purchased by International Utilities Corporation in 1924 and by the Middle West Utilities Company in 1930.

Frankfort, Franklin County

Frankfort lay within the Lexington hub of the Fayette Interurban Traction Company, but also had a streetcar line. Amended articles of incorporation were filed for the Frankfort & Versailles Traction Company on September 9, 1905 (Railroad Commission of Kentucky 1905).

Paris, Bourbon County

In 1900, Paris had a population of 4,603 and had been settled with the intention of being the county seat of Bourbon County. The Lexington & Covington Railroad had served the city since 1853 (Kleber 1992). The city was also on the projected interurban route to the popular Blue Lick Springs (Ambrose 2007), which was a desired interurban destination. The Paris line was completed in 1903 by the Blue Grass Traction Company and later run by the Kentucky Traction & Terminal Company (Ambrose 2007). Associated archaeological remains might include a substation, located 5 miles outside the city, a car barn, and repair shop (Ambrose 2007).

Richmond, Madison County

Richmond was to be served by the Fayette Interurban Traction Company, although it is not known if a connection was completed. Incorporation was filed on February 19, 1904 (see **Lexington**). The population in 1900 was 4,653, and the town is the county seat.

Nicholasville, Jessamine County

Nicholasville also was to be served by the Fayette Interurban Traction Company. The town was incorporated in 1837. In 1900, the population was 2,393.

Versailles, Woodford County

Versailles, the county seat of Woodford County, had a population of 2,337 in 1900. Incorporation of the Fayette Interurban Traction Company was filed on February 19, 1904 (see **Lexington**), which was intended to serve Versailles, but funding and therefore construction lagged behind required deadlines. Once the interests were consolidated into the Central Kentucky Traction Company, the Lexington & Versailles Traction Company was formed as a subsidiary circa 1905 (Ambrose 2007). According to Ambrose, the line extended into Versailles in 1906 and appears to have been consolidated into the Lexington & Interurban Railway Company in 1907. Like Frankfort, Versailles appears to have had a local line as well--the Frankfort & Versailles Traction Company, which operated between 1903 and 1905 (Ambrose 2007). Lexington Avenue was the location of a power station, passenger depot, and freight depot.

Winchester, Clark County

The county seat of Clark County, Winchester had a population of 5,964 in 1900. The Fayette Interurban Traction Company (incorporated February 19, 1904) was intended to extend to Winchester. Additional information is above in **Lexington**. In 1906, a University of Kentucky theses entitled *The Interurban Road to Winchester, Kentucky* was noted as being completed by James Clarence Nesbit. Additional research should highlight this research and its author. An extension to Winchester was envisioned by numerous lines, but not completed. Ambrose (2007) notes this was due to lack of a franchise from the Fiscal Court, who were wary of competition with the local street railway system.

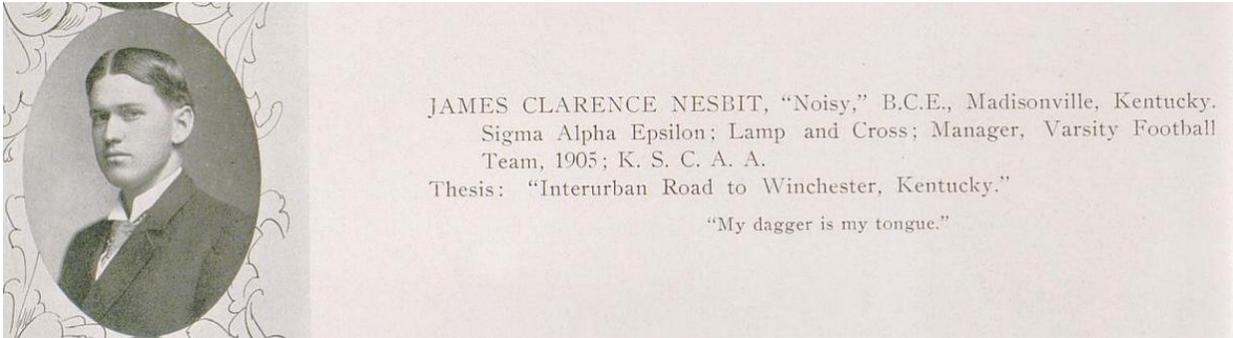


Figure 152. Nesbit thesis entitled "Interurban Road to Winchester, Kentucky" (Nesbit 1906).

Louisville Hub

As with Lexington, the Louisville interurban system had ties to other mass transit modes, including the omnibus, the mule- or horse-drawn car, and streetcar transportation. Much of the experience in logistics, infrastructure, and an experienced management was grounded in these predecessors. The uniform of one Louisville streetcar conductor is shown in **Figure 153**.

Louisville street car developments have been researched and reported in a Master's thesis and in a student research paper (Schatz, David 2012) a Master's thesis (English 1972), and a video (Herron Rail Video 2001). As summarized within English (1972), suburbanization began during the Antebellum period in Louisville, but the streetcar network--in particular the electric streetcars after 1889--aided the redistribution of residents to the outskirts of the urban core. This transit system, in addition to the expansion of city utilities, real estate agencies, the building and loan associations, increase in land speculation, and the influence of the Southern Exposition and park formations, greatly increased the extent and pace of suburbanization within the area immediately surrounding the urban core. Land speculation and subdivision development within what has become the Louisville core was popular during this period, but at times was not well planned. In the Audubon Park area, for example, this led to one subdivision consisting of one street independent of the surrounding subdivision (McGrath and Kennedy 2014).

Interurban construction within the Louisville hub extended between 1901 and 1910. Much of the control of this hub was the Louisville Railway Company. In addition to money, this hub also had strong interests across Indiana state lines and briefly had connection as far as Indianapolis. Within the immediate vicinity, the hub connected both incorporated towns such as Anchorage (1878), Jeffersontown (1797), LaGrange (1840), and Shelbyville (1846) with other unincorporated census-designated places that became neighborhoods of Louisville such as Fern Creek, Orell, and Okolona. Others, such as Prospect, were incorporated at a later date (1974). As noted by Calvert (2001b), in order of their service, these included Anchorage and Pewee Valley, Jeffersontown, Prospect, Okolona, Orell, Fern Creek, LaGrange, and Shelbyville. In contrast, service cancellations, with the exception of Prospect and Shelbyville, affected the unincorporated areas first. These were as follows: Okolona, Jeffersontown, Fern Creek, Shelbyville, Orell, LaGrange, and Prospect.



Figure 153. Louisville street car conductor Rex Bernard Hill.

After the 1893 electrification of the Louisville to New Albany, Indiana commuter line by the Kentucky & Indiana Bridge Company, the Louisville hub developed by the Indiana & Interurban Railroad Company, the Louisville & Eastern (previously the Louisville, Anchorage, & Pewee Valley), and the Louisville & Southern Indiana Traction Company (previously the Southern Indiana Interurban Railway) (Calvert 2001). In addition to the local network made by these, the Dixie Flyer also extended from Indianapolis to Louisville. Population centers served by this hub are summarized in **Table 29**. Additional information for the lines is presented in **Table 34**. As summarized in Calvert (2001), track construction ended in the immediate Louisville area by 1910.

Table 34. Electric Traction Companies Serving the Louisville Hub

Line	Operation	Transitions	Counties	Reference	Population Served	Purchased for	Capital Stock	Miles of Track	Capital
Indianapolis & Louisville Traction Company	12/1905 to 1912	Interstate public Service Company formed in 1912	Jefferson Clark County, IN Jackson County, IN	McGraw (1911) see for revenue and traffic statistics; (Calvert 2001b)			\$2,500,000	40.92 owned	"8 double truck passenger motor cars, 2 freight and express motor cars, 2 service cars"
Indiana Railroad Service	1930-unknown	discontinues Jefferson to Louisville service in 1932		(Calvert 2001b)					
Kentucky & Indiana Bridge Company	1893-1912	interurban service controlled by Interstate Public Service Company then public Service Company of Indiana		(Calvert 2001b)					
Louisville, Anchorage, & Pewee Valley	by 1901; end by 1907	reorganized as the Louisville & Eastern		(Calvert 2001b)					
Louisville & Eastern R.R. Company	post 1901 but prior to 1907; bankrupt by 1/3/1911	reorganized Louisville, Anchorage, & Pewee Valley; foreclosure sale in 1911; first to Louisville Traction Company, consolidated with the Louisville & Interurban Railroad Company	Jefferson Oldham Shelby	(Calvert 2001b)					
Louisville & Interurban Railroad Company	1903-1936	5/11/1904: additional tracks Valley Station to West Point, to Prospect (already operating), and to Okolona; takes over Shelbyville and LaGrange lines 1910	Jefferson	RRRC 1905; McGraw (1911); (Calvert 2001b)			\$1,500,000 authorized	19.5+ new 20.3 already 1911: 101.34	24 motor cars; 1 other
Louisville Traction	7/5/1903	holding company of the	Jefferson	McGraw	204,731	controls the	\$15,000,000		

Line	Operation	Transitions	Counties	Reference	Population Served	Purchased for	Capital Stock	Miles of Track	Capital
Company	(New Jersey) to unknown (possibly 1911)	Louisville Railway; purchases the Louisville & Eastern 1/3/1911, which is then consolidated with the Louisville & Interurban Company		(1911); (Calvert 2001b)	(1900)	Louisville Ry Co.	00 authorized		
Louisville Railway Company	4/9/1893 to unknown	controlled by Louisville Traction Co.; "consolidation of the Louisville City Ry. Co., Central Passenger R.R. Co., Kentucky Street Ry. Co., Beargrass Ry. Co & Crescent Hill Ry. Co." and owns all of Louisville & Interurban Ry. Co.	Jefferson	McGraw (1911); (Calvert 2001b)			\$5,500,000	167 (minus miles owned by Louisville & Interurban)	411 motor cars, 195 trail cars, 10 work cars, 15 snow plows, 5 sweepers, and 2 miscellaneous cars
Louisville Interurban Railway Company		not currently known if different from Louisville & Interurban <i>Railroad</i> Company, above	Jefferson	McGraw (1911)					
Louisville & Northern Railway & Lighting Company		later part of the Interstate Public Service Company		McGraw (1921:283)					
Louisville & Southern Indiana Traction Company	negotiating by 1902; 1/16/1904-ca. 1921	previously the Southern Indiana Interurban Railway; also noted to have been the Rapid Transit Company; later part of the Interstate Public Service Company	Clark and Floyd and may expand to Scott, Jefferson, Jackson, Jennings, Harrison, Washington, Crawford, and Orange	RRRC 1905; McGraw (1921:283); (Calvert 2001b)				aimed at 200	
New Albany & Louisville Electric Railroad	operating by 1934	obtains K & I Daisy Line		(Calvert 2001b)					

Line	Operation	Transitions	Counties	Reference	Populatio n Served	Purchased for	Capital Stock	Miles of Track	Capital
Corporation									
Southern Indiana Interurban Railway		becomes the Louisville & Southern Indiana Traction Company		(Calvert 2001b)					
Interstate public Service Company	1912-1931	controls K & In Bridge Company interurban service		(Calvert 2001b)					
Public Service Company of Indiana	1931 to unknown			(Calvert 2001b)					

Anchorage, Jefferson County

This city in eastern Jefferson County was served by the Louisville, Anchorage, & Pewee Valley (LA&PV), for which construction had begun in 1901 (Calvert 2001b). The town, incorporated in 1878, had previously been served by a steam line. Population of these areas consisted of 421 in Anchorage and 464 in Pewee Valley.

LaGrange, Oldham County

Between April 1, 1907 and 1911, LaGrange was serviced by the Louisville & Eastern line after which this line was consolidated with the Louisville & Interurban Railroad Company. The line operated until August 24, 1935 (Calvert 2001b). It had previously been served by a steam line. The county seat of Oldham County, LaGrange had a population of 646 in 1900.

Louisville, Jefferson County

The beginning of the interurban era was initiated in the Louisville area in 1893 by the Kentucky & Indiana Bridge Company's electrification of the Louisville to New Albany commuter route (Calvert 2001b). After that time, Louisville developed an extensive network of interurban lines that effectively connected suburb and urban areas. The end of the period is marked by the end of electric interurban service in 1935, and the very last electrified line being used on the eve of 1946 on the K & I bridge.

Cars used for the Louisville interurban lines were purchased from the St. Louis Car Company, the Cincinnati Car Company, and the American Car and Foundry Company (**Figure 154**), which was located in Jeffersonville, Indiana.



Figure 154. American Car and Foundry Company mark on flatbed at the LaGrange Railroad Museum.

Indianapolis & Louisville Traction Company (1905-1912)

Indianapolis & Louisville Traction Company incorporated December 1905 and connected with Louisville & Northern Railway & Lighting Company at Sellersburg, Indiana. Through-cars began May 1, 1908. A power station was located in Scottsburg, Indiana (McGraw Publishing Company 1911). Interstate Public Service Company was formed in 1912 and operated the interurban lines. (Calvert 2001b).

Indiana Railroad Service

This entity arose out of the reorganization during the Depression and began in 1930 (Calvert 2001b). It leased tracks of the Public Service Company of Indiana, and completed extensive revisions in the rolling stock. The company continued the Dixie Flyer/Hoosier Flyer route between Indianapolis and Louisville for a time, but discontinued the Jeffersonville to Louisville local service in 1932.

Kentucky & Indiana Bridge Company

Electrification of this line's commuter route in 1893 ushered in the electric interurban era in Kentucky. This line is discussed above.

Louisville, Anchorage, & Pewee Valley (1901-unknown)

The Louisville, Anchorage, and Pewee Valley (LA&PV) was under construction by 1901. This became the Louisville & Eastern Interurban (Calvert 2001b).

Louisville & Eastern Interurban (unknown-1911)

The Louisville & Eastern was the reorganized descendant of the Louisville, Anchorage, and Pewee Valley. It completed its LaGrange line in 1907 and began a line to Shelbyville in 1908. Service began to this incorporated seat of Shelby County on August 19, 1910. By 1911, however, the company was bankrupt and was acquired by the Louisville Traction Company and its parent company, the Louisville Railway Company at foreclosure sale on January 3, 1911; it was consolidated with this company's other interurban entity, the Louisville & Interurban Railroad Company (Calvert 2001b).

Louisville & Interurban Railroad Company (1903-1936)

The Louisville & Interurban Railroad was incorporated in January, 1903 (Calvert 2001b). Louisville & Interurban Railway (as noted in source) Company supported a power station and repair shops at Marcia, Kentucky (McGraw Publishing Company 1911:26). On May 11, 1904, additional tracks to Valley Station, West Point, Prospect (already partially operating), and to Okolona were requested. Also already operating were the lines to Jeffersontown and Pleasure Ridge (Railroad Commission of Kentucky 1905). In 1921, the General Superintendent became Richard H. Wyatt, an individual that had had much experience in the previous streetcar and mule-drawn systems (McGraw Publishing Company 1921:918) (**Figure 155**). The company was dissolved in 1936 (Calvert 2001b).



Figure 155. Richard H. Wyatt (McGraw Publishing Company 1921:918)

Louisville & Northern Railway & Lighting Company

Organized in 1905, service used the Big Four Bridge and service extended east to Charlestown and north to Sellersburg, Indiana (Calvert 2001; McGraw Publishing Company 1921:283). Later, it became part of the Interstate Public Service Company.

Louisville Railway Company

The Louisville Railway Company was organized by H.H. Littell, and the interurban division was added in 1903 (McGraw Publishing Company 1921:918). Tokens from the company are shown in **Figure 156**. The company was the holding company of the Louisville Traction Company as well as the parent company of the Louisville & Interurban Railroad Company (1903-1936). When the Louisville & Eastern, fell into bankruptcy and became owned by the Louisville Traction Company, Louisville Railway consolidated this with the Louisville & Interurban Railroad Company.



Figure 156. Tokens for the Louisville Railway Company. Courtesy of the Jeffersontown Historical Museum.

Louisville & Southern Indiana Traction Company and the Southern Indiana Interurban Railway

Filed incorporation on January 16, 1904 to “construct, own and maintain street and interurban railroads in the counties of Clark and Floyd” (Railroad Commission of Kentucky 1905). Previously, the line had been the Southern Indiana Interurban Railway (Calvert 2001b). The line has also been noted to have previously been the Rapid Transit Company, which was organized ca. 1901. Rapid Transit extended between New Albany and Jeffersonville, and then extended into Louisville over the Big Four Bridge (McGraw Publishing Company 1921:283).

Louisville Traction Company

Evidence cited in McGraw (1911) notes the Louisville Traction Company was incorporated on July 5, 1903 in New Jersey. The company was the holding company of the Louisville Railway Company, which in turn controlled the Louisville & Interurban Railroad Company (1903-1936). The company had ties to the Louisville & Eastern as well and briefly acquired this company after its bankruptcy in 1911. The demise of this company is not known.

New Albany & Louisville Electric Railroad Corporation

Only a brief mention of this entity is given in Calvert (2001b). This corporation operated the Daisy Line over the K & I bridge from approximately 1934 to the end of the interurban era in 1945. Buses are noted to have replaced the service within Portland.

Jeffersontown, Jefferson County

Although the Louisville, Anchorage, & Pewee Valley had begun operating by 1901, Jeffersontown was the first of the lines built by the Louisville & Interurban Railroad Company (**Figure 158**). Service to Jeffersontown extended from May 2, 1904 to December 1, 1932. In addition to labor, recreation, and socializing, the interurban was used for school children, and

tokens were used for payment (**Figure 156**). The population in 1910 was 345, which is lower than any others, but, in contrast to Fern Creek, Okolona, and Prospect at the time, Jeffersontown had been incorporated since 1797.



Figure 157. School token from the Louisville Railway. Size is slightly less than a quarter in circumference and thickness; front and back of same token.

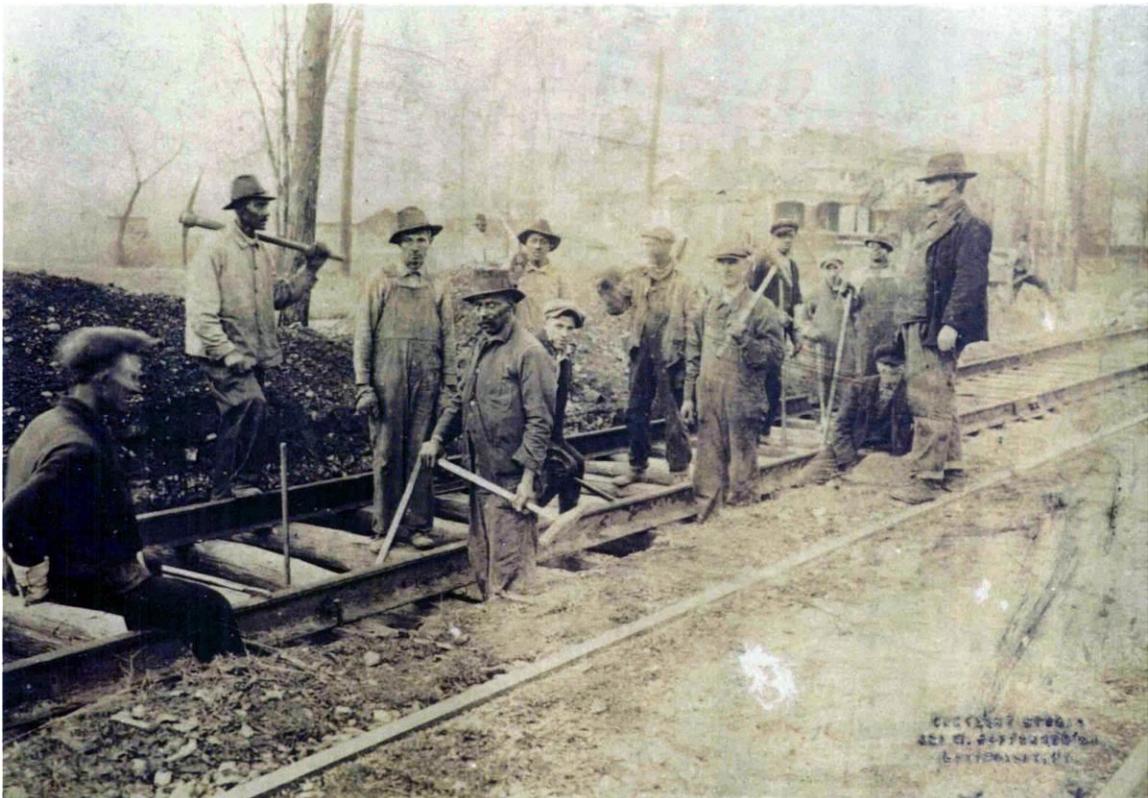


Figure 158. Track construction in progress (photograph courtesy of the Jeffersontown Historical Museum).

Service was extended from May 2, 1904 to December 1, 1932. In 1911 the Louisville & Interurban had merged with the Louisville & Eastern within the Louisville Railway (Calvert 2001b:418). Lines such as those to Jeffersontown operated on an hourly schedule; passengers could board a car at the local loop and ride to the downtown terminal located at Jefferson Street between Third and Fourth Streets (Calvert 2001; Fern Creek Women's Club 2004). Interurban lines that once ran alongside Taylorsville Road are visible in **Figure 159**.



Figure 159. Photograph of Charlotte Blankenbaker standing where Sprowl Road is now. The Buchanan House (the blue Blankenship Dance Company house) is behind her on Taylorsville Road, and the interurban tracks can be seen on the ground behind her. Courtesy of Tom Lovett.

From Jeffersontown, stations included Owing, Sub Station (located at 4545 Taylorsville, now Schumann Antiques), Lowe, Lennert, Breckinridge Loop (located at Bowman Field), Doup's Point (located at the intersection of Bardstown Road and Taylorsville Road), City Limits, and Terminal Station (Wyatt 1928). **Figure 160** shows the line and also gives an idea of how rural the area was during this time.



Figure 160. Interurban line that ran to Jeffersontown in 1907. Courtesy of the University of Louisville Special Collections, A. W. Terhune Collection, ULPA 1987.70.47, <http://digital.library.louisville.edu/u/?/kyimages,43>

Jeffersonville, Clark County, Indiana

Although the county seat of Clark County, Indiana, in 1900 the population of Jeffersonville was approximately half as much as that of New Albany, which may reflect commuting trends. The population for Jeffersonville was 10,774. Jeffersonville had been connected to Louisville as well New Albany. Service to Louisville via the Big Four Bridge was discontinued in 1932 by Indiana Railroad System, which suspended service to New Albany in 1934 (Calvert 2001).

Fern Creek, Jefferson County

Fern Creek had become the center of the truck farm agricultural area, and was home to the fairgrounds. The Farmers and Fruit Growers Association was formed; one outcome of this association was the beginnings of the Jefferson County Fair Association (Fern Creek Woman's Club 1976). This in turn led to the creation of fairgrounds on first Beulah Church Road and secondly on what became known as Fairgrounds Road. At the second location, the fairgrounds included a racetrack, grandstand brought from the earlier 1903 Exposition in St. Louis, and a merry-go-round.

The Louisville & Interurban Railroad operated the Fern Creek line from June 6, 1908 to December 26, 1933. In January 1911 the Louisville & Interurban had been merged by the Louisville Railway with the Louisville & Eastern. Stations located in Fern Creek and northward included Williams Station at Settler's Trace, Fairgrounds Station at Fairground Road, Bohannons, Stivers, Greenberg, Hudson (Hudson Lane and Bardstown Road), Wildwood, and Bashford Manor (Fern Creek Women's Club 1976:4; Wyatt 1928). The location of the terminus and freight house became the Fern Creek Community Center.

During the early twentieth century, many from the city rode the interurban out to visit the area and enjoy a Sunday dinner at the Nicholson Hotel. The Nicholson Hotel originally had been built by Noah Cartwright, a prominent area farmer. Later, Mrs. Lillie Nicholson became famous for her cooking and many celebrities came to visit (Ryan 1972). According to this article, celebrities included "Al Jolson, Lana Turner, Babe Ruth, and Jack Dempsey". Although the interurban line ceased in 1933, the hotel remained open until 1962.

New Albany, Floyd County, Indiana

In 1900, New Albany had a population of 20,628, and has been the county seat of Floyd County since 1819. The higher population and the industries in New Albany made the city a valuable commuting and freight connection, and it was served by the earliest and one of the latest routes (1893-1945). The Kentucky & Indiana Bridge Company first electrified the line; other entities involved in New Albany's transportation system included the Interstate Public Service Company (1912-1931), the Public Service Company of Indiana (beginning in 1931), and the Indiana Railroad System (beginning in 1930), which leased the track, and the New Albany & Louisville Electric Railroad Corporation (ca. 1934-1945) (Calvert 2001), which leased its track over the K&I bridge from the Louisville Railway Company.

Okolona, Jefferson County

The 1900 population of Okolona is not known, but the village was served by the Louisville & Interurban Railway from May 1, 1905 to May 5, 1931. The 1913 atlas depicts a loop for return to Louisville (**Figure 161**). One subdivision is noted, the H.O. Robb Subdivision. Early establishments in the community were churches. Bethesda Chapel become Cooper Chapel in 1860 and moved near present Cooper Memorial United Methodist Church (Ahonen 2011) Meadow Home Baptist Church, later Okolona Baptist Church had begun circa 1888 by Fairdale's Little Flock Baptist Church. Schools in the vicinity included Okolona Elementary and Southern High School.

One of the first grocery stores in town was that of J. F. Jones, which had been established in 1898. A grocery that became known as Van Fleet's was opened in 1913 by the Okolona Improvement Company. The company was incorporated in 1911 as a stock company. Officers included John B. Lips (president), T. Gividen (vice-president), H.D. Robb (secretary and treasurer), and T.E. Craig, J. B. McDowell, Dr. C. L. Cooper, and Frank Gault (directors). Others in the community bought stock in the company as well (Okolona Woman's Club 1956). The building was a two-story, five-bay, hipped-roofed building. While the lower story was devoted to general merchandise, the upper story included a stage and rooms for community groups such as Eastern Star and the Okolona Masonic Lodge. The store was managed by Edwin D. Miller, Sr. who, with at least one son, appears to have leased the establishment in 1922. Another source suggests the establishment was purchased in 1917. For a number of years, the establishment became known as Miller and Sons. Then, in 1926, the store was purchased by Joe L. Van Fleet and his father Grant.

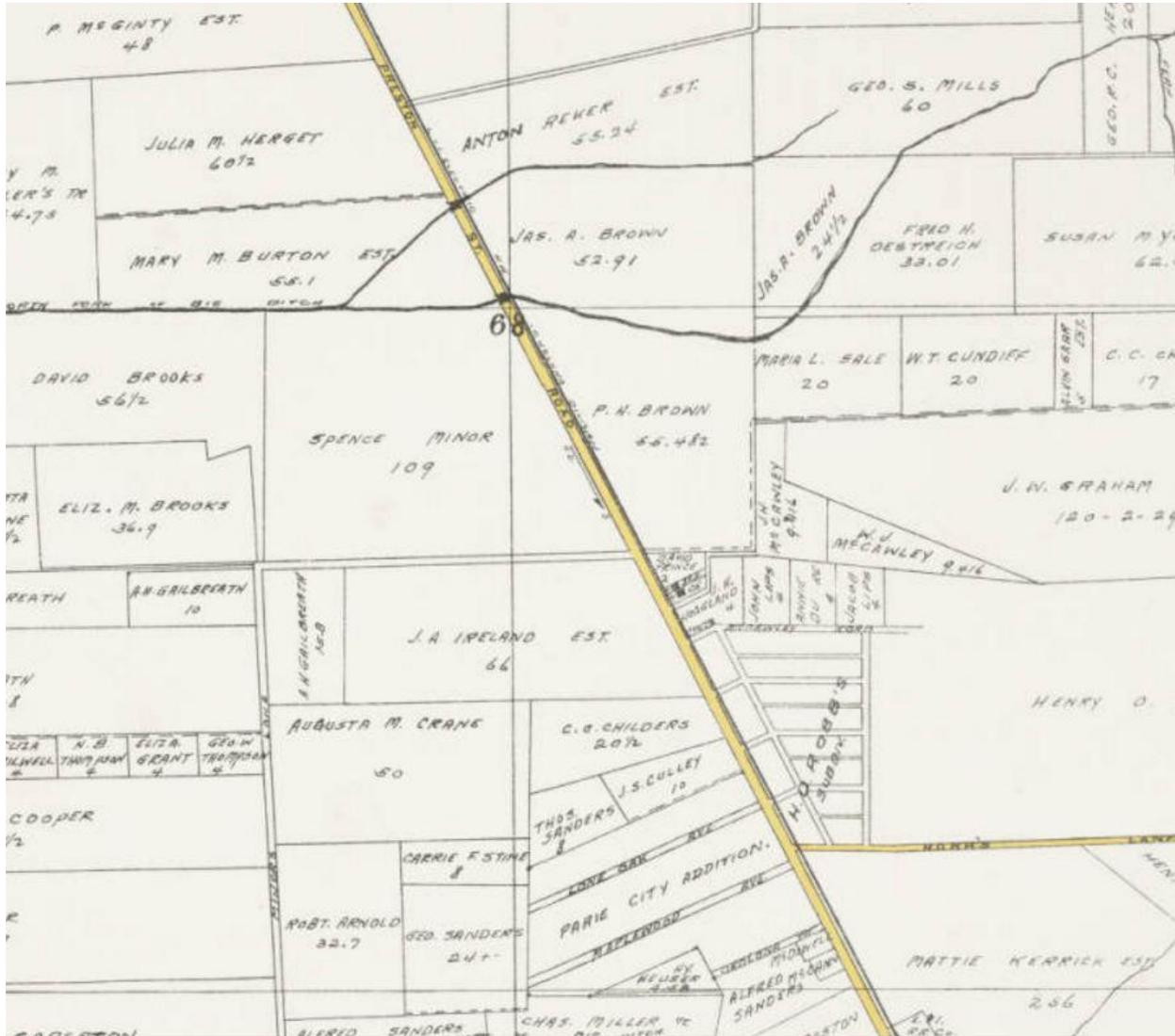


Figure 161. 1913 atlas depicting Okolona and the line of the Louisville & Interurban Railroad Company, Okolona Division depicted paralleling Preston Highway, page 68 (Hunter 1913).

Orell, Jefferson County

The Orell area was served by the Louisville & Interurban Railroad Company, and operation extended between 1907 and 1935. Its operation had been preceded by the valley turnpike and the Cecilia Branch of the L& N (Beers and Lanagan 1879). A number of lots were delineated, and the town had two blacksmith shops, a post office, and three grocers at that time. Two schools had existed in the area—one for white children and one for African Americans. By 1913, the I. C. R.R. Company extended east of the town with a station further south in Meadow Lawn, and the Louisville & Interurban Railroad Company line, which extended into town (**Figure 162**). Southwestern Jefferson County had become a destination of the industrial clay deposits exploited by the Kosmos Cement Company to the south; truck farms, including numerous large

tracks owned by a pickle company east of Orell; and river camps along the Ohio River west of Orell.



Figure 162. 1913 atlas, Page 98 depicting the Louisville & Interurban Railroad Company line extending to Orell (Hunter 1913).

Prospect, Jefferson County

At the time of the interurban, Prospect was a crossroads community located at the intersections of U.S. 42, Rose Island Road, and Covered Bridge Road. Population of this unincorporated village are unavailable. The end of the interurban line at Prospect was located 12.3 miles from the Louisville terminal and numerous stops served country estates, recreational locations, and the community of Harrods Creek (Sulzer 1950). The line was part of the Louisville & Interurban Railroad Company, which reached Prospect in 1904. On 1913 mapping, the line is noted as the Louisville & Prospect Electric Railroad (**Figure 163**). This location was known to have included a depot, general store, passing track, two spurs, and—at the time of the interurban—a loop. One spur serviced the stock pens associated with the line, as the main products shipped from this location included livestock. Agricultural products would have been the other main commodity shipped. The stop had continued since its use along the Louisville, Harrods Creek & Westport line, which reached Prospect (known as Sand Hill at that time) in 1877. The town was briefly called Wilhoite, being named for the postmaster, for a month beginning on February 15, 1886 before being changed to Prospect (Rennick 1984).

Although the line appears to be an ephemeral infrastructure project with no legacy, its effects include the more permanent residence of historic homes along River Road, including those estates within the Country Estates of River Road Historic District (Community Transportation Solutions 2007; Neary 2000). The Country Estate Historic Preservation Plan (Community Transportation Solutions 2007) also noted the visible grade of these interurban lines; recommendations included amending the NRHP boundary of the Country Estates Historic District to include these landscape features.

See **Louisville** for additional information on this line. Additional information on the stops during the steam and interurban era are summarized in McGrath et. al (2010)

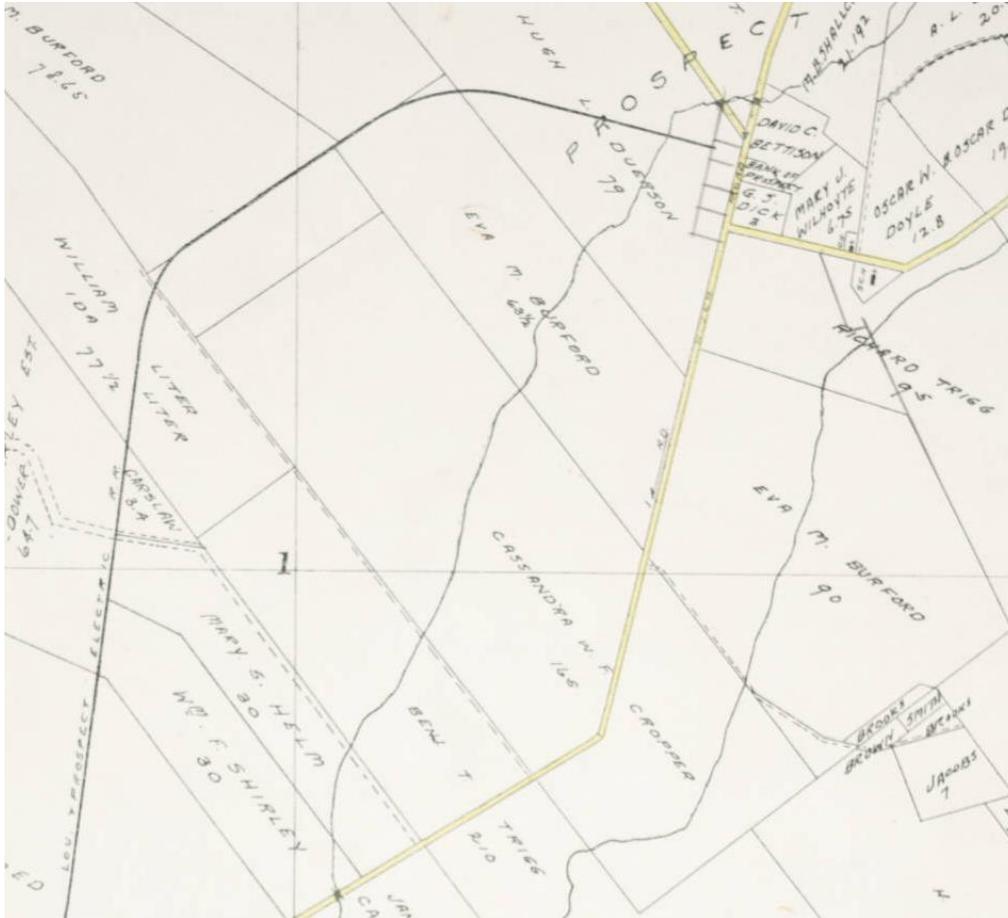


Figure 163. Prospect line of the Louisville & Interurban Company depicted on the 1913 atlas, Page 1 (Hunter 1913). Courtesy of the University of Louisville Digital Collections <http://digital.library.louisville.edu/u/?maps,93>

Shelbyville, Shelby County

Shelbyville, the county seat of Shelby County, had been incorporated in 1846 and in 1900 had a population of 3,016. In addition to LaGrange, the Shelbyville interurban extension was constructed by the Louisville & Eastern (previously the Louisville, Anchorage, & Pewee Valley) (Calvert 2001). This source notes that construction began in 1908, but, due to the terrain, was costly and resulted in bankruptcy of the Louisville & Eastern. This was acquired by Louisville Traction Company, then, along with the Louisville consolidate with the Louisville & Interurban Railroad in January 1911 by their parent company, the Louisville Railway. The Shelbyville service began August 19, 1910 and ended on May 15, 1934. Other communities served by this line included Middletown.

Local Lines

In contrast to the summation in 1960 by Hilton and Due, interurban lines were at least envisioned to have been connectors between regional towns. These are summarized in **Table 35**. These appear to have developed from the street railways, such as in Owensboro and include larger towns of Owensboro, Paducah, Shelbyville, New Castle, and Somerset with additional lines in Northern Kentucky connected to Cincinnati.

Table 35. Electric Traction Companies Serving Local Lines and Extensions from Other States

Line	Operation	Counties	Reference	Population Served	Purchased for	Capital Stock	Miles of Track	Capital
Bowling Green Railway Company	7/1898	Warren	McGraw (1911)	9,173 in 1910		"Issued \$75,000; par value, \$100 per share"	7.5	6 motor cars; 7 trail; 1 freight motor and 2 freight trail
Cincinnati, Covington & Erlanger Railway	9/1899- ca. 3/11/1902		McGraw 1911	42,938 (1900)		incorporated with \$250,000 stock	3 miles having been completed in 1911	
Cincinnati, Newport & Covington Light & Traction Company	3/11/1902 -			53,270 (1910)			66	165 motor cars
Cincinnati, Newport & Covington Railway	xxxx- 3/11/1902			42,938 (1900)				
Columbia & Lebanon Interurban Railway Company	5/3/1904-	Adair, Marion, Taylor	RRRC 1905				construction of track; 46 miles	
Eminence & New Castle Electric Railway Company to become the Shelbyville & Ohio River Valley Electric Railroad Company (6/2/1905)	6/21/1904 -	Henry	RRRC 1905; McGraw 1911	1,274 (1910 for Eminence)		"authorized 150,000" (McGraw 1911)	construct 10.5 (1904 plan) 42 (1905)	
Evansville & Henderson Traction Company	9/22/1904	Henderson	RRRC 1905				"construct purchase, or rent"	
Henderson Traction Company (purchased the Henderson City Railway Company)	2/18/1907	Henderson	McGraw (1911)	11,452 (1910)		11,452 (1910)	6 (with one mile on private right-of-way)	13 cars
Henderson City Railway Company (street railway?) (later the Henderson Traction Company)	2/1904-	Henderson	McGraw (1911)	10,272 (1910)				
Hodgenville Buffalo, & New Haven Railroad Company	4/21/1905	Larue, Nelson	RRRC 1905				construct 20	
Kentucky & Ohio River Interurban Railroad Company	amended 12/2/1905		RRRC 1905			from 25,000 to 250,000		

Line	Operation	Counties	Reference	Population Served	Purchased for	Capital Stock	Miles of Track	Capital
Maysville, Carlisle, Millersburg & Paris Traction Company	7/31/1905 -	Mason, Fleming, Nicholas, and Bourbon ("these prosperous counties")	RRRC 19051905				50	
Owensboro City Railroad Company (later acquired by the Evansville Rys Co.) street railway	1884 to	Daviess	McGraw (1911)			\$75,000 authorized	17,	6 double, 19 single ruck passenger motor cars, 6 trail passenger, 2 freight motor, and 30 freight, and 1 service cars
Park City Railway Company	to 2/2/1898 (foreclosure)	Warren	McGraw (1911)					
Paducah Traction & Light Company			McGraw (1911)	22,760			17.7	30 motor 14 tail passenger 4 other cars
Shelby County Electric Power and Railway		intended to serve Shelby, Henry, and Franklin	(Bogart 2014).					
Shelbyville & Ohio River Valley Electric Railroad Company previously the Eminence & New Castle Railway Company	6/2/1905	intended to serve Shelby and others						
Somerset, Light & Traction Company	-1911		McGraw (1911)					
Street Railway: Maysville Street Railroad & Transfer Co.			McGraw (1911)					
United Water, Light & Traction Company (Somerset)	1911-		McGraw (1911)	4,491 (1910)	78,000	100,000	3	3 cars

Buffalo, Larue County

Hodgenville, Buffalo, & New Haven Railroad Company filed incorporation papers on April 21, 1905 and at that time consisted of 20 miles of tract. The community remains unincorporated.

Cambellsburg, Henry County

The Shelbyville & Ohio River Electric Railroad Company served the city (see **Eminence, Henry County**, below). The town had a population of 191 in 1900.

Carlisle, Nicholas County

Maysville, Carlisle, Millersburg & Paris Traction Company filed its incorporation papers on July 31, 1905 (Railroad Commission of Kentucky 1905). This operation could serve Mason, Fleming, Nicholas, and Bourbon, which were noted as “these prosperous counties” (Railroad Commission of Kentucky 1905). Fifty miles of track were envisioned. It is not known if this was ever realized. Carlisle is the county seat and in 1900 had a population of 1,377.

Carrolton, Carroll County

The Shelbyville & Ohio River Electric Railroad Company served Carrolton (see **Eminence, Henry County**, below). In 1900, the population was 2,205, and it is the county seat.

Central City, Muhlenberg County

An electric railroad was envisioned between Greenville and Central City (**Figure 164**). It is unclear if this line was ever built. It is significant in the plan for a power house between the two cities and the proposed association with the Western Kentucky coal mines.

GREENVILLE, KY.—Plans are being considered by J. A. Rose, engineer of the Greenville Lt. & Wtr. Co., for the construction of an electric railway from Greenville to Central City. The project includes the construction of a power house at some point between the two cities which would supply electricity to operate the proposed railway and for the coal mines in Western Kentucky.

Figure 164. Notice of electric rail planned between Greenville and Central City (McGraw Publishing Company 1921:662).

Columbia, Adair County

Columbia & Lebanon Interurban Railway Company proposed to construct 46+ miles of track from these cities with a spur to Bradfordsville. The rail line extended through Adair, Taylor and Marion counties. Incorporation papers were filed on May 3, 1904.

Eminence, Henry County

The incorporation of the Eminence & New Castle Electric Railway Company was filed on June 21, 1904. A desire to expand the Eminence & New Castle Electric Railway Company was noted in the Report of the Railroad Commissioners in 1905 (Railroad Commission of Kentucky 1905). The expansion increased the track mileage to 42, and the name was petitioned to be changed

to the Shelbyville & Ohio River Electric Railroad Company. In 1900, the population of Eminence was 1,018. This community had other planned connections to Shelbyville through the Shelby County Electric Power and Railway Company. This company was cited in a magazine article as having planned an extension from Shelbyville (Bogart 2014).

Greenville, Muhlenberg County

See **Central City**.

Henderson, Henderson County

Incorporation papers for the Evansville & Henderson Traction Company were filed September 22, 1904. From Evansville, the route was planned to extend to Howell, Indiana, thence to Henderson (Thurman 2008). Henderson City Railway Company, which began in February 1904, became the Henderson Traction Company on February 18, 1907. It is suspected that this also expanded from a strictly streetcar line to an interurban line. Henderson was incorporated in 1840.

Hodgenville, LaRue County

Hodgenville, Buffalo, & New Haven was incorporated April 21, 1905 (Railroad Commission of Kentucky 1905). Additional information is above under the **Buffalo** entry. Hodgenville was incorporated in 1839 and had a population of 825 in 1900

Lebanon, Marion County

Lebanon, the seat of Marion County, had a population of 3,043 in 1900 and was served by the Columbia & Lebanon Interurban Railway Company (see **Columbia**).

Maysville, Mason County

The Maysville, Carlisle, Millersburg & Paris Traction Company was incorporated in July 31, 1905 and serviced the counties from Mason to Bourbon (see **Carlisle**). The county seat of Mason County, Maysville had a population of 6,423 in 1900.

Millersburg, Bourbon County

Millersburg appears to have been served by the Maysville, Carlisle, Millersburg & Paris Traction Company (see **Carlisle**). In 1900, the town had a population of 862. It had been incorporated in 1874 and again in 1893.

Milton, Trimble County

Milton was incorporated in 1846 and in 1900 had a population of 324, which was a decrease in population from the 1880 and 1890 censuses. The town was served by the Shelbyville & Ohio River Electric Railroad Company.

New Castle, Henry County

The seat of Henry County, New Castle was incorporated in 1851 and had a population of 462 in 1900. The Eminence & New Castle Electric Railway Company (later, the Shelbyville & Ohio River Valley Electric Railroad Company) had been planned to serve the area (see **Eminence**).

In addition, the Shelby County Electric Power and Railway Company is cited in a magazine article as having planned an extension from Shelbyville (Bogart 2014).

New Haven, Nelson County

The incorporation of the Hodgenville Buffalo, & New Haven Railroad Company occurred on April 21, 1905 (see **Buffalo**). The town was incorporated in 1839. In 1900, the population was 350.

Owensboro, Daviess Company

Owensboro City Railroad Company, which may have been a street railway, served Owensboro. The town was incorporated in 1850. In 1900, the population was 13,189. With such a large population, an interurban line is expected to have been in operation as well.

Paducah, McCracken County

Incorporated in 1838, Paducah had a population of 19,446 in 1900. Paducah appears to have been served by its own lines and may have been a hub within its region. The Paducah Traction & Light Company, "owns the securities of Paducah Traction Company and the Paducah Light & Power Company (McGraw 1911). The company owned 17.7 miles of track, 30 motor cars, 14 tail passenger cars, and four other cars. Other lines noted by this source include the People's Light, Power & Railway, Paducah Street Railway, and Paducah City Railway. Additional research is necessary to determine if these include interurban service to outlying communities.

Paris, Bourbon County

In addition to being within the hub of Lexington, Paris may also have been served by the Maysville, Carlisle, Millersburg & Paris Traction Company (see **Carlisle**).

Shelbyville, Shelby County

In addition to the Louisville & Eastern line, a planned line extending from Shelbyville appears to have been intended by two companies. The Shelbyville & Ohio River Valley Electric Railroad Company, which was previously the Eminence & New Castle Railway Company, planned connections between the three cities, as did the Shelby County Electric Power and Railway Company, which has been cited in a magazine article (Bogart 2014) (see **Eminence**). Extensions to Frankfort were also planned.

Somerset, Pulaski County

The United Water, Light & Traction Company served Somerset. This operation succeeded the Somerset Water, Light & Traction Company due to the latter's foreclosure in 1911. The population in 1900 was 3,384, and a population of 4,491 was served by this line in 1910. In 1921, the line included three miles of track and three cars (McGraw Publishing Company 1911). Somerset was incorporated in 1877 and is the county seat.

Winchester, Clark County

In addition to the extension from Lexington, a network of lines was proposed that would connect with local towns such as Mt. Sterling, Sharpsburg, Owingsville, and North Middletown. This is one example of lines owned by a consolidated entity--the Kentucky Utilities Company (McGraw Publishing Company 1913:58). The Kentucky Utility company was formed from the

consolidation of the gas companies, power companies, and the Bowling Green Street Railway Company (McGraw-Hill 1912). Cities with utilities that were part of this consolidation included “Frankfort, Hopkinsville, Henderson, Paducah, and Owensboro”. Development of interurban lines is expected to have occurred in these areas.

Extensions from Other States

The interurban networks within Kentucky appear to have been predominantly local connectors.

Ashland, Boyd County

The Ohio Valley Electric Railway served the Ashland area and began in Huntington, West Virginia (McGraw Publishing Company 1921). The city was incorporated in 1856. In 1900, the population was 6,800.

Bowling Green, Warren County

Bowling Green, the county seat of Warren County, had been incorporated in 1798 and by 1900 had a population of 8,226. Bowling Green Railway Company was incorporated in July, 1898 and purchased the assets of the Park City Railway Company. The Park City Railway Company was foreclosed upon on February 28, 1898. According to the McGraw Electric Railway Manual, Delifield had the power station and repair shop.

Covington, Kenton County

Covington was served by the Cincinnati, Newport & Covington Light & Traction Company, which was incorporated March 11, 1902 (McGraw Publishing Company 1911:94-95). The company was incorporated in New Jersey, one of only a few examples of an East Coast filing. This source notes this line purchased others—the Cincinnati, Newport & Covington Railway and the Union Heat, Light & Power Company. The city had been incorporated in 1815. In 1900, the population was 42,938, larger than Lexington at the time.

Erlanger, Kenton County

A line of the Cincinnati, Newport, & Covington Light & Traction Company was planned in 1902 (McGraw Publishing Company 1911:94-95) (see **Covington**). Erlanger had a population of 453 in 1900.

Hopkinsville, Christian County

Hopkinsville, the county seat of Christian County, had a population of 7,280 in 1900 and had been incorporated since 1853. Hopkinsville appears to have been the starting point for the Evansville & Nashville line developed by the Kentucky-Tennessee Traction Company (McGraw-Hill 1912:717).

ARCHAEOLOGICAL EVIDENCE REMAINING FROM THE INTERURBAN LINES

Along the lines, much of the archaeological remains remaining from interurban lines will be similar to those remaining from other railroads. At depots, in addition to structural remains, features such as cisterns and privies are expected. These may be visible at the Eastwood Power House (JF-673 and JF-1043) (**Figure 165**). Ambrose (2007) notes a number of iron bridges that were either newly constructed or rebuilt during this period to carry the interurban.

Other evidence may be unique to the interurban industry, as at power houses and along wire corridors. Insulators that might remain from Kentucky power houses and substations have not been identified. Whether power houses will have a potential for PCB contamination as found at other power station locations is unknown. Some known locations within the Lexington hub are noted in Ambrose (2007). The Georgetown substation, affiliated with the Georgetown & Lexington Traction Company included a 300-kw rotary converter to lower transmission power to that of the traction line. Additional power supplied the city. A substation of the Blue Grass Traction Company was located 5 miles outside of Paris, and the Lexington & Interurban built its power substation in Versailles on Lexington Avenue in 1906. Additional examples are summarized below under **Property Types**.

Archaeological features at car barns might include maintenance pits and drainage for washing, as once used at the Loudon Avenue car barn in Lexington (Ambrose 2007). This location had also been the scene of a fire that engulfed the previous 50-x-100-feet, one-story, wooden maintenance facility of the Lexington & Interurban Railways Company (The Insurance Press 1910:280). This source states the fire was due to “defective electrical wiring” and consumed the building due to the “cleaning pit, walls, and floors [being] saturated with oil from long use; went just like a torch.”

It is expected that the material culture would include the metal tokens used for fares. Ambrose (2007) documents many varieties used by Lexington companies; a ticket booklet was also used by the Georgetown & Lexington Traction Company. Cutouts leaving a “K” in the center of the token were used for the Kentucky Traction & Terminal Company; and “L” cutout was used for the Lexington Railway System. As with that shown in **Figure 157**, school tokens were used by the Louisville Railway, and the Lexington Railway System also had these although these had a “C” for “child”. Shapes included pentagonal forms and undulating margins.



Figure 165. Possible cistern at the Eastwood Power House platform.

Property Types Associated with the Electric Interurban

Most property types will be similar to those of steam and electric-diesel lines and include corridors, bridges, and depots. The same type of holistic approach incorporating appropriate property types within a historic district should be followed as with steam rail-related resources. One known location of a passenger and freight depot is that of the Lexington & Interurban, which built its depot across from its power station in Versailles on Lexington Avenue in 1906. Types that might be unique to the interurban include power and substations, repair shops, and insulators and lines. One example of an interurban power house has been previously surveyed. This power house was part of the Louisville & Shelbyville line in Eastwood. It was constructed after 1900 (**Figure 166**). A similar building is depicted in the 1917 *Electric Railway Journal* as are the rotary converters that would have been housed inside (**Figure 167**).

Another is along the Jeffersontown line: Owing Sub Station located at 4545 Taylorsville (now Schumann Antiques) (**Figure 168**). Previous employees of the facility would relate information to the owners. According the descendant George Schumann and local interurban historian Ron David Schooling, the building included a platform at the porch for passengers as well as the power machinery, which included three large electric dynamos. Additional research might reveal more about the power source, machinery, and voltages that were used.



Figure 166. Louisville & Shelbyville power house (JF-673 and JF-j11043), Eastwood, Jefferson County. Note series of insulators on upper wall.



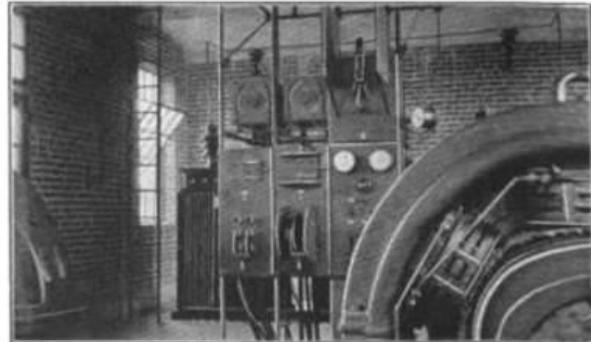
RE-ENGINEERING AN INTERURBAN LINE—STEP-UP SUBSTATION BUILT ACCORDING TO STANDARD CODE



RE-ENGINEERING AN INTERURBAN LINE—ROTARY CONVERTER SUBSTATION BUILT ACCORDING TO STANDARD CODE



RE-ENGINEERING AN INTERURBAN LINE—TWO 1200-R.P.M., 600-VOLT ROTARY CONVERTERS OPERATING IN SERIES



RE-ENGINEERING AN INTERURBAN LINE—SWITCHBOARD AND TRANSFORMERS IN ROTARY SUBSTATION

Figure 167. Substation and rotary dynamos depicted in October 6, 1917 *Electric Railway Journal* (McGraw Publishing Company 1921).



Figure 168. Power station located along the Jeffersontown line, Jefferson County.

CONCLUSIONS AND RECOMMENDATIONS

Discussions of reviving light rail systems such as the interurban lines continue into the twenty-first century, pervading many budget and planning meetings. Moving the working population into and out of the urban centers without dependency on automobiles is a problem every urban center must face as it becomes larger and more congested. At the 2009 International Symposium on Transport Economics and Policy, topics similar to those of the nineteenth century interurban mania were discussed, including economic feasibility, competition, regulation, infrastructure, free market policies with respect to busses and rail travel, and intermodal passenger terminals (OECD Publishing 2010). Unique to the more recent discussions, however, are issues of sustainability and environmental consequences. Little information was evident that an environmental effect was contemplated during the mania of interurban-building. Based on information from other industries, and minor references, possible environmental effects resulting from the interurban era could have included pollution from electrical components and oil as well as landscape modifications for the grade of the corridor and the crossings, which affect drainage. The following includes recommendations for further investigations and preservation of the resources.

Further Investigation of the Interurban Industry of Kentucky

Further research, new sources of information, and corroboration would provide a more thorough knowledge of the interurban industry. Additional sources of information include the many trade publications and associations that were blossoming for many industries during the late nineteenth and early twentieth centuries, which also occurred surrounding the interurban industry. Journals include the *Kentucky Engineer*, the *Kentucky Railway Guide*, *Electric Railway Journal*, *Electric Railway Review*, *The Electric Railway*, *Interurban Newsletter*, and the *Electric Traction Quarterly*. In addition, *Electrical World* also includes information on the construction of substations associated with traction companies. Trade associations specific to the interurban industry include the American Electric Railways Association and the Federal Electric Railways Commission. Other sources include required annual reports, such as the *Report of the Railroad Commissioners of Kentucky*. It is due to this reporting that the state had accurate data on mileage of track laid per year, fatalities, injuries, and receipts. Also during this period, theses and dissertations studied the industry, as (Nesbit 1906). Streetcar transit systems have been the subject of academic studies (English 1972; Schatz, David 2012; Warner 1978); the role of interurban systems should be a topic of similar studies.

The timing of electric lines and their service areas should be refined. How and if construction within Kentucky was affected by the Panics of 1903 and 1907 would be useful. Changes during World War I, such as steel shortages, would also inform the context. This information could be gathered from the Secretary of State and Railroad Commissioners Reports. Additional information on the financial backers of the lines could be identified as well.

Additional information on the technological advancements in electrical systems and structural engineering that were occurring during this period would benefit our understanding. Governmental regulations specifically affecting Kentucky lines could better characterize the industry. This information may also be gathered from the Railroad Commissioners Reports.

The reception of the interurban lines into Kentucky's cities could be investigated further. This public opinion might have been captured in media of the era. Newspaper articles, in particular, could be further researched. Memorabilia and oral histories will also reveal the public sentiments.

Preservation, Restoration, Adaptive Reuse

Compared to the longevity of the railroads, the lifespan of electric railways in Kentucky was short—approximately 50 years. Preservation, if appropriate, of the remaining resources should be a priority as should the gathering of additional information on the electrical systems and technological developments of systems in Kentucky. Support of the many small museums throughout the state that have accepted stewardship of these resources should be a priority. Rolling stock may still be in such organizations' care. These might still include the Kentucky, an 1892 parlor car that had been at the William Behringer Museum in Covington (Middleton 1961). Interurban depots such as that of the demolished interurban depot in LaGrange, Oldham County serve as examples of the loss of opportunities.

Adaptive reuse of service facilities associated with rail, streetcar, and trolley lines have proven advantageous. One example is the Kentucky Center for African American Heritage, which is housed in the renovated trolley barn in Louisville.

Interurban right-of-ways have also contributed to rails-to-trails projects. Although abandoned interurban corridors were not included in *Kentucky Abandoned Railroad Corridor Inventory*, corridors were noted to still exist, although many were heavily overgrown. An example of their use is the Oldham Interurban Greenways Project.

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