

** DATA SHEET

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Kentucky
COUNTY: Shelby
FOR NPS USE ONLY
ENTRY DATE JUN 20 1975

SEE INSTRUCTIONS

1. NAME

COMMON:
Shelbyville L & N Railroad Depot

AND/OR HISTORIC:
Same

2. LOCATION

STREET AND NUMBER:
220 N. 7th Street

CITY OR TOWN:
Shelbyville

CONGRESSIONAL DISTRICT:
06

STATE: **Kentucky** CODE: **021** COUNTY: **Shelby** CODE: **211**

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input checked="" type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input checked="" type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Comments _____

4. OWNER OF PROPERTY

OWNER'S NAME:
Donald Chatham, Psc.

STREET AND NUMBER:
615 Washington Street

CITY OR TOWN:
Shelbyville

STATE:
Kentucky

CODE:
021

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Shelby County Courthouse

STREET AND NUMBER:
Fifth & Main Streets

CITY OR TOWN:
Shelbyville

STATE:
Kentucky

CODE:
021

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Survey of Historic Sites in Kentucky

DATE OF SURVEY: **1972-73** Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Kentucky Heritage Commission

STREET AND NUMBER:
401 Wapping Street

CITY OR TOWN:
Frankfort

STATE:
Kentucky

CODE:
021

STATE: _____

COUNTY: _____

ENTRY NUMBER: _____

DATE: _____

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7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input checked="" type="checkbox"/> Moved	<input type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

This railroad station is typical of modest late Victorian depots. It is ornate with wide overhanging roof, gables, and a low tower, all adorned with carpenter's work.

The depot was originally set between the L & N tracks which passed through Shelbyville. The present owner has moved the structure about two blocks away to a sloping hillside site, where it has been relocated, restored, and adapted to commercial use while retaining the original fabric and appearance. The change in site necessitated the placing of the station building on a platform to compensate for the slope. Although the upper side of the original building now abuts directly on the ground and thus retains its original appearance, the other side (originally facing the main train platform) is elevated on a terrace of cinder blocks and wood-slat latticing. Although the roof has modern asphalt shingle, the remainder of the structure is essentially intact, including handsome paneled doors and delicate brackets supporting the wide eaves.

The length of the building is broken by a series of interruptions, both at the roofline and along the sides, reflecting the position of the interior spaces. At one corner a charming tower cuts through the eaves with its paneled walls; its pyramidal roof is the only part of the roof independent of the rest. The other small gables over the bays are also paneled in what might have been considered by contemporaries a "Japanese" or "Eastlake" effect. The locations of the waiting rooms, stationmaster's office, and baggage or freight room are indicated on the exterior separate bays. The walls have horizontal baseboards. Above them is a dado of tongue-and-groove boards repeated under the eaves. In between is horizontal weatherboarding interrupted at frequent intervals by the narrow windows that extend from dado to upper molding. The paneled effect is emphasized by the colors which have been recreated on the advice of a paint expert. The walls are yellow with white trim.

The interior is divided into four compartments. The only alteration has been to lengthen a window into a door in order to connect the originally segregated black and white parts of the station.

SEE INSTRUCTIONS

6. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) **1895**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|---|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input checked="" type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

This typical late 19th-century, small-scale passenger depot was built in 1895 and served as one of Shelbyville's two stations until passenger trains ended service--May 1971 in this case.

The L & N leased its line to the Chesapeake & Ohio through here, and both roads operated trains. The C & O maintained it as a branch of its Louisville-Cincinnati to Washington, D. C., service. Two crack trains on this line--the George Washington and the F. F. V.--were famous for their luxurious service. They connected at Ashland, Kentucky, with the C & O Cincinnati trains. These trains were noted for their east-west service, and were favorites with Senators, Congressmen, and other public figures.

Two weeks before his re-election, President Truman made a rear platform appearance and speech at this L & N station, making a special reference to Shelby County as the home county of his four grandparents, who migrated to Missouri in the 1840's. Similar whistle-stop speeches were made at this depot earlier by Presidents Taft and Harding. There have been other notable large gatherings at this station, and generations of college students from this area have traveled to eastern schools from this station over the C & O.

The building was marked for demolition in the spring of 1972. Several people and organizations became interested in saving it. The station stood between tracks, where freight trains pass, and could not be utilized there. The L & N had abandoned it as offices; it was too large and could not be heated or air conditioned. The present owner acquired it, and had it moved at considerable expense. It has been restored and renovated, and made into a gift shop and offices.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Herr, Kincaid. The Louisville & Nashville Railroad 1850-1963,
 Louisville: L & N Public Relations Department,
 1st. Printing 1943, Revised 1964.

Klein, Maury. History of the Louisville & Nashville Railroad,
 New York, New York: The Macmillan Company, 1972.

(continued)

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

UTM Reference
 16/655850/4230740
 UTM OK HL

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **Less than five.**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE

11. FORM PREPARED BY

NAME AND TITLE: **Bennett Roach, Shelby County Representative** FTW

ORGANIZATION: **Kentucky Heritage Commission** DATE: Feb. 27, 1973

STREET AND NUMBER: **c/o Sentinel-News Sixth & Main Streets**

CITY OR TOWN: **Shelbyville** STATE: Kentucky CODE: 021

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Eldred W. Melton

Title State Historic Pres. Officer

Date 6/6/75

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

[Signature]
 Director, Office of Archeology and Historic Preservation

Date 6/20/75

ATTEST:
[Signature]
 Keeper of The National Register

Date JUN 20 1975

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INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE Kentucky	
COUNTY Shelby	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
600 20	1975

(Number all entries)

Shelbyville L & N Railroad Depot

9. Major Bibliographical References (continued)

Page 2

Roach, Bennett. "Old L & N Depot Bldg. Faces Uncertain Future,"
The Sentinel-News, June 5, 1972, pp. 1, 10.

"Moving Day for the Old Station," The Sentinel-News,
February 26, 1973, pp. 1, 11.

News features on WHAS-TV fall & winter 1972-'73.

REUSING RAILROAD STATIONS. New York, New York: Educational
Facilities Laboratories Inc., 1974.

Glenn Rutherford, "Shelbyville Doctor Plans to Preserve Abandoned Station,"
The Courier-Journal (Louisville, December 11, 1972), p. B 1.



Location of station (not erected at time of this map)
prior to its relocation.

Station after relocation.



COLUMBIA CEMETERY