



Historic Context of the Interurban Railroad in Jefferson County, Kentucky

By: Rebecca Horn Turner, MHP

February 2021

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KYTC Item No. 5-10007.00
KHC Registration #FY-19-3187

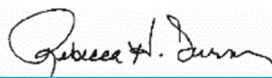
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FEBRUARY 2021

COVER: 1918 Postcard, *West Jefferson Street, West From Fifth, Louisville, KY*, Kentucky Historical Society, Postcards from Kentucky, Graphic 26

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1. Introduction

In April of 2019, the Kentucky Heritage Council (KHC) requested a Historic Context of the Interurban Railroad in Jefferson County, Kentucky, Kentucky Transportation Cabinet (KYTC) Item No. 5-10007.00 as mitigation for the removal of Clarke Station Road Bridge #056C00091N. The bridge was determined eligible for listing in the National Register of Historic Places (NRHP) by the KHC, the State Historic Preservation Office (SHPO) on March 13, 2019. A Memorandum of Agreement (MOA) between the Federal Highway Administration (FHWA) and SHPO was developed to address the mitigation measures required due to the adverse effects caused by the removal of the historic bridge. The MOA, dated April 20, 2020, stipulated in **Section I.A** that a historic context will research and document interurban railways in Jefferson County and shall include a history of the development, expansion, use, and decline of interurban rail lines. The context will include a brief discussion of the development of Jefferson County through the 19th and 20th centuries, and the role interurban rail lines played in this development.

The context has been developed in coordination with KYTC Division of Environmental Analysis and the SHPO office. The development of the context is divided into three separate historic periods. They are followed by explanatory appendices focused on elements of the interurban railway, newly identified historic resources, streetcar/interurban route development, and MOA, as noted below:

- Louisville and Jefferson County from 1780 to 1863
- Interurban Railroad 1863-1935
- Louisville and Jefferson County from 1935 to present
- Appendices
 - Appendix A – Elements of the Interurban Railway
 - Appendix B – Newly Identified Historic Resources
 - Appendix C – Streetcar/Interurban Route Development
 - Appendix D – Memorandum of Agreement
 - Appendix E - References

2. Historic Context

2.1 Louisville and Jefferson County from 1780 to 1863

Jefferson County was one of the original three counties established by the Virginia General Assembly in 1780. Louisville was designated the seat of justice after settlers at or near the falls of the Ohio petitioned Virginia because they were located approximately 100 miles from a courthouse. The Louisville area encompassed 7,800 square miles bordered by the Green River on the west and south, the Kentucky River and Benson Creek on the east, and the Ohio River on the north. The county was named for Thomas Jefferson who was governor of Virginia. The population of Louisville was centered near the falls and nearby streams because the land was higher in elevation than other areas of the county. Although the location was desirable for living outside the flood plain it left the city vulnerable to Indian raids.

Although George Rogers Clark is credited as the founder of Louisville, it was initially settled by John Connolly of Pennsylvania who granted 2000 acres near the falls of the Ohio River in 1773, based on a survey made by Captain Thomas Bullitt. Through family connections, Connolly secured another 2,000 acres in 1774. Connolly's attempt to establish Louisville was thwarted by Indian raids in the fall of 1774. When George Rogers Clark arrived in the city in 1778, he erected a fort on the shore of the Ohio River. John Corbly, a Baptist minister, surveyed the city for lots and streets in 1779. Soon after, a Kentucky County Court system was established and trustees were appointed to "keep themselves as united and compact as possible, settling themselves in Towns and Forts".¹ Other forts around Louisville included Spring, Hogland's, Floyd's Low Dutch (New Holland), A'Sturgus, Linn, and Sullivan's.

South of Louisville, a salt spring was discovered in 1780, along the Salt River notably Mann's Lick and Bullitt's Lick. This led to the establishment of forts along the Salt River to protect the workers. Those forts were Mud Garrison, Dowdall's Station, Fort Nonsense, and Brashear's Station. The manufacturing of salt was the first industry in Louisville.²

Settlers in Jefferson County arrived from Virginia and North Carolina along with Germans from Pennsylvania. The citizens of Virginia and North Carolina were descendants of Scotch-Irish and English. The settlers from Virginia owned large farms based on the Virginia model and utilized slaves, which they brought with them. Non-Virginians were held back from acquiring large farms and slaves due to Virginia's laws that still governed Kentucky. Small yeoman farmers acquired land that was less desirable and provided their own labor. The German immigrants established an area in Jefferson County known as Brunerstown in 1797, named for Abraham Bruner-it is now known as Jeffersontown. Another settlement established by and for the German immigrants was Middletown. Both towns are situated in the eastern portion of the county. Southwestern Jefferson County was low-level, flood prone, and did not experience settlement by the Euroamericans until the early years of the nineteenth century.³

Early transportation to and from Louisville began during the early nineteenth century as flatboats plowed the Ohio River as it was a major transportation corridor to the west. Louisville's location along the Ohio as a major port was inevitable due to the Falls of the Ohio. The Falls of the Ohio is the only break on the Ohio River from Pittsburgh to the Mississippi, as the water falls 28 feet at Louisville. Cargo had to be off-loaded above the falls and reloaded below the falls during low river seasons. Flatboats were not able to maneuver upstream, and Louisville relied on shipments from Pittsburgh. Shipyards were established in the Louisville area which created the earliest of suburban areas on the Kentucky side of the Ohio-Shippingport and Portland. Clarksville, Indiana above the falls and New Albany, Indiana below the falls, became major shipping ports and used ferries between Indiana and Kentucky to move goods around the falls. In 1815, river traffic was altered when the first steamboat arrived in Louisville from New Orleans. Louisville was transformed into a major artery on the Ohio/Mississippi Rivers between Pittsburgh and New Orleans. This new era experienced a growth in population, and by 1830, the population reached 11,345. The last obstacle left to overcome was the Falls of the Ohio.

Since the founding of Louisville, plans had been developed to create a canal however, financing was not available. In 1825, the Louisville and Portland Canal Company was chartered, sold stock, and construction began. Lack of funds and solid rock continued to hinder the construction of the canal. Although over budget and having a narrow channel, the canal finally opened in 1826. By the 1850s, the federal government acquired the canal from the Louisville and Portland Canal Company and gave formal control to the United States Army Corps of Engineers (USACE). The canal was enlarged after the Civil War and again between 1920 and 1950. With the construction of the hydroelectric plant near the canal, the USACE removed the last remaining structures associated with Shippingport in 1958.⁴



Figure 1: Louisville and Portland Canal, looking north toward Shippingport Island (University of Louisville Photographic Archives)

In 1820, while the canal was being constructed in Jefferson County, towns in central Kentucky were realizing the need for better modes of transportation. Streams and rivers were becoming unreliable due to flooding during rainy seasons and dry creek beds during the dry seasons and turnpike roads were often impassable. Other cities including Lexington,

decided their best hope to move goods into and out of the city was railroad transportation. In 1830, the Kentucky State Legislature chartered the Lexington & Ohio Railroad (LORR) to run from Lexington to Portland, west of Louisville. A plan was developed to begin the construction of the railroad from both towns. The goal of the railroad was to gain revenue from the transfer business between Louisville and Portland. The Common Council of Jefferson County, currently Metro Council, fought with Lexington over the route for a period of years. Lexington wanted to run the railroad line through downtown Louisville to Portland, thus bypassing the falls; Louisville wanted the line to end in the downtown, preserving the around-the-falls transfer business for themselves. According to Martin E. Beimer in *Louisville's Street Railways and How They Shaped the City's Growth*, this was the construction of what would become Louisville's first street railway.⁵

Louisville decided to permit the railroad from Lexington and allow the use any of the Louisville streets if the west end of the track terminated upstream from the entrance to the canal and did not go through Portland. Discussion between the two cities continued and Lexington threatened to change the route from Louisville to Cincinnati. This threat was never carried out by Lexington and plans moved forward for the Lexington to Portland route.⁶

In the early era of railroads in the United States, railroad gauge varied from railroad company to railroad company. Railroad gauges, the distance between the inner sides of the heads of the two rails as measured 5/8 inch, below the top of the rail heads, varied from four feet 8.5 inches to six feet. This was done to prevent cars from competing railroad company from using their lines. The completion of the Intercontinental Railroad in 1869 solidified the use of the standard rail of four feet 8.5 inches allowing all railroad lines to be consistent. By 1886 most rail companies had worked out agreements to handle the cargo, known as rolling stock, shipped long distances of other companies.⁷ Both the LORR and Louisville and Portland chose four feet, nine-inch gauge to be used from Lexington to Portland.⁸

In 1831, the LORR began construction on the railroad line from Lexington to Frankfort. The railroad reached Frankfort in 1834 and began passenger service in 1835. By 1836, the LORR began work on the extension from Frankfort to Louisville. The great Panic of 1837 brought construction to a halt. This period lasted a decade and it was during this era that Louisville believed the route should be extended into Portland-to protect investments, boost business, and help the city to expand. The City of Portland agreed to be annexed if the Louisville would agree to build the railroad from the Portland wharf to the Louisville wharf. Louisville agreed, and in 1837 work began on the line beginning at Sixth and Main streets, to run westward on Main to 13th Street, north on 13th Street to High Street, then along High Street to Portland. The residents who lived along High Street in Portland rejected the idea and the Louisville agreed to construct the railroad one block south of High Street along the privately-owned Louisville and Portland Turnpike, currently Portland Avenue.⁹

During the construction of the railroad, issues continued to rise between LORR and Louisville concerning the route, responsibility for repairs to the tracks, and maintenance of city streets. In 1843, the Louisville Common Council removed the tracks from Main Street when the city drains under the tracks were not repaired. The state finally intervened in 1844 and split the LORR into two companies-LORR that would run from Lexington to Louisville and the Louisville and Portland Railroad (LPRR) that would run from Louisville to the Portland wharf.¹⁰

During the 1840s, Louisville began to prosper. The population of Louisville increased from 10, 341 in 1830 to 21,210 in 1840. The rise in population was due to the influx of German, Irish, and Scotch-Irish immigrants that arrived in Louisville

by way of the Ohio River and settled in the west and east ends of Louisville. Churches, schools, businesses, factories, and foundries multiplied. Kentucky's central cash crop, tobacco, produced 53,436,909 pounds in 1840, leading to tobacco warehouses being constructed near the Louisville wharf to ship tobacco to outside markets.¹¹ Construction on the Jefferson County Courthouse, which began in 1837, was completed and opened in 1842. In 1847, wires were strung from poles to provide electricity to the city and the Pittsburgh, Cincinnati, & Louisville telegraph line reach Louisville in December of that year. It was during this era that omnibuses began to appear in downtown Louisville. The horse-drawn car was a box-like coach that held several passengers and traveled through Louisville on regular routes and time schedules.¹²

Louisville continued to grow in the 1850s and the government structure was formed with a mayor and two legislative bodies-the Common Council and the Board of Alderman. Areas outside of the city limits of Louisville were annexed and major improvements were planned to meet the growing infrastructure needs. The Louisville Water Company, incorporated in 1853, completed the construction of the facility along the Ohio River and the first water was pumped through the city by 1860.¹³ The United States Marine Hospital, located between Louisville and Portland, was opened in 1842. The hospital was to serve for the benefit of sick seamen, boatmen, and other navigators on the western rivers and lakes.¹⁴ The LPRR was reorganized in 1853 and renovation of the line was implemented. The line reopened in 1854 and finally was extended to the Portland wharf. Passenger cars along with freight cars were maintained on the LPRR; however, the passengers had to walk to 12th Street in downtown Louisville to board the train.¹⁵ The line from Louisville to the Portland wharf served those residents that settled in the area and were employed by the canal and railroad. It also served the family members who came to Louisville to visit their relatives in the marine hospital.

The Louisville & Nashville Railroad (LNRR) arrived in Jefferson County in 1851, when the line from Louisville to Frankfort and Lexington was completed. By 1854, the Monon Railroad, established in Indiana, expanded into Louisville, carrying supplies and passengers. The line served the limestone industry in southern Indiana and later expanded from Louisville to Chicago, Illinois. In 1859, the connection from Louisville to Nashville was successful and was the largest construction project in Kentucky. From Nashville, it was possible to connect to Memphis and Atlanta. The city would no longer be prevented from moving goods and passengers based only on the level of the river.¹⁶

Louisville was in an awkward position during the Civil War-supplying goods and services to both the north and the south. Louisville struggled to stay neutral during the war by shipping and selling goods to northern and southern markets. The United States Treasury Department issued an order for all northern states to ban trade with the Confederacy during the Civil War. Louisville's Surveyor of Customs refused to carry out that directive and allowed products to be transported out of Louisville on the LNRR. Kentucky's governor was pro-Union and enforced the Treasury Department's directive. The city's economy suffered for two years following this action. Taxation value of real estate, personal property, and merchandise dropped dramatically. In 1862, a group of local executives formed the Louisville Board and Trade with a membership of 100 merchants and manufacturers. The only requirement for membership was a pledge of loyalty to the Union. By 1863, the economy again started to rebound with goods arriving from New Orleans and products shipped to New Orleans from Louisville.¹⁷

During 1863, approximately 20,000 troops crossed the Ohio River into Louisville on their way to Chattanooga. The movement of troops and supplies through the downtown created the need for additional railroad lines. The United States Military Railroad (USMRR) constructed a line down First Street to the Louisville wharf, a connection to the

Lexington railroad at Jefferson Street, and a connection just north of Kentucky Street to connect to the LNRR at Dumesnil. The USMRR widened the railroad gauge to five feet for consistency of the lines.¹⁸

2.2 Interurban Railroad 1863-1935

The increase in population and the need to move troops and supplies during the war, provided a greater need for better transportation throughout the city. The city leaders recognized a demonstrated interest for an improved transportation system led to the beginning of the street railway system in Louisville and the surrounding area.

Before the end of the Civil War, Louisville leaders, businessmen, and investors recognized that profits could be made by the installation of street railways. James Guthrie, one of the initial investors, incorporated the First and Second Street Horse Railroad Company on March 3, 1863. The path of the railroad would begin on Second Street from Main to Park Avenue, then over to First Street and Kentucky. The fare was set at 10 cents. The track was never built and in 1864 the rights were assumed by the Louisville City Railway (LCRR) which was incorporated on February 15, 1864. General Jeremiah T. Boyle served as the first president. The contract with the city was to last for 30 years and provide east-west route along Main, Jefferson, and Broadway and north-south routes connecting to the east-west routes on Fourth, Sixth, 12th, and Preston streets. The following rules were set by the city:

- *The company was restricted to the use of horse power,*
- *Track gauge would be a five-foot gauge,*
- *The track would be bowldered or paved between the rails and for two feet outside each track,*
- *Maximum speed would be six miles per hour; around curves, it would be "horse at a walk",*
- *The maximum fare would be five cents in the city and 10 cents outside the city.*¹⁹

Construction of the new railroad began and by 1864, four miles of track had been installed. By 1866, all lines had been laid except on Jefferson Street where construction was hindered by the USMRR. Issues arose towards the end of the Civil War as the horses were often stolen by Union and Confederate soldiers who needed fresh horses. Mules were not considered valuable to the soldiers, so the horse drawn streetcars changed to mule power. During 1865, the city approved a new route from 12th Street to Portland, along the original route of the LPRR. The route ran from 12th Street and Main, north to Monroe Street, west to Portland Avenue, westward to Fulson and Commercial streets in Portland, and north to a point near the Portland ferry landing.²⁰ The LPRR opposed the route the city selected for the LCRR for a competing route to Portland. The LPRR contended that their charter gave them sole rights to build the railroad line. The court agreed; however, the court also noted that there was no law preventing a competing railroad to establish a line near the existing. By 1866, the LPRR was absorbed by the Citizen Passenger Railway.²¹

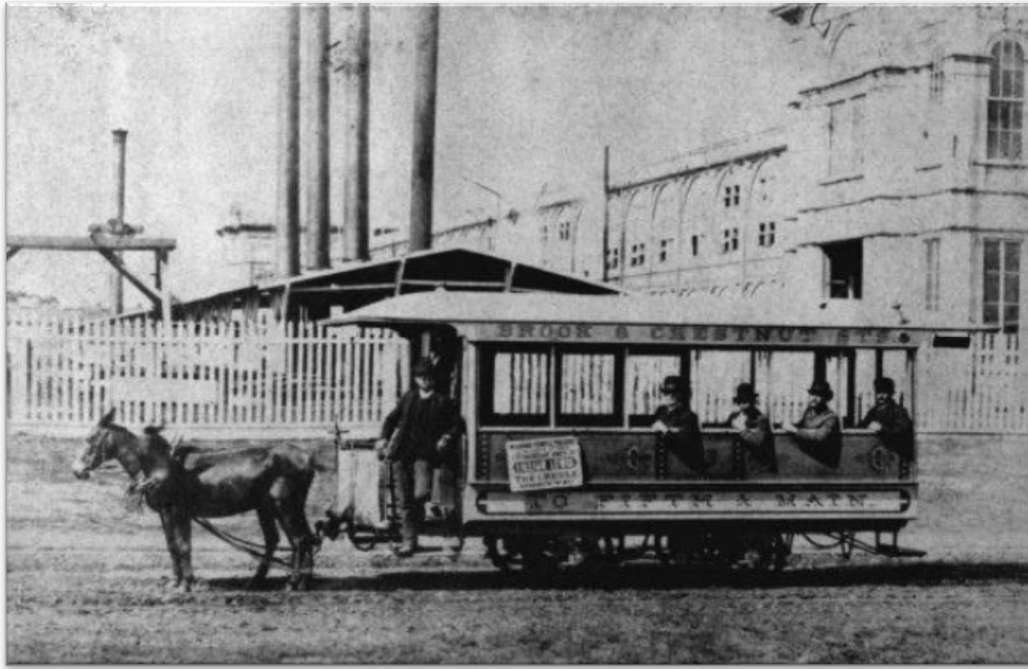


Figure 2: Mule drawn streetcar, 1886, Caulfield & Shook Collection, University of Louisville Photographic Archive

By 1866, streetcar lines served the majority of Louisville. The city leaders were determined to expand the boundaries of the city and in 1866 and 1869, areas to the south and west of Louisville were annexed. The southern expansion included the land around the LNRR yards and shops. The expansion took agricultural land to the south and west providing areas needed for future development, which increased the land area around Louisville from 8.2 square miles to 12.3 square miles.²²

The expansion of Louisville was the beginning of suburban development and was feasible due to the use of streetcars; which led to increasing the need for additional rail lines. The Jefferson Railway Company was chartered in 1867 and proposed a line from Market Street, southwest to the Fountain Ferry. The railway never completed any lines. The Beargrass Transportation Company was incorporated in 1868 to provide service near Cave Hill Cemetery to Bardstow and Taylorsville Pike, then to Bowman Field airport, Cannon's Lane, and Middle Fork of Beargrass Creek. Developers proposed a 342-acre development located in southwestern Louisville. The organizers of the development contracted with the Central Passenger Railroad to provide rail service. The new line opened later in 1867. Elliott Woods development, located along Walnut Street, advertised the new development along the rail lines. The Elliott Woods development plan included a park, which had not been included in the Parkland area development plan in the western part of Louisville. The Highlands area east of downtown Louisville at the edge of Cave Hill Cemetery began to be developed. All the suburban areas around Louisville were within walking distance to streetcar lines.²³

By 1875, the City Railway expanded the lines to the Homestead development, south of Parkland.²⁴ During this period, 13 banks in Louisville were offering financing to middle-income families which allowed families to purchase homes in the suburbs. The expansion to the east of downtown Louisville was available for those living in the city to purchase land and create estates away from the noise and air pollution but still be connected to city life. Glenview, along River Road

and above the flood plain, was established for the upper income on the estate known as Berry Hill.²⁵ Areas further east of Glenview in the Harrod's Creek area and Westport were possible due to the establishment of the Louisville, Harrod's Creek, and Westport Railroad in the 1870s. These developments made a difference in the feasibility of settlement in the Upper River Road region by anything more than a handful of isolated, independent villas.²⁶ In 1881, the L&N purchased the Louisville, Harrod's Creek and Westport Railroad and converted the line to a standard gauge by 1888. The line was never profitable.²⁷

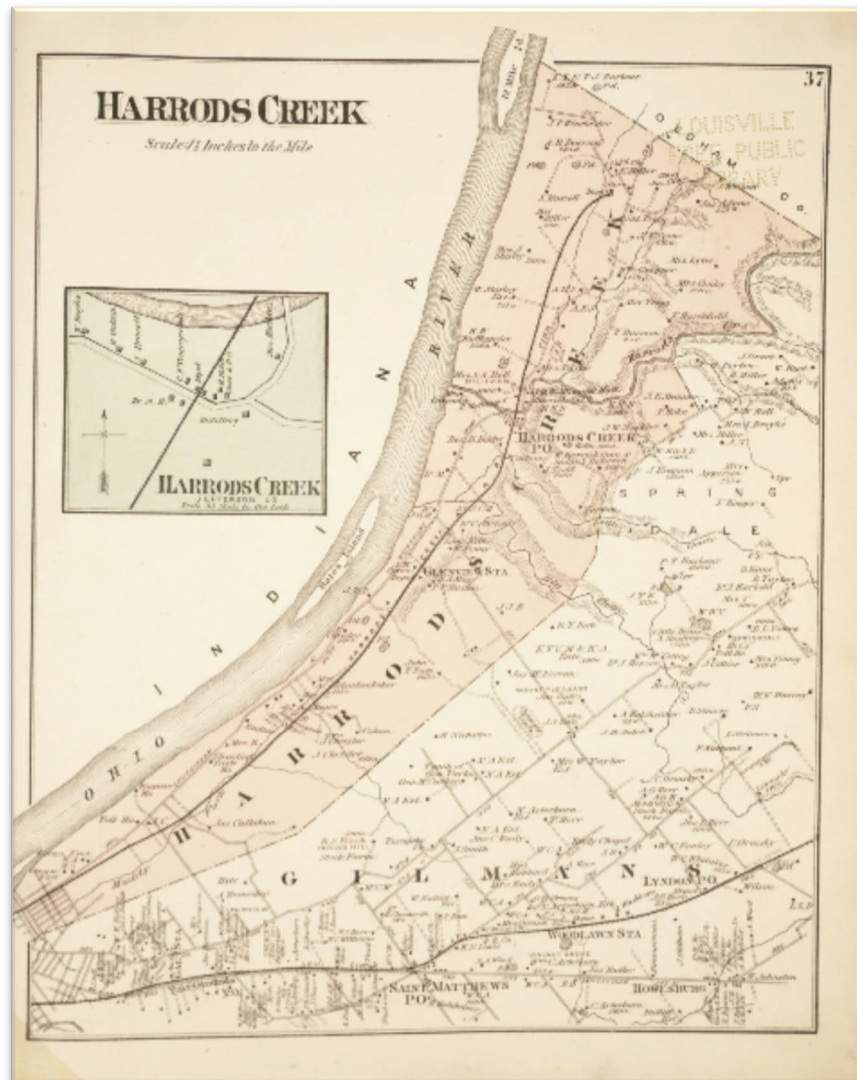


Figure 3: Atlas of Jefferson and Oldham County, 1879, Beers and Lanagan (University of Louisville Digital Collection)²⁸

In the early 1870s, passengers on the streetcars were not segregated; however, each rail company set their own rules of ridership. Martin E. Biemer in *Louisville's Street Railways, And How They Shaped The City's Growth*, described the rules as follows:

The Louisville City Railway's Main Street line set aside its back seats for black passengers, male and female. The Central Passenger Railroad's Walnut Street line allowed black women to sit in the cars, but black men had to ride outside on the platform. The Citizens Passenger Railway's Market Street line allowed black women to ride, but did not allow black men, not even on the platform.

The black community rallied against the rules and took up a collection to fight this battle in the court system. The court case was won on appeal by the black community and they began to ride again on the streetcar lines. The lack of segregation did not go well with all that rode the lines. Black citizens were often attacked. The streetcar lines proposed segregating seats but that led to a boycott by the black passengers. After the loss of revenue from the boycotts, the railway owners decided to allow ridership without segregation. When Kentucky passed the Jim Crow laws in 1892, it did not include streetcars; officially, black patrons could still ride wherever they wanted on Louisville's streetcars.²⁹

Between 1880 and late-1890, railroad traffic increased, and with the construction of the Big Four Bridge connecting Louisville to Cincinnati, Cleveland, Chicago, and St. Louis, the population exploded. The population of Jefferson County went from 161,129 in 1890 to 204,000 in 1900.³⁰ The use of standard gauge railroad lines assisted with this expansion. The streetcar lines were still the 5-foot gauge this preventing them from using the standard gauge lines of other railroad companies. The difference in railroad gauge caused the streetcars to load freight from the cars to wagons and haul the freight to LNR. The city requested all streetcar lines conform to the standard gauge; however, this was not immediately accomplished.³¹

In the late 1880's, Louisville was home to two Expositions. This created an opportunity for Louisville to market itself, its industrial production, and its commercial position to the world at large. The Southern Exposition highlighted the use of electric streetlamps along with electric streetcars. The Electric Railway Company of the United States provided rides around the exhibition site and through Central Park. By 1899, Louisville introduced the first of the electric streetcar lines under the control of the Central Passenger Railroad. Disputes continued between Louisville Railway Company and Central Passenger Railroad. On April 16, 1890, the Kentucky legislature amended the Louisville Railway Company's charter to allow it to build electric railways, buy existing lines, and extend its lines 10 miles outside the city limits. By June of 1890, the Louisville Railway Company bought both the major competitors, along with their subsidiaries, consolidating all street railways in Louisville.³²

Martin E. Biemer noted in *Louisville's Street Railways and How They Shaped the City's Growth*, that 1893 was a landmark year for Louisville. Louisville, along with other cities across the nation, was on the threshold of several major turning points including:

- As suburban development grew, a Kentucky law granted the city of Louisville a new charter. This new charter allowed Louisville to annex additional areas including Crescent Hill, Clifton, Enterprise, South Louisville, and Parkland;
- The third Ohio River bridge was completed allowing railroads to expand and compete making Louisville the nation's first stretch of railroad that used steam trains and electric cars; and
- The nation's economic problems were growing and soon expanded into a financial panic in mid-1893.

By the end of 1893 and the financial downturn, all the streetcars were converted to electric. The last of the mule drawn streetcars ended on November 13, 1901.³³

Louisville's first cross-country interurban line began on January 14, 1901 with the incorporation of the Louisville, Anchorage and Pewee Valley Electric Railway. The line was developed by Percival Moore, who lived in Anchorage and owned a business in downtown Louisville. He became dissatisfied with the LNR commuter service and secured investors to begin a new line. Construction began in early spring, and by the end of November, service had been established beyond Anchorage to Beard's, now known as Crestwood. The line was constructed to the 5-foot gauge in

order to utilize the streetcar tracks in the Louisville. The interurban was able to handle passengers as well as freight. The company had its base in Marcia, about one-half mile from Lyndon. A dam was constructed across Whipps Mill Run to form Marcia's Lake Reservoir, to supply water to the powerhouse. The line reached Pewee Valley in January of 1902.³⁴ The railroad reorganized in 1903 as was known as the Louisville and Eastern Railroad (L&E), which began construction on extending the route to LaGrange. The line was completed in 1907.³⁵

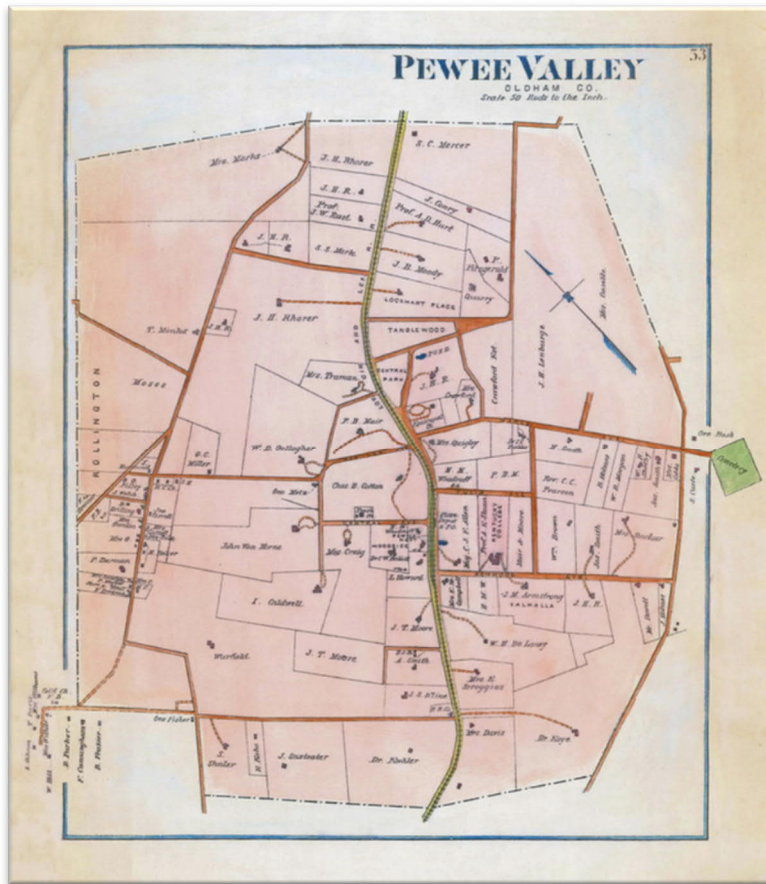


Figure 4: Atlas of Pewee Valley, Oldham County, 1879 Beers & Lanagan, showing a portion the interurban route³⁶

The L&E began work on the line from downtown Louisville to Shelbyville. The existing tracks from downtown to LaGrange, turned east at Beechwood and ran 35 miles to Shelbyville with stations at Eastwood, Connor, Long Run, Simpsonville, Rodman's, and Scott. Shelbyville was not considered the final destination. The intent was for the line to continue through Shelbyville to Frankfort and connect with the Kentucky Traction and Terminal Company that ran between Frankfort and Lexington. Due to conflicts between the railroad and the citizens of Shelbyville, the line stopped at Scott's Station north of Shelbyville and passengers transferred to buses to reach downtown Shelbyville.³⁷



Figure 5: Looking north toward Scott's Station in Shelbyville, Kentucky, KHC #SH-425

Electricity was used to power the L&E, which fueled the cars with direct current (DC). In order to keep the electricity flowing consistently through the lines, substations were necessary to maintain even loads. Often the power would decrease, causing the cars to slow down and even lose power. The substations acted as transformers and received high voltage alternating current (AC) from overhead tension lines. The substations converted the AC to DC power. Currently only two substations remain today—one at Eastwood, southwest of Louisville and one at the intersection of US 60 and Scott's Station Road in Shelbyville. The two stations also served as freight and passenger stations.³⁸

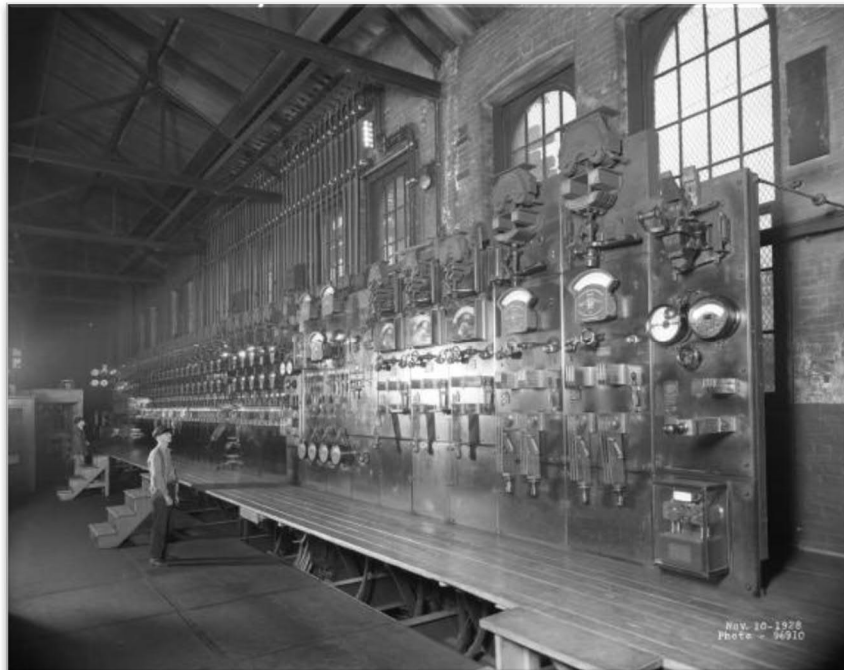


Figure 6: Louisville Railway Company Power Plant, Louisville, Kentucky Caufield & Shook Collection³⁹

The success of the new interurban line was not lost on the leaders of the Louisville Railway Company. Prior to creating another interurban line, the investors decided to form a holding company, the Louisville Traction Company (LTC), which was incorporated in Delaware in 1902. Because the company was created in Delaware, the company could avoid paying Kentucky taxes. The traction company acquired the stock of the Louisville Railway Company along with buildings and equipment. The company then announced the creation of the Louisville and Interurban Railroad Company (L&I) and new interurban lines, as below:

- Jeffersontown and Shelbyville Line. A seven-mile line that from the end of the streetcar line on Bardstown Road, along the old Beargrass mule-car line beside the Bardstown and Taylorsville turnpikes, to a point where the old Beargrass line had headed cross-country to Smyser's Hotel. It then continued along the Taylorsville Turnpike to Jeffersontown. At that point the line was to proceed 17-miles to Shelbyville;
- Okolona Line. The line extended from the end of the Preston Street streetcar line, south along Preston Turnpike for about 11 miles with no precise destination;
- Valley Station Line. The line ran from the end of the 18th Street line, south along the 18th Street Turnpike to Valley Station which was approximately 10 miles; and
- Worthington Line. The line ran from the streetcar tracks on Story Avenue, along the streets and alleys to Brownsboro Road, then east approximately 10 miles to Worthington. This line was never built.⁴⁰

The L&I advertised as the Beargrass Lines but was a subsidiary of the Louisville Railway Company. The L&I built their rails to standard gauge, the L&I built their lines to light interurban standards (five-foot gauge) with virtually no fills and cuts, crossing and re-crossing of roads and using a 60-pound rail.⁴¹ Although the name of Beargrass Lines slowly disappeared, the name remained on documents within the L&I system until the end of the interurban era.⁴²

By 1904, the L&I's Articles of Incorporation were changed to allow additional lines. The Valley Station Line was changed to West Point, Okolona was listed as the official destination of the 11-mile route out Preston Street, and a new line to Prospect was announced.⁴³ During the same period, the L&I bought track from Pipe Line Lane (currently Zorn Avenue) to Prospect providing that L&N would continue to provide freight service during the evening or when the interurban was not active. This presented other issues as the track to the downtown would have to be converted to standard gauge.⁴⁴

The Prospect Line opened in 1904 from Mellwood Avenue to Frankfort Avenue and later to Third Street between Jefferson Street and Market Street. The line benefited from a new standard gauge track being constructed over the Big Four Bridge, having made an agreement with the Southern Indiana Traction Company to provide service to Indiana.⁴⁵

The Kentucky Traction Company (KTC), incorporated in 1903, emerged as competition to the L&I. The KTC had acquired a franchise to construct a line from downtown Louisville to Riverview (now Kosmosdale), approximately six miles south of Valley Station. The KTC franchise required the company to begin construction within 11 months and the line to be completed within six years. The L&I began construction on their proposed Valley Station route in 1903 and reached Valley Station by 1906. The KTC never built any tracks and was purchased by the L&I in December of 1906.⁴⁶

When streetcars were pulled by horse or mule power, it was typical for riders to stop the cars and get on or for passengers to stop anywhere along the tracks and get off. When the cars became electrified, this was no longer possible. Railroad depots and permanent stops along the tracks were now being established. With the new system, the L&I began work on a central location in the downtown area. In 1905, the official location was constructed halfway

between Third Street and Fourth Street. According to Martin E. Biemer, in *Louisville's Street Railways and How They Shaped the City's Growth*, the station was the latest in fireproof construction with a steel frame, brick walls, and concrete floors and roof. The tracks ran north and south and two tracks, one dual gauge, extended through the station from Green Street to Jefferson Street. It was during 1905 that the Okolona Line was completed, along with the Orell Line, often referred to as the Salt River Line, from Pleasureville to Valley Station opened.⁴⁷

In 1906, the L&I again amended the Articles of Incorporation to include additional lines:

- Mt. Washington Line. Beginning at Doup's Point (intersection of Taylorsville Road and Bardstown Road) along Bardstown Turnpike through Fern Creek to Mt. Washington. The route was approximately 18 miles long; and
- Highland Park Line. Beginning at Floyd's Street south, then along Park Boulevard through the town of Highland Park, then again south for 10 miles. This line was never built as an interurban, but the Second Street streetcar line was extended south along Park Boulevard in the Highland Park.⁴⁸

The L&E company continued to struggle financially, and in 1908 the company was placed in receivership by the United States District Court which appointed Henry Glover as receiver. The L&E was in debt to L&I and others in the amount of \$1,717,500. At the end of 1909, L&I owned enough of the stocks and bonds of L&E to take control of the company. The L&E depot at Green Street in downtown Louisville was closed and passengers used the L&I depot at Brooks and Liberty streets.⁴⁹

The L&I made another attempt of extending the line into Shelbyville, but it wasn't until July 1912 that the L&I and Shelbyville agreed on a route to downtown Shelbyville. The Shelbyville Line was to end at its downtown station at First and Main streets. Although the connection to Shelbyville was successful, other lines to areas around Louisville were never reached including West Point, Shepherdsville, Mt. Washington, or Worthington.⁵⁰

Although construction on the rail lines ceased in March 1911, the L&I constructed a new freight-and-express depot at the southeast corner of Brook and Green streets to relieve congestion at its passenger station. In 1912, a double track was installed on the old L&E line from St. Mathews to Beechwood Junction to handle the heavy traffic to LaGrange and Shelbyville.

The interurban line spurred growth south of Louisville in an area that was owned by the Prestonia Land Company, located off of Preston Street. Only a few structures were constructed prior to 1912. After 1912, the land company was purchased by the Audubon Park Realty Company.⁵¹ The Preston Street line ended at F Street (currently Atwood). In 1913, the realty company built a single-track extension from the interurban line into Audubon Park, along the alignment of Dove Lane, ending at Chickadee Road, where the realty company built an office. The realty company arranged for shuttle service to run from the realty office to F Street, using the interurban tracks on Preston Street to reach its own line. Two single-track, double end cars were leased for the service.⁵²

World War I broke out in 1914 when a Serbian nationalist assassinated Archduke Franz Ferdinand, the heir to the Austro-Hungarian Empire. The United States managed to stay out of the fighting until June of 1916 when Congress passed the National Defense Act, expanding the size of the military. This resulted in the creation of Camp Zachary Taylor, south of Audubon Park. The Okolona Line established a single-track line from the end of the city streetcar system on Preston Street, and was expanded to a double-track line to Coke Station at the entrance of the camp. From there,

the line was built into the camp ending in a large loop that could accommodate additional waiting cars. The fare from the camp to downtown Louisville was five cents as agreed upon by the city. When the war ended in 1918, there was no longer a need for the camp. By 1920, the camp was closed, and the interurban line was cut back to a new loop in Audubon Park (noted as Prestonia on **Figure 7**), along Preston Street.⁵³

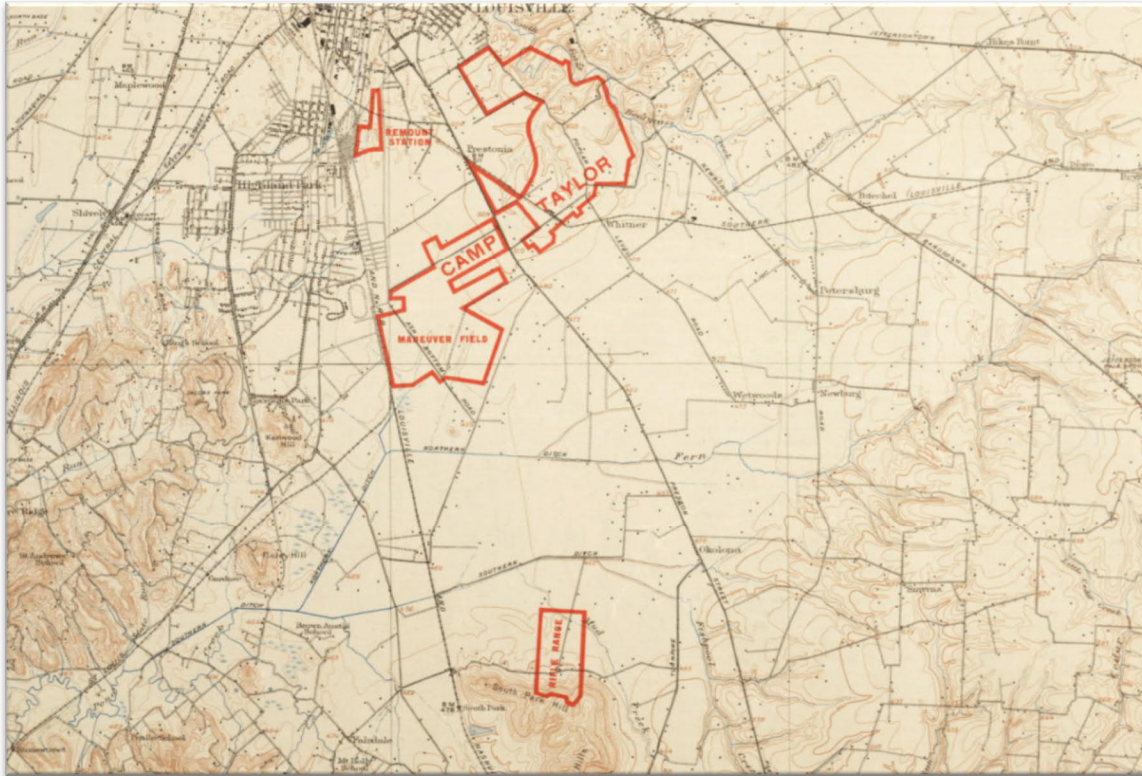


Figure 7: Camp Taylor and vicinity, 1918, University of Louisville Digital Collections⁵⁴

By 1915, jitneys buses were becoming common in Louisville. The buses were referred to as jitneys because jitney was slang for nickel which was the fare to ride the bus. These bus lines would continue to operate for more than a decade, but they were taking customers away from the interurban lines. The “Good Roads Movement-1900-1920” was created in the 19th century by bicyclists who demanded improvements to the nation’s road system. In Kentucky, a law was enacted for an improved highway department and a road fund that provided funding to Kentucky counties to make improvements to roads and bridges. This period of improvement to roads, and the introduction of the automobile in early-1900s, caused ridership on the interurban to decline.

The Louisville Traction Company was dissolved by the stockholders in 1917. The cause of the dissolution dated to 1903 when the traction company incorporated in the state of Delaware as a holding company to consolidate the Louisville Railway Company and all other streetcar companies. The reason for the incorporation in Delaware was that Delaware had a lower tax rate and out-of-state corporations did not have to pay state taxes in the state where they conducted business. Fourteen years later, the situation reversed, and the purpose of the dissolution was to save between \$35,000

and \$40,000 in federal and state taxes. The stockholders now received stock in the Louisville Railway Company that continued to own the L&I.⁵⁵

Due to the L&I constructing a freight depot at Brook and Green streets, the company won several contracts to haul milk and livestock. The tobacco farmers soon took advantage of the line to haul tobacco to the markets. The Kosmos Cement Company in southwestern Jefferson County contracted with the L&I to bring from four to seven cars of cement into the city each day. With the increase in freight transportation, the L&I was determined to provide freight service to Indianapolis. Indiana was not in favor of this decision; however, the Louisville Board and Trade asked the Interstate Commerce Commission to establish rates. Afterwards discussion between the two states continued, and the L&I finally began to move north through Indiana in 1917.⁵⁶

The L&I struggled with labor disputes with their employee and rate increases with the riders. On August 18, 1919, what was to be known as the Great Strike was started. The Amalgamated Association of Street & Electric Railway Employees of America began the strike against the Louisville Railroad Company and its subsidiary L&I over wages. Management of L&I refused to meet the striker's demands. Several cars were demolished, and some lines were damaged. The management continued to reject the demands and slowly the men began to return to work. The most outspoken of the strikers were not rehired.⁵⁷

At the end of the strike, the company decided to adjust the routes including rerouting some routes and slowing its schedule during rush hours. Service on Main Street between Preston and Johnson was discontinued in July 1919. In August the Green Street (Liberty) line, the first of the electric streetcar lines, was discontinued. In 1921, track and wire were removed on 10th Street from Walnut to Broadway. Further abandonments in 1922 included service on:

- Hancock Street Line from Walnut to Breckinridge and east to Logan;
- Jefferson Street line west of 19th Street;
- Extension from Broadway south along 46th Street to the long-closed White City amusement park;
- Camp Taylor Line; and
- Liberty Street from 7th Street to 15th Street.⁵⁸

The removal of portions of the interurban lines led to the reduced need for turntables. When the depot at First and Water Street was abandoned in 1919, the need of turntables diminished. The removal of the line on Hancock Street brought the end of the turntable on Breckinridge and Logan streets. Christmas of 1923 saw the last of the downtown turntables with the removal on 15th Street, just north of Oak.⁵⁹

As the L&I continued to struggle during the mid-1920s, the company decided to improve their service by converting from a two-man car (conductor and motorman) to a one-man car (motorman only). The new cars were lighter weight and had a coal stove with a blower to warm the cars during winter months. These improvements to the interurban did not allow the company to keep pace with improved roads and bus lines. Fares charged on the interurban never covered expenses. Major railroads were increasing the track capacity and passenger service and were able to provide a better transportation system to move freight. The streetcar lines in downtown Louisville, along with cars and bus lines, created traffic issues. The L&I continued to reorganize to provide a path to success.⁶⁰

In 1924, a new branch was constructed from the Second Street line to the Parkway Field, a new baseball park on the grounds of the old House of Refuge. The track was also extended across Avery from Fourth Street to Second Street to allow special baseball cars to run to and from the Fourth Street line before and after the games. Route changes were proposed to reduce the costs of operation. Jefferson Street west of 7th Street and the Douglas Park Racetrack branch off the Park via Third Street Line was eliminated in 1923 due to lack of ridership. In 1927, the track on West Main Street beyond 19th Street was abandoned, and the Brook and West Main line was rerouted to Market Street from 15th Street to 25th Street. A new route connection was installed along 25th Street which led to the loop around Alford, 30th, and Slevin streets. By the end of 1927, the company had abandoned approximately 9,000 feet of track along Main and 26th streets.⁶¹



Figure 8: Streetcars deliver passengers to Parkway Field, Louisville, KY, 1926, University of Louisville Digital Collection⁶²

By the mid-to-late 1920s, the Louisville Railway system started purchasing buses. The initial route ran from Main to Brandeis Street. The fare was ten cents, but an additional three cents would provide riders with a “Deluxe” ticket assuring the rider of a seat on the bus. Additional buses were added to the fleet over time. The Louisville Railway Company believed the purchase of buses would improve their financial situation. By the late 1920s, the financial situation had not improved. The company began selling their power stations and electric lines to Louisville Gas & Electric Company. By the mid-1930s, the city planning and zoning commission suggested that streetcar service should come to an end. The Bank and West Jefferson line was discontinued in June including the track on Breckinridge Street east of Brook Street. At the end of 1935, the interurban had removed all the tracks, sold off their inventory, and converted their route to bus lines.⁶³ The map in **Figure 9** indicates the dates each L&I line was opened and the date each line was closed.

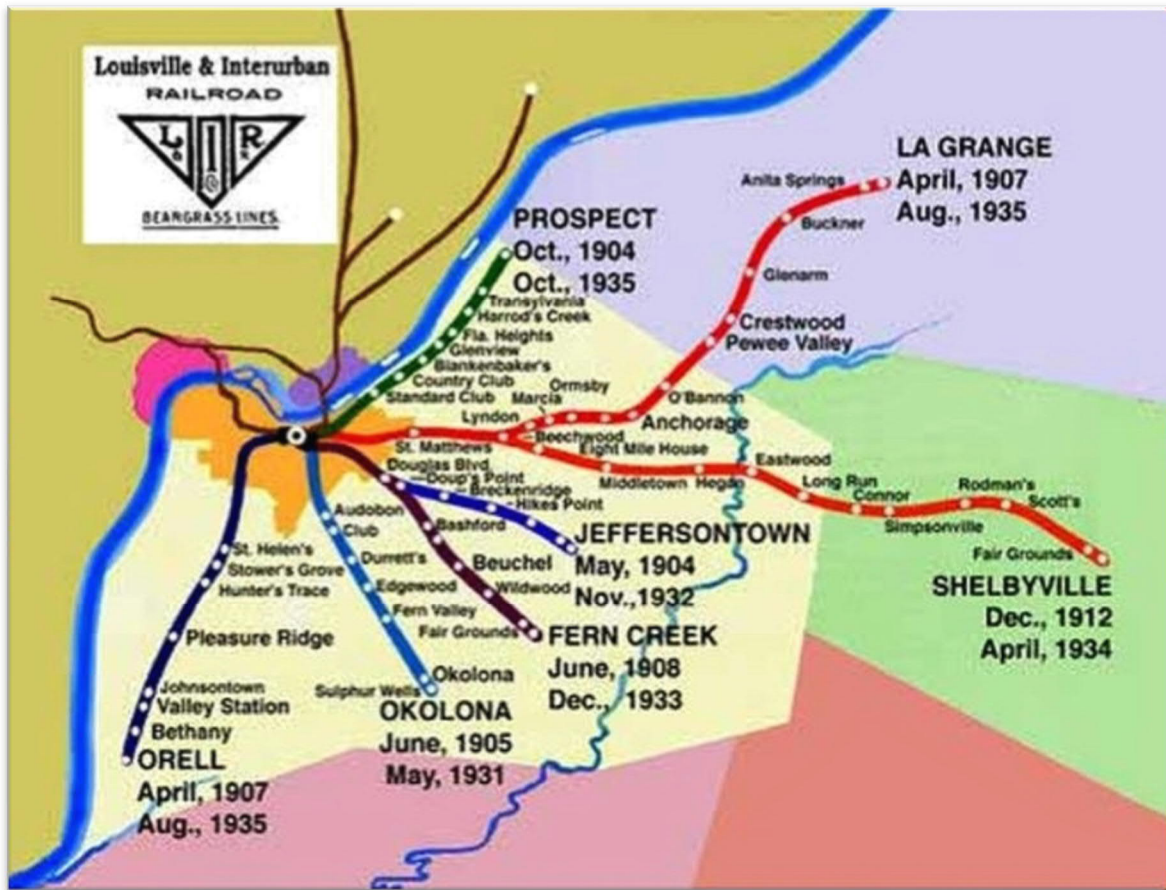


Figure 9: Map of the L&I indicating date of opening and closure⁶⁴

2.3 Louisville and Jefferson County from 1935 to present

By 1920, Louisville was prospering, even though the prohibition of alcoholic beverages caused the loss of 6,000 to 8,000 jobs. By 1923 plans for new office building expenditures in downtown Louisville totaled 15 million dollars. Although each neighborhood was served by a small collection of grocery, hardware, drug stores, and barber shops, the downtown property values escalated. J. Graham Brown erected the Brown Medical Building next to his Brown Hotel and later added a theater. The following year William Heyburn, president of the Belknap Hardware empire, began construction on the Heyburn Building.⁶⁵ During the depression years of the 1930s, employment dropped to a new low. The only companies in Jefferson County that continued production were those manufacturing cigarettes. The Great Flood of 1937 continued to decrease employment opportunities and left many homeless.

During World War II, Louisville and Jefferson County positioned itself as a major manufacturer of goods to assist in the war effort. After 1941, Louisville turned all city industrial resources into military production. A naval gun facility, an aircraft facility, and a series of chemical plants increase Louisville's position as a leading manufacturing city. The town now

produced more rubber than anywhere else in the United States. After the war, the manufacturing operations turned to peacetime facilities. General Electric created employment for 16,000 people at the 1,000-acre Appliance Park in 1953 and offered opportunities for all levels of income. The aircraft facility transformed into Standiford Field, replacing Bowman Field, which had been used for commercial aircraft. Postwar suburbanization was created to serve the needs of the returning service members who wanted to establish a home and start a new life. During 1945 and 1946, 10 million American men and women were discharged from the armed forces. They returned to a national home shortage. The National Housing Agency estimated that the country would need at least 5 million new housing units immediately after World War II and 12.5 million units the following decade.⁶⁶

Developers in Louisville utilized the existing park system to draw residents to outlying areas. The land surrounding the parks had not been annexed by the city and property taxes were lower compared to those inside the city. Manufacturing operations took advantage of lower taxes in rural areas, which further encouraged home ownership near one's employment. Issues with annexation continued to challenge Louisville government officials as smaller clusters surrounding the heart of the city were incorporating to fend off annexation. A final court decision in 1938 allowed only unincorporated areas to be annexed by the city of Louisville, which further encouraged suburban areas to incorporate.

The Housing Act of 1954 opened home ownership to a new customer base. Veterans were offered housing at no money down while others were offered only 5% down for a thirty-year mortgage. This law came at a time when banks welcomed the opportunity to finance a new wave of construction. Catalog books provided a method to examine tables explaining the monthly payments, house dimensions along with blueprints, which could be provided through the mail. Architect designed homes were advertised to meet the Federal Housing Administration and Veterans Administration financing options.

The expansion in industrialization again required improved transportation corridors. A circular beltway around the city that came to fruition when construction began in 1950s with completion in the 1970s, originally named Inner-Belt, now Watterson Expressway. Additional interstates created connections to all of Louisville including I-64, I-65, I-264, I-265, and I-71. The Dixie Highway/US-31W ran south from downtown Louisville through Shively, Pleasure Ridge Park, and Valley Station, and into Bullitt County to the south.

By 1970, hospitals, office towers, and parking garages were constructed in the center of the city. The Louisville Orchestra, established in 1937, was commissioning works by contemporary composers and the Actors Theatre of Louisville was created as an opera and ballet company that became one of the nation's foremost regional theatre groups. The Kentucky Center for the Arts building was constructed to provide a venue for the Louisville Orchestra and Actor's Theatre moved to a restored historic building downtown. Manufacturing continued to play an important role in the development of Louisville, especially in motor trucks, home appliances, paints, and plastics.

As Louisville and Jefferson County continued to grow, talks began to merge the city and county governments. After working on the merger issues since the mid-1950s, it wasn't until 2003 that the merger occurred creating Louisville-Jefferson County Metro Government. Had the merger not been successful, the Lexington Fayette Urban County Government which had merged earlier, would have been the largest county in the state. The consolidation of government was seen as playing a substantial role in recruiting some of the businesses that have come to Louisville, from both the perspective of the relocating business and the regional government.⁶⁷

3. Conclusion

In April of 2019, the Kentucky Heritage Council (KHC) requested a Historic Context of the Interurban Railroad in Jefferson County, Kentucky, Kentucky Transportation Cabinet (KYTC) Item No. 5-10007.00 as mitigation for the removal of Clarke Station Road Bridge #056C00091N. The context researched and documented a history of the development, expansion, use, and decline of interurban rail lines in Jefferson County. Additionally, the context includes a brief discussion of the development of Jefferson County through the 19th and 20th centuries, and the role interurban rail lines played in this development.

The beginning of the streetcar/interurban began in 1830, when the Kentucky State Legislature chartered by LORR that would run from Lexington to Portland, west of Louisville. Lexington wanted to run the railroad line through downtown Louisville to Portland, thus bypassing the falls; Louisville wanted the line to end in the downtown, preserving the around-the-falls transfer business. According to Martin E. Beimer in *Louisville's Street Railways and How They Shaped the City's Growth*, this was the construction of what would become Louisville's first street railway.⁶⁸

The street railway system in Louisville provided a means by which residents could easily move through the boundaries of Jefferson County. With the idea of a new railroad line from Shelbyville to Louisville, the prospect of expansion outside the boundaries of the county was becoming evident. As the population of Louisville and Jefferson County expanded, the city leaders realized that with new expansion, streetcars could be used to reach other destinations. Streetcars became interurban railways that allowed passengers and freight to travel from towns in and around Jefferson County. The interurban railways were chartered, and rails were laid to provide this service. Louisville's first cross-country interurban line began on January 14, 1901 with the incorporation of the Louisville, Anchorage and Pewee Valley Electric Railway. Interurban stations and depots were established along the lines which were both public and private. Private stations were located on farms where owners had provided easements to the railroad. One of the private stations was located on the Belknap estate in eastern Jefferson County.

The development of the interurban system served the owners of large estates in eastern Jefferson County and led to urban development that served both middle- and low-income residents in southern and western portions of the county. The interurban and streetcars allowed whites and African American residents the use of the railways. When Kentucky passed the Jim Crow laws in 1892, it did not include streetcars; officially, black patrons could still ride wherever they wanted on Louisville's streetcars.⁶⁹ Through the years, laws would dictate where whites and African Americans could be seated but there is no research that documents that anyone was prohibited from using the interurban system.

By 1915, jitneys were beginning to replace streetcars and interurban railways. This was followed by the Good Roads Movement, which provided financial incentives to improve roads and bridges. By the mid-to-late 1920s, the Louisville Railway system started purchasing buses. While the interurban lines continued to run, bus transportation was more comfortable and equally affordable to the patrons. Additionally, as citizens began purchasing automobiles, ridership on the interurbans and bus system were decreasing. These events led to the final demise of the interurban railways.

This context provides research that led to the development of interurbans in Jefferson and surrounding counties-how they developed, who used the railways, and how the interurban declined. Looking forward, efforts to revitalize the

system may be met with challenges. Many of the old railway lines have been converted to streets, converted back to agricultural land, or have become subdivisions. Environmental laws that have been created after the demise of the interurban, may result in challenges of establishing future interurban railroads. Major railroads may not allow the use of their existing lines for another purposes. Transportation on roads and interstates have created issues that cause delays in traveling and the possibility of an interurban network may be an answer to the ever-increasing transportation issues.

The MOA dated April 20, 2020, **Section I.A**, stipulated a context that would research and document interurban railways in Jefferson County and include a history of the development, expansion, use, and decline of interurban rail lines. The context includes a brief discussion of the development of Jefferson County through the 19th and 20th centuries, and the role interurban rail lines played in this development. This interurban historic context fulfills the **Stipulation Section I.A** set forth in the MOA.

Appendix A Elements of the Interurban Railway

SITE_NUMBER	HISTORIC_NAME	LOCATION	YEAR/RANGE
JF 4	KOSMODALE DEPOT	SE OF DIXIE HIGHWAY, LOUISVILLE, KY	1900-1924
JF 163	BEUCHEL RAILROAD STATION (MOVED)	2020 BEUCHEL AVE FORMERLY BARDSTOWN RD, LOUISVILLE, KY	1875-1899
JF 234	CLARK STATION	OLD TAYLORSVILLE ROAD, LOUISVILLE, KY	1850-1874
JF 365	L & N STEAM LOCOMOTIVE #152	1837 E RIVER RD, LOUISVILLE, KY	1900-1924
JF 550	GLENVIEW STATION/GLENVIEW POST OFFICE,	GLENVIEW AVENUE, LOUISVILLE, K	1887
JF 661	RAILWAY DEPOT (ANCHORAGE INTERURBAN STATION)	1500 EVERGREEN RD, ANCHORAGE, KY	1900-1924
JF 721	LONG RUN RAILROAD STATION	716 CLARK STATION RD, LOUISVILLE, KY	1900-1924
JF 837	RAILROAD BRIDGE (ILLINOIS CENTRAL)	SALT RIVER AT WEST POINT KENTUCKY	1925-1949
JF 845	HARRODS CREEK BRIDGE	UPPER RIVER ROAD AT HARRODS CREEK, LOUISVILLE, KY	1900-1924
JF 1043	LOUISVILLE INTERURBAN RAILWAY POWER HOUSE	16200 EASTWOOD CUT OFF ROAD, EASTWOOD KY	1900-1924
JF 1057	INTERURBAN BRIDGE OVER FLOYD'S FORK (ABUTMENT ONLY)	SOUTHEAST OF US 60 NEAR EASTWOOD, KY	1900-1924
JF 2041	MARINE RAILWAY # EL #	5913 RIVER ROAD, HARRODS CREEK KY	1950-1974
JF 3583	FLORIDA HEIGHTS RAILWAY STATION	LIME KILN ROAD AT CHANCE SCHOOL, LOUISVILLE, KY	1850-1874
JF 3519	LOUISVILLE-SHELBYVILLE INTERURBAN BRIDGE #056C00091N	CLARK STATION ROAD OVER LONG RUN CREEK	1900-1924
JFCB 602	CHESAPEAKE & OHIO FREIGHT TERMINAL	103 N PRESTON, LOUISVILLE, KY	1900-1924
JFCD 11	TRADE MART BLDG (L & N RAILROAD OFFICE)	129 W MAIN & 131, LOUISVILLE, KY	1875-1899
JFCH1324	L&N RAILROAD BRIDGE OVER EAST BROADWAY	EAST BROADWAY AT BRENT STREET AND BEARGRASS CREEK, LOUISVILLE KY	1925-1949
JFCU 34	CSX RAILROAD BRIDGE OVER OLD EASTERN PKWY	LOCATED UNDER EASTERN PKWY (US 60A) BRIDGE AT U OF L, LOUISVILLE, KY	1900-1924
JFEI 3	L C & L RAILROAD BLDGS	120 N SPRING, LOUISVILLE, KY	1850-1874
JFL 3166	LOUISVILLE RAILWAY STATION #3	28TH & WALNUT STREET, LOUISVILLE, KY	1850-1874
JFL 5701	7th & MYRTLE AVENUE INTERURBAN BARN	7TH & MYRTLE AVE., LOUISVILLE, KY	1850-1874
JFSW 400	L & N RAILROAD OFFICE BLDG	908 W BROADWAY, LOUISVILLE, KY	1900-1924
JFSW 401	UNION STATION	1000 W BROADWAY LOUISVILLE KY	1875-1899
JFSW 451	RAILROAD BRIDGE OVERPASS #EL#	BROADWAY BETWEEN 30TH AND 31ST STREETS, LOUISVILLE KY	1925-1949
JFSW 471	RAILROAD BRIDGE #EL#	DIXIE HWY BETWEEN STANDARD AVE AND ST LOUIS AVE, LOUISVILLE KY	1925-1949
JFSW 982	RAILROAD BRIDGE	L&I RAILROAD BRIDGE OVER S 13TH ST LOUISVILLE KY	1925-1949
JFSW 987	RAILROAD BRIDGE	L&I RAIROAD OVER S 12TH ST LOUISVILLE KY	
JFWP 148	MONON FREIGHT DEPOT	1400 W MAIN ST, LOUISVILLE, KY	1900-1924
JFWP 164	PENNSYLVANIA LINES FREIGHT DEPOT	1301 PORTLAND AVE (OR 1301 LYTLE ST) (2006 REPORT NOT REC'D), LOUISVILLE, KY	1875-1899
JFWP 247	ROUNDHOUSE & TURNTABLE K & I RR CO	BANK E OF 34TH IN RR YDS, LOUISVILLE, KY	1900-1924
JFWP 327	PENNSYLVANIA RAILROAD BRIDGE	OHIO RIVER AT 14TH STREET, LOUISVILLE, KY	1900-1924
JFWP 332	KENTUCKY AND INDIANA TERMINAL RAILROAD BRIDGE	OHIO RIVER AT 32ND STREET	1900-1924

SITE_NUMBER	HISTORIC_NAME	LOCATION	YEAR/RANGE
JFWP 468	ILLINOIS CENTRAL RAILROAD FREIGHT DEPOT (DEMOL.)	N SIDE ROWAN ST BETW N 10TH AND 12TH STS, LOUISVILLE KY	1875-1899
JFWP 476	OHIO RIVER RAILROAD BRIDGE #EL#	BETWEEN RUDD AVE AND NORTHWESTERN PKWY, LOUISVILLE, KY	1900-1924
JFWP 479	MONTGOMERY STREET RAILROAD BRIDGE #1 #EL#	MONTGOMERY STREET OVERPASS, LOUISVILLE, KY	1900-1924
JFWP 480	MONTGOMERY STREET RAILROAD BRIDGE #2 #EL#	MONTGOMERY STREET OVERPASS LOUISVILLE KY	1900-1924
JFWP 481	RAILROAD BRIDGE #EL#	PORTLAND AVE BETWEEN 30TH AND 31ST STREETS, LOUISVILLE KY	1900-1924
JFWP 482	RAILROAD BRIDGE #EL#	BANK ST BETWEEN 30TH AND 31ST STREETS, LOUISVILLE KY	1900-1924
JFWP 614	WAREHOUSE	1403 ROWAN ST, LOUISVILLE KY	1925-1949
JFWP 615	RAILROAD BRIDGE	L&I RAILROAD OVER MAIN ST, LOUISVILLE, KY	1925-1949
JFWR3826	RAILROAD BRIDGE	L&I RAILROAD OVER W MARKET ST LOUISVILLE KY	1925-1949
JFWR3828	RAILROAD BRIDGE	L&I RAILROAD OVER W JEFFERSON ST LOUISVILLE KY	1925-1949
JFWR3832	RAILROAD BRIDGE	RAILROAD BRIDGE OVER W MUHAMMAD ALI BLVD, LOUISVILLE KY	1925-1949
JFWR3835	RAILROAD BRIDGE	L&I RAILROAD OVER W MADISON ST, LOUISVILLE KY	1925-1949
JFWR3837	RAILROAD BRIDGE	L&I RAILROAD OVER W CHESTNUT ST, LOUISVILLE KY	1925-1949
JFWR3839	RAILROAD BRIDGE	L&I RAILROAD OVER W MAGAZINE ST LOUISVILLE KY	1925-1949
JFWR3840	RAILROAD BRIDGE	L&I RAILROAD OVER W BROADWAY LOUISVILLE KY	1925-1949
OL 158	BUCKNER STATION	KY 146 & OLD LAGRANGE ROAD, BUCKNER, KY	1850-1874
OL 592	CAMDEN STATION (CRESTWOOD)	KY 146 & NORTH CAMDEN LANE, CRESTWOOD, KY	1850-1874
SH 425	SCOTT STATION INTERURBAN RAILWAY POWER HOUSE	US 60 & SCOTT STATION ROAD, SHELBYVILLE, KY	1850-1874

Appendix B Newly Identified Historic Resources

Name: Louisville-Shelbyville Interurban Railway Powerhouse
Address: Corner of US 60 and Scott Station Road, Shelbyville, KY
Plates: Plates 1-2
Zone: Zone 16
Quad: Simpsonville, KY
Lat./Long: 38.217759/-85.284498
Date of Construction: ca. 1900

Description:

The resource was originally the Louisville-Shelbyville Interurban Railway Powerhouse located at Scott Station Road in Shelbyville. It is a two-story commercial building located on the corner of US 60 and Scott Station Road. The first story of the brick building extends to the north from a one- and one-half-story building. The brick on the resource has been laid in a common variant pattern of four stretcher rows per header row. The building rests on a stone foundation. The flat roof has parapet walls. The roofing material was not visible. The first story of the north (façade) elevation has an offset main entrance. The entrance door holds a paneled wood door. The entrance is covered with a cloth awning. Two window openings are located to the east of the door. The window openings each hold a one-over-one wood sash. There are three window openings which are evenly spaced to the west of the door. The window openings each hold a one-over-one wood sash.

Evaluation: NRHP Eligible under Criteria A and C

The resource is one of two remaining power stations that served the Louisville-Shelbyville Interurban. The Eastwood Station Power House (JF-1043) was determined eligible for listing in the NRHP under Criteria A and C as a rare example of Louisville and Interurban Railway Company architecture and for its association with the Interurban Railway. The resource does appear to be associated with the Louisville-Shelbyville Interurban Railway and is significant under the NRHP under Criterion A. The resource was not identified during research to be related to any person important or significant in local, state, or national events to be significant under Criterion B. The resource does appear to be the work of a master or convey distinctive characteristics of a type, period or method of construction and is recommended as eligible for the NRHP under Criterion C.



Plate 1: Looking northeast toward the Scott Station Power House



Plate 2: Looking east toward Scott Station Power House

Name: Buckner Station/The Woofery and Spa
Address: 4300 W, KY-146, Buckner, KY 40010
Plates: Plate 3
Zone: Zone 16
Quad: LaGrange, KY-IND
Lat./Long: 38.383240/-85.440296
Date of Construction: ca. 1900

Description:

The building is a one-story brick construction. The building is three bays wide on the façade and three piles deep. Brick pilasters separate the bays on all elevations. It is sheltered by hipped roof with gabled dormers. The gabled dormers have a half-timbered decorative siding. The roof is covered with asphalt shingles. The entrance on the façade has two doors with a transom. The door openings each hold paired wood panel door with a divided light in the upper half. There are two windows located on the façade and three windows located on both the south, west, and east elevations. Another entrance is located in the rear of the building.

Evaluation: NRHP Eligible under Criteria A and C

The resource is an intact historic building that is associated with the Interurban Railway and served as Buckner Station in Buckner, Kentucky. The resource does appear to be associated with the Louisville-Shelbyville Interurban Railway and is significant under the NRHP under Criterion A. The resource was not identified during research to be related to any person important or significant in local, state, or national events to be significant under Criterion B. The resource does appear to be the work of a master or convey distinctive characteristics of a type, period or method of construction and is recommended as eligible for the NRHP under Criterion C.



Plate 3: Looking southeast toward Buckner Station/The Woofery and Spa

Name: Camden Station/Missy's Hair Care
Address: 6230 KY-146, Crestwood, KY 40014
Plates: Plate 4
Zone: Zone
Quad: Crestwood Quadrangle
Lat./Long: 38.338429/-85.464212
Date of Construction: ca. 1900

Description:

The building is a one-story brick construction. The building is three bays wide on the façade and sheltered by a hipped roof covered with asphalt shingles. There is a centered cupola located on the center ridge of the roof. The cupola is sheltered by pyramidal roof covered with asphalt shingles. The entrance on the façade holds a metal panel door with a divided light in the upper half. The entrance is covered with a cloth awning. There are two windows located on the façade as well as two windows on the east elevation. The window openings on all elevations hold nine-over-nine vinyl replacement sashes.

Evaluation: NRHP Eligible under Criteria A and C

The resource has undergone changes with replacement sashes and cupola. The changes do not diminish the form and design. The building retains the original location and setting. The resource does appear to be associated with the Louisville-Shelbyville Interurban Railway and is significant under the NRHP under Criterion A. The resource was not identified during research to be related to any person important or significant in local, state, or national events to be significant under Criterion B. The resource does appear to be the work of a master or convey distinctive characteristics of a type, period or method of construction and is recommended as eligible for the NRHP under Criterion C.



Plate 4: Looking south toward Camden Station/Missy's Hair Care

Name: Louisville Street Car Barn
Address: Myrtle Street and 7th Street, Louisville, KY
Plates: Plates 5-8
Zone: Zone 16
Quad: Louisville West, KY-IND
Lat./Long: 38.231091/-85.766466
Date of Construction: ca.1900

Description:

The resource is a two-story, brick commercial building. The building rests on a concrete block foundation. The flat roof has parapet walls. The roofing material was not visible. The first story of the west (façade) elevation has an offset main entrance. The entrance door holds a paneled wood door. The entrance is covered with a shed roof covered in standing seam metal. There are eleven window openings are located on the second floor. The window openings each hold a fixed, nine-light wood sash. There is a garage door to the left of the entrance. The rear elevation is one-story and is covered by a semi-monitor roof system.

Evaluation: NRHP Eligible under Criterion A

The resource has not retained integrity on the west (façade) elevation with one garage bay having been enclosed and the other substantially modified through its size reduction. It does retain the original window sashes and roof lines. The resource does have an association with the Louisville Streetcar system and served as a car barn and is significant under the NRHP under Criterion A. The resource was not identified during research to be related to any person important or significant in local, state, or national events to be significant under Criterion B. Due to the loss of the integrity on the façade, the resource no longer appears to be the work of a master or convey distinctive characteristics of a type, period or method of construction and is recommended as not eligible for the NRHP under Criterion C.



Plate 5: Looking east toward the Louisville Streetcar Barn



Plate 6: Looking west toward the rear and south elevations of the Louisville Streetcar Barn



Plate 7: Looking toward the south and rear elevation of the Louisville Streetcar Barn



Plate 8: Streetcars parked in Louisville Railway Company Barn, 7th & Myrtle Streets, Louisville, Kentucky, University of Louisville Digital Collections, 1928

Name: Louisville Railway Company Substation #3/Ebenezer Baptist Church
Address: South 28th & Walnut Street (MKL Boulevard), Louisville, KY
Plates: Plates 9-10
Zone: Zone 16
Quad: New Albany, IND-KY
Lat./Long: 38.255327/-85.797034
Date of Construction: ca. 1900

Description:

The building is in a one-story Gable-Front form. The building is clad in brick veneer and sheltered by a front-gable roof with a stepped parapet on the north and south ends of the roof. The stepped parapet is topped with a stone cap. Brick corbelling has been applied on the cornice line on the east and west elevations. The roof material was not visible. The foundation is concrete block. The building is three bays wide on the façade. The front door is located within the entry porch. A window is centered over the door with a crescent shape window sited on the gable end. The window is topped with a brick arch with a keystone. The door is flanked by window openings that each hold an arch window sash with a brick arch with a keystone. The building is five piles deep. A one-story modern addition is attached to the rear(south) elevation.

Evaluation: NRHP Eligible under Criteria A and C

The resource retains the integrity of location, setting, materials, design, workmanship, feeling and association. The resource does have an association with the Louisville Streetcar system and served as Louisville Streetcar Station #3 and is significant under the NRHP under Criterion A. The resource was not identified during research to be related to any person important or significant in local, state, or national events to be significant under Criterion B. Due to the loss of the integrity on the façade, the resource no longer appears to be the work of a master or convey distinctive characteristics of a type, period or method of construction and is recommended as not eligible for the NRHP under Criterion C.



Plate 9: Looking west toward Louisville Railway Station #3/Ebenezer Baptist Church



Plate 10: Louisville Railway Station #3, 1928, 28th & Walnut Street, University of Louisville Digital Collections/Caufield & Shook Collection

Name: Florida Heights
Address: Lime Kiln Road, Louisville, KY
Plate: Plate 11
Zone: Zone 16
Quad: Jefferson, IN-KY Quad
Lat./Long: 38.313486/-85.645771
Date of Construction: ca. 1900

Description:

The station consists of four metal posts that rests on stone columns and supports a hip roof. The roof material is wood shakes.

Evaluation: NRHP Eligible under Criteria A and C

The shelter is the original Florida Heights Railway Station along the interurban railway. The resource is located in the lower parking lot of the Virginia Chance School on the west side of Lime Kiln Road. The building retains a high level of integrity. The resource does have an association with the Louisville Interurban system and served as a station, therefore it is significant under the NRHP under Criterion A. The resource was not identified during research to be related to any person important or significant in local, state, or national events to be significant under Criterion B. The resource does appear to be the work of a master or convey distinctive characteristics of a type, period or method of construction and is recommended as not eligible for the NRHP under Criterion C.



Plate 11: Looking southeast toward the Florida Heights Station

Appendix C Streetcar/Interurban Route Development

C.1 Streetcar/Interurban Route Development

The information in **Table B-1** indicates the chronological development of the Louisville’s streetcar routes between 1864 to the end of service in 1948 and the car barn where the route was based.⁷⁰ **Table B-2** specifies the dates of each interurban line and provides the date the route was opened and the date the route was ended.

Table B- 1: Streetcar Route Development

Route	Year Started	Year Ended	Car Barn Location
Main & Portland Avenue	1864	1890*	32 nd Street & Portland Avenue
Portland Line	1864	1884	36 th Street & Water Street
Portland, Main, & Preston	1865	1893	32 nd Street & Portland Avenue
Fourth Avenue	1866	1948	Fifth Street & Oak Street until 1891, Fourth Street, after 1891
East Walnut	1866	1898*	Baxter Avenue & Hamilton
Main & Story Avenue	1866	1886*	13 th Street & Main, 1866-1880, 25 th Street & Market, 1880-1886
Market Street	1866	1886*	13 th Street & Main, 1866-1880, 25 th Street & Market, 1880-1886
West Walnut Street	1866	1890*	18 th Street & Walnut
West Louisville	1867	1893	Unknown
Beargrass Line	1868	1900*	Doup’s Point
12 th Street & Broadway	1870	1883*	13 th Street & Main
Homestead Line	1872	1890*	18 th Street & Walnut
18 th Street-Market-Shelby	1875*	1883	Shelby & Bergman
Sixth Street	1876	1890*	Sixth Street & Magnolia
Bridge Depot	1882*	1890*	18 th Street & Walnut
Sixth, Jefferson, & Second Streets	1883	1890*	Sixth & Magnolia
Cave Hill	1883	1906*	Highland & Baxter
Crescent Hill	1883	1901*	Baxter & Hamilton
Fair Association & Race Course	1883	1893	Sixth & Magnolia
12 th Street-Broadway-Sixth Street & Main	1883*	1890*	13 th Street & Main
Hancock Street	1883*	1900*	Baxter & Hamilton
New Albany & Jeffersonville Ferries	1883*	1890	32 nd Street & Portland Avenue
Riverside Line	1883*	1890*	18 th Street & Walnut
Brook Street	1884	1890*	Fifth Street & Oak
West Chestnut & East Jefferson	1885	1890*	27 th Street & Chestnut
Seventh Street	1886	1890*	Seventh Street & Myrtle
West Broadway-Second Street	1886	1895	18 th Street & Broadway
Market & 18 th Street	1886*	1893	13 th Street & Main
Market & Shelby Street	1886*	1893	25 th & Market and Shelby & Bergman (both used at the same time)
Green Street	1889	1900*	Highland & Baxter

Second Street	1890	1906	Fourth Street & Avery
Depot Line	1890	1919	13 th Street & Main and 18 th Street & Broadway
Sixth Street & Barrett Avenue	1890*	1912	Sixth Street & Magnolia until 1896 then Fourth Street & Avery
Brook & Seventh Street	1890*	1923	Seventh Street & Myrtle
Main Street	1890*	1912	13 th Street & Main
Preston, Main & 18 th Street	1890*	1912	13 th Street & Main
Riverview Line	1890*	1912	18 th Street & Walnut
Walnut, 19 th Street & Bank	1890*	1907*	32 nd Street & Portland Avenue
West Chestnut, East Jefferson & Hancock	1890*	1901	27 th Street & Chestnut
Jacob's Park via Third Street (Park via Third)	1892	1947	Fourth Street & Avery
Jacob's Park via Seventh Street (Park via Seventh)	1892	1941	Fourth Street & Avery
Market & Frankfort Avenue	1893	1945	25 th Street & Market
Portland & Shelby	1893	1945	32 nd Street & Portland and Shelby & Bergman 1893- 1934; 13 th Street & Main after 1934
Highland Park	1895	1906	Unknown
West Broadway	1895*	1912	18 th Street & Broadway
Goss Avenue	1900	1916	Shelby & Bergman
Bank, Green & Hancock	1900*	1920	32 nd Street & Portland
West Chestnut, East Jefferson & Frankfort Avenue	1901	1912	27 th Street & Chestnut
Walnut & Parkland	1901*	1912	Highland & Baxter
Second-Highland Park	1906	1946	Fourth Street & Avery
12 th & 15 th Streets	1906	1946	13 th & Main
East Broadway & West Jefferson	1907*	1912	Highland & Baxter
18 th Street & East Main	1912	1920	18 th Street & Broadway
Sixth Street	1912	1923	Fourth Street & Avery
Bardstown Road & Jefferson	1912	1920	Highland & Baxter
Broadway	1912	1940	29 th Street & Broadway
Chestnut & Barrett Avenue	1912	1921	27 th Street & Chestnut
Oak Street	1912	1945	29 th Street & Broadway
Preston & West Main	1912	1920	13 th Street & Main
Walnut & Crescent Hill	1912	1936	29 th Street & Broadway
18 th Street & Preston	1920	1945	13 th Street & Main
Bardstown Road & Bank Street	1920	1923	Highland & Baxter
Bardstown Road & West Main	1920	1923	Highland & Baxter
Hancock Street	1920	1922	13 th Street & Main
Castlewood-Greenwood	1921	1922	29 th Street & Broadway
Chestnut Street	1921	1922	27 th Street & Chestnut

Chestnut & Barrett Avenue	1922	1945	27 th Street & Chestnut; 29 th Street & Broadway after 1933
Sixth & Seventh Streets	1923	1931	Seventh Street & Myrtle
Bank & West Jefferson	1923	1930	32 nd Street & Portland
Bardstown Road & East Jefferson	1923	1938	Highland & Baxter to 1931; Fourth & Avery, 1931-1935; 25 th Street & Market, 1935-1938
Brook & West Main	1923	1930	13 th Street & Main
Sixth & 12 th Street	1931	1932	Fourth Street & Avery
Sixth Street	1932	1941	Fourth & Avery
Bardstown Road	1938	1940	25 th Street & Market
14 th Street to Shelby (Broadway)	1940	1940	29 th Street & Broadway
Fourth to Queen Avenue	1941	1948	Fourth & Avery
Sixth Street	1942	1945	25 th & Market
* Denotes approximate date; precise date is unknown			

Table B- 2: Interurban Railroad Development in Jefferson and Surrounding Counties

Louisville & Interurban Railroad (Beargrass Lines)	Route Established	Route Closed
Prospect	October 1904	October 1935
Jeffersontown	May 1904	November 1932
Okolona	June 1905	May 1931
Orell	April 1907	August 1935
LaGrange	April 1907	August 1935
Fern Creek	June 1908	December 1933
Shelbyville	December 1912	April 1934

Appendix D Memorandum of Agreement

**MEMORANDUM OF AGREEMENT
BETWEEN FEDERAL HIGHWAY ADMINISTRATION
AND THE
KENTUCKY STATE HISTORIC PRESERVATION OFFICER**

**Clark Station Road Bridge over South Long Run (Bridge No. 056C00091N)
Jefferson County, Kentucky
Kentucky Transportation Cabinet Item No. 5-10007**

Whereas, the Federal Highway Administration (FHWA) provides funds from the Surface Transportation Program to the Kentucky Transportation Cabinet (KYTC) for the purpose of preserving and improving conditions on federal-aid highways; and,

Whereas, the KYTC, using these funds, seeks to replace the Clark Station Road Bridge over South Long Run (Bridge No. 056C00091N) in Jefferson County, Kentucky, due its substandard condition and load tolerance; and,

Whereas, the KYTC is responsible for the development and implementation of the bridge replacement (the Undertaking) and, as such, the FHWA has invited the KYTC to be a signatory to this Agreement; and,

Whereas, the FHWA has determined that replacing the Clark Station Road Bridge over South Long Run (Bridge No. 056C00091N) in Jefferson County, Kentucky, will have an adverse effect on the bridge, a property determined eligible for inclusion in the National Register of Historic Places; and

Whereas, the FHWA has consulted with the Kentucky State Historic Preservation Officer (KY SHPO) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act, as amended, (54 USC 306108, [former] 16 USC 470f), and notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect finding pursuant to 36 CFR §800.6 (a)(1); and

Whereas, the FHWA, in consultation with the KY SHPO, has determined that the adverse effect of the Undertaking cannot be avoided, and that implementation of the stipulations herein will mitigate the Undertaking's adverse effect on the historic property; and

Whereas, the Bridging Kentucky Team has conducted an archaeological survey of the project area and found no archaeological resources, and the KY SHPO concurred with the findings of that survey November 30, 2018;

Now, therefore, the FHWA and the KY SHPO agree the Undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on the historic property, and further agree that these stipulations shall govern the Undertaking and all of its parts until this Memorandum of Agreement (MOA) is terminated or all stipulations have been implemented.

Stipulations

The FHWA will ensure the following measures are carried out:

I. Measures to Avoid, Minimize, or Mitigate Adverse Effects

A. Develop Historic Context for Interurban Railways in Jefferson County, Kentucky

Though it is believed the historic Clark Station Road Bridge over South Long Run was part of the Louisville and Interurban Railroad service that operated in the early 1900s in the Louisville area, research and documentation to determine the bridge's connection to the interurban system is, at present, lacking.

The FHWA, SHPO, and KYTC agree that mitigation for the project's effect on the bridge shall take the form of researching and documenting historic context for interurban railways in Jefferson County. The mitigation measures herein will have direct correlation to the bridge and provide the benefit of documenting a historic element in eastern Jefferson County.

1. A historic context will be developed for interurban railways in Jefferson County that shall include a history of the development, expansion, use, and decline of interurban rail lines. The context shall include information regarding the factors that led to their use and expansion; their role in the expansion of Louisville's urban area; who used the service, and for what purpose; what factors led to their eventual decline and abandonment; and, subsequently, what factors are leading efforts to resurrect interurban lines today.
2. The historic context shall also include a limited survey to identify any extant structures such as bridges, depots, or other support facilities that were associated with the interurban lines; and to identify more common types that may remain, as well as more unusual or uncommon types as may still be found within the county.
3. The context will include a brief discussion of the development of Jefferson County through the 19th and 20th centuries, and the role interurban rail lines played in this development.
4. The completion of this context study shall not exceed \$25,000, and completion of this study shall not be tied to the letting date of this project. Execution of the MOA by signature of by-right Consulting Parties will constitute Section 106 clearance for the cultural historic aspect of this project.
5. The historic context study shall be completed within 12 months of the Consultant's notice to proceed, and the Consultant will be given a notice to proceed prior letting the bridge to construction. Copies of the study shall be sent to the appropriate Subject Matter Experts (SMEs) in the KYTC's Division of Environmental Analysis for coordination and concurrent review with the Kentucky SHPO staff.

B. Design Commitments

The FHWA, SHPO, and KYTC agree that the design relief the on the stream-facing walls of the bridge will be replicated on the new bridge.

II. Resolution of Disagreements

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, the FHWA shall consult with such party to resolve the objection. If the FHWA determines that such objection cannot be resolved, the FHWA will:

- A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide the FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, the FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.
- C. The FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

III. Duration

This MOA shall remain in effect for five (5) years following its execution. If the Undertaking has not been completed and all stipulations of this MOA implemented within this time, the term shall be extended an additional year then, and each anniversary date thereafter, unless a signatory objects. Parties to the MOA have the right to terminate or cancel this agreement at any time upon thirty (30) days written notice to the other parties.

IV. Amendments

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

V. Termination

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an

amendment per Stipulation IV, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories. Once the MOA is terminated, and prior to work continuing on the Undertaking, the FHWA must either (a) execute an MOA pursuant to 36 CFR § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The FHWA shall notify the signatories as to the course of action it will pursue. Execution of this MOA by the FHWA and the KY SHPO and implementation of its terms evidence that the FHWA has taken into account the effect of this Undertaking on the historic property and afforded the ACHP an opportunity to comment.

Execution of this Memorandum of Agreement and implementation of its terms evidence that the FHWA has afforded the ACHP an opportunity to comment on the Bridge No. 056C00091N replacement and the Undertaking's effect on the historic property, and that the FHWA has taken into account the effect of the Undertaking on the historic property.

SIGNATORIES:

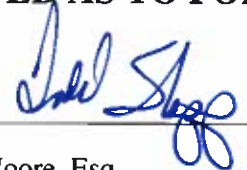
Federal Highway Administration

By: Bernadette Dupont Date: 04/20/20
John Ballantyne
System Performance Team Leader, Federal Highway Administration

Kentucky State Historic Preservation Officer

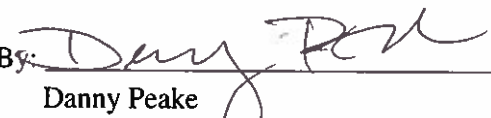
By:  Date: 4-2-2020
Craig Potts
Kentucky State Historic Preservation Officer

APPROVED AS TO FORM AND LEGALITY:

By:  131 Date: 2/27/2020
Kevin Moore, Esq.
Executive Director, Office of Legal Services
Kentucky Transportation Cabinet

INVITED SIGNATORY:

Kentucky Transportation Cabinet

By:  Date: 2/27/2020
Danny Peake
Director, Division of Environmental Analysis
Kentucky Transportation Cabinet

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End Notes

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- ⁶⁴ Jim Herron, Map of Interurban Routes, <https://historiclouisville.weebly.com/interurban-elevated-rail.html>
- ⁶⁵ John E. Kleber. *The Encyclopedia of Louisville*. (Lexington, KY: University of Kentucky Press, 2001), p. xxv
- ⁶⁶ Renee Y. Chow, *Suburban Space: The Fabric of Dwelling*. University of California Press 2002. P. 22
- ⁶⁷ Jeff Wachter, *A 10-Year Perspective of the Merger of Louisville and Jefferson County, KY: Louisville Metro Vaults From 65th to 18th Largest City in the Nation*, September 2013, p. 9 <https://abell.org/sites/default/files/publications/cd-louisvillemerger1013.pdf>
- ⁶⁸ Martin E. Biemer, James B. Calvert, and George H. Yater, *Louisville's Street Railways and How They Shaped The City's Growth*, (Louisville, Kentucky, Butler Books), 2018, p. 3
- ⁶⁹ Ibid, p. 27
- ⁷⁰ Ibid, p. 254-256