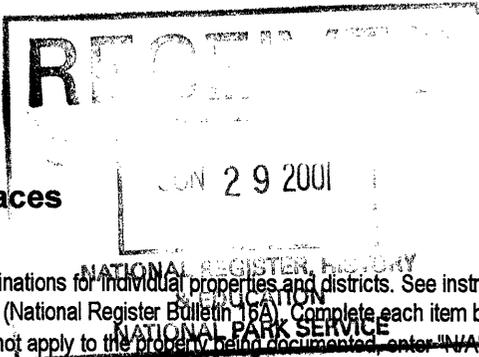


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



799

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Scottsville Freight Depot

other name/site number ALS - 55

2. Location

street & number East Main Street at 8th Street

not for publication N/A

city or town Scottsville

vicinity N/A

state Kentucky

code KY

county Allen

code 003

zip code 42164

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic places and meets procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

David L. Morgan, SHPO and Executive
Director, KHC

Signature of certifying official/Title

Date

Kentucky Heritage Council/State Historic Preservation Office

State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal Agency and bureau

Date

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register Register.

other, (explain): _____

Signature of the Keeper
Elson H. Beall

Date of Action

8.2.01

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/rail-related

Current Functions
(Enter categories from instructions)

Vacant/Not in use

7. Description

Architectural Classification
(Enter categories from instructions)

Late 19th century: No Style

Materials
(Enter categories from instructions)

foundation unknown

walls wood/board & batten

roof metal/steel

other _____

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheets

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography see continuation sheets

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1886-1951

Significant Dates

1886

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

see continuation sheets

Primary location of additional data

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local government
- University
- Other

Name of repository:

Allen County Historical Society

Scottsville Freight Depot
Name of property

Allen County, Kentucky
County and State

10. Geographical Data

Acreage of Property approximately one acre

UTM References USGS 7.5 minute quad: Scottsville, KY 1954, revised 1994
(Place additional UTM references on a continuation sheet.)

1	1 6	5 7 2 8 7 0	4 0 6 7 5 2 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

see continuation sheets

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

see continuation sheets

11. Form Prepared By

name/title Maria Campbell Brent
organization Mudpuppy & Waterdog, Inc. date March 1, 2001
street & number 129 Walnut Street telephone 859-879-8509
city or town Versailles state KY zip code 40383

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO)

name Vinson Electric Service (contact person: Richard W. Vinson)
street & number 821 E. Main Street telephone 270-237-3846
city or town Scottsville state KY zip code 42164

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Scottsville Freight Depot

Scottsville, Allen County, Kentucky

Narrative Description

The Scottsville Freight Depot (ALS - 55) is located on East Main Street at 8th Street in Scottsville, Allen County, Kentucky. The one-story frame structure served as the freight depot for the C&O, and later the L&N railroad, between 1886, its date of construction, and 1977 when freight service to Scottsville was terminated. It was shortly after this time that the railroad tracks which ran along the north side of the depot were removed.

The Scottsville Freight Depot is a utilitarian one-story building with few architectural flourishes. It is composed of two parts, the original freight depot and an addition. The east three-quarters of the building is the original building. This portion of the depot sits on an undetermined number of wooden piers. The piers are hidden beneath a wood skirting, bearing traces of red paint, which extends from the level of the floor to the ground. This portion of the depot is covered in board and batten siding. The addition, covered in horizontal weatherboard, is on the west end of the building, and accounts for about one-quarter of its total length. This part of the depot sits on a concrete slab. A gable roof covers the whole structure. The eaves of the roof project about two feet beyond the sides of the building and are supported by rather Craftsman-looking brackets which are in the form of an 'X' lying on its side. The roof is covered with sheet steel roofing.

An examination of the available literature reveals that an open shed once connected the freight depot and the two-story passenger depot. This open shed was sided around 1915, creating an enclosed space. This date is supported by photographs taken ca. 1915. It seems likely that sometime after passenger service ceased, and the passenger depot was demolished, the west wall, the wall it would formerly have shared with the passenger depot, was enclosed as well.

The east face of the depot has a double width sliding door centered in the façade. On either side of and above the door are two eighteen-light windows. The windows are rectangular, the lights arranged six long and three high. The windows are positioned so that the bottom inside corner of the window frame is positioned directly above the upper outside corner of the door frame, giving the façade a rather formal effect. The vertical board and batten covering the façade is interrupted at the eave line, just above the window frames, with one horizontal board. The board and batten siding ends at the floor level of the building where it meets a horizontal board. Below, a skirting of butt-joined vertical boards continues to the ground, hiding the foundation piers. A loading platform, about five feet deep and the width of the door, projects from the building.

The north face of the building has two double width sliding doors, spaced equally from the ends of the original building. Below the doors are small loading docks, like that on the east face of the depot. To the immediate west of the western-most door is a small square two-over-two window. The top of the window frame is even with the top of the door frame. The siding and skirting are as described for the east face of the

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Scottsville Freight Depot

Scottsville, Allen County, Kentucky

building. The transition from the original portion of the depot to the addition is marked by a single vertical board which separates the change in siding treatments. In the addition portion of the north façade is one ordinary door, asymmetrically placed near the west end of the building. The siding is horizontal weather board from top to bottom. This portion of the depot sits on a concrete slab and the door is at ground level.

The west face of the building has two symmetrically placed windows. The top of one window has six lights, only the frames remain of the remainder of the windows. Uninterrupted horizontal weatherboard covers this façade from the peak of the gable to the foundation.

The south face of the building has two wooden, sliding double width loading doors in the original portion, spaced like those on the north side. The siding treatment is the same as that described for the east façade. A long wooden platform, accessed by wooden steps at each end, stretches the length of this portion of the building. This platform ends at the addition. In the addition is one window opening, the same size as those on the west face. The window itself is absent. The siding is horizontal weatherboard from roof line to foundation.

Present Condition

The Scottsville Freight Depot was abandoned in 1977 when the Louisville & Nashville Railroad terminated freight service to Scottsville. The building is currently vacant, although it is occasionally used by the owners for incidental storage. The Scottsville Freight Depot is, currently, in good to fair condition. Some windows are missing in the addition, admitting some rain into that portion of the building. However, the depot has a fairly new roof and the siding is, with minor exceptions, in good condition. The depot is being maintained with an eye toward preventing further deterioration and thus far its historic integrity has not been severely compromised. The current property owners have expressed their support of this nomination.

Statement of Integrity

The Scottsville Freight Depot has integrity of location, setting, design, materials, association and feeling. The depot is located on the eastern edge of Scottsville in an open field. The railroad tracks which ran along the north side of the depot were removed when rail service to Scottsville was terminated, but the old grade is still clearly visible. This portion of Scottsville is given over to commercial establishments of various types, storage and warehouses. This is the same type of development which was present when trains drew up to the depot platform. The Hobdy & Read warehouse, ca. 1900, is still visible from the depot and is typical of the businesses which developed around the railroad, businesses which dealt in bulk products such as timber, wood products, produce, ice, building materials such as cement and sand, fencing, feed, lime and other farm supplies.

The relationship of the depot to East Main Street has not changed since it was constructed. Main Street was then, and is now, the main thoroughfare through the city. It is the route of the old Louisville-Nashville post rode,

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Scottsville Freight Depot

Scottsville, Allen County, Kentucky

a road also referred to as the "Old Trail." Before the construction of the by-pass it was the route followed by US 31E. It was along this road that farmers brought their produce and livestock to the Scottsville Freight Depot and where local manufacturers shipped their products. The Scottsville Freight Depot has retained its integrity of location and setting.

The freight depot has not been substantially altered, with the exception of the addition to the west end of the building, an addition which was built during the depot's period of significance. The materials – siding, foundation and windows are all original to the building. The roofing material is not original, but a photo taken ca. 1915 shows the same material - corrugated sheet steel roofing. The depot has integrity of both design and materials.

While changes have taken place in the immediate surroundings of the depot it is still unmistakably recognizable as a railroad depot. It still brings to mind the days of rail travel, when passengers traveled to Nashville for a day of shopping, when wagons pulled by mules lined up at the platform to ship and receive goods. This building is easily recognizable as the same one in photographs taken at the turn of the century. The Scottsville Freight Depot has integrity of location, setting, design, materials, association and feeling.

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Scottsville, Allen County, Kentucky

Statement of Significance

The Scottsville Depot (ALS -55) meets National Register Criterion A and is significant locally within the area of Transportation. The Scottsville Depot is a reminder of a period in Scottsville and Allen County history when rail service was of the utmost importance to a community. The depot was constructed when the absence of rail service could, literally, spell death to the economic well being of a city or town. Conversely, its presence often meant prosperity and growth. The railroad served as a community's link to the outside world at a time when travel by road was extremely difficult and very time consuming. The citizens of Allen County and Scottsville fought long and hard to win rail service. They considered it a necessity for their economic survival. The Scottsville Depot is significant within National Register Criterion A because it represents the period in Scottsville's and Allen County's past when rail service was vitally important to the economic growth and development of the City of Scottsville and Allen County. These ideas are expanded upon in the historic context, *The Railroad in Scottsville and Allen County, 1886-1977*, which follows.

The Railroad in Scottsville and Allen County, 1886-1977

The Growth of Railroads in the US and Kentucky

In 1825 the first railroad using George Stephenson's steam engine was built in England. Americans quickly appropriated this technology and set out to exploit it to its fullest extent. Five years later, a Baltimore and Ohio locomotive made a thirteen mile trip. Within a decade 3,328 miles of track had been laid in the United States. By 1850 there were nine thousand miles of track, most of it in the Northern states. It was the beginning of rail expansion on an enormous scale.¹

The expansion of the railroads was fueled by an influx of easily available capital supplied by British investors and by the gold mines of California. Funds were, apparently, unlimited and thousands more miles of track were laid east of the Mississippi before the Civil War. After the war, railroad building resumed and a period of railroad amalgamation began. By the end of the 19th century, the eastern United States was covered with a web of track.²

Rail expansion was slower in coming to Kentucky than to states in the north and northeast. Even though the Louisville & Nashville Railroad was chartered in 1850 and was completed in 1859 there were still relatively few miles of track in the state. In the years after the Civil War Kentucky still relied largely on river transportation. The Commonwealth's system of road transportation was, for the most part, abysmal.

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Scottsville, Allen County, Kentucky

There had been no systematic efforts to improve roads since the 1820s and 30s and the improvements made then had, for the most part, fallen into disrepair.³

Many Kentuckians saw the railroads as a savior to their communities. Trains allowed people to travel a hundred miles in four hours instead of the days it took by wagon. Trains brought markets closer. With fewer goods spoiled in transit and the cost of transportation reduced, vendors were able to charge less. The advantages of being on a rail line prompted towns to donate rights of way and to vote for taxes to finance bonds whose funds would go toward attracting railroads. Counties felt no compunction about going into debt for railroads. Once the route of a rail line was decided it was not unheard of for a whole town to relocate a mile or more to be on the line, as did Sonora, in Hardin County. The advantages of rail service were enormous, and the disadvantages of lack of service could not be denied, as some towns not on rail lines withered and died.⁴

In 1870 there were 1,017 miles of track in Kentucky. By the close of the century there was over 3,000 miles. In 1929 the railroads reached their peak, with 4,062 miles of track. The railroad held sway in Kentucky, and the nation, until it was challenged by a new invention, one which would ultimately lead to its fall, the internal combustion engine. By the 1960s passenger service was a thing of the past in most communities. Freight service, too, was terminated as rail companies abandoned lines, keeping only the most profitable.⁵

The Railroad in Allen County

Allen Countians began their efforts to get a railroad built through the county as early as 1846 when they appointed commissioners to offer for sale shares in the Louisville, Nashville and Knoxville Railroad Company. That effort never bore fruit and the county next pinned its hopes on the Louisville and Nashville Railroad. In 1851 fierce competition arose for the route of the L & N. Two routes had been proposed, a lower route passing through Elizabethtown, Franklin and Bowling Green, and an upper route passing through Bardstown, New Haven, Glasgow and Scottsville. The L&N passed a resolution stating that they had no preference and announced that the decision would be made on the basis of local subscription pledges. The upper route ultimately lost in that contest.⁶

After the loss of the L&N route, efforts to secure rail service for Scottsville continued. It was not until about 1871 that the Cumberland and Ohio Railway Company was enticed to Allen County, at a cost to the county of about \$300,000. The proposed railroad line was to run from Eminence, in Henry County, Kentucky, where it would join the Louisville, Cincinnati & Lexington Railroad, southward through Shelbyville, Taylorsville, Lebanon, Greensburg, Glasgow, Scottsville, and Gallatin, where it would join with the Louisville & Nashville Railroad.⁷

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ScottsvilleFreight Depot

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By 1873 construction was well underway and ten miles of track had been laid from Scottsville to the Tennessee line. But all was not well with the Cumberland and Ohio Railway Company, which was experiencing financial difficulties. On top of that, they had also failed to obtain the complete right-of-way for the line. Construction could go no further. The failing company eventually sold its holdings to the Chesapeake and Nashville Railroad Company.⁸

The Cincinnati, Green River and Nashville Railroad Company had been incorporated in Kentucky February 23, 1882. The company had been organized for the purpose of building a railroad from the junction with the Cincinnati Southern Railroad at Danville to Nashville, Tennessee; with a branch line from Glasgow, via Hodgenville to Elizabethtown. In May of 1884, before any construction on the line had begun, the Cincinnati, Green River and Nashville Railroad Company changed its name, becoming the Chesapeake and Nashville Railway Company. Under this name they acquired the right to operate in Tennessee by filing articles of incorporation in November.⁹

The Chesapeake & Nashville Railroad Company was chartered in 1885 and secured the rights of the ill-fated Cumberland and Ohio in Allen County and Sumner County, Tennessee from Gallatin to Scottsville that same year. Previously, in March 1878, a special act of the Kentucky Legislature provided that all iron rails, tools, roadbed, right-of-way, or other material or property purchased with the proceeds from the sale of bonds issued in payment of subscriptions of Allen County, together with funds and unissued bonds, if any, should be the property of the county. By the time the Chesapeake & Nashville secured the rights of the Cumberland and Ohio the right of way had been purchased, grading was completed on about thirty-five miles of roadbed and the rails and ties had been delivered.¹⁰

Within a year the railroad from Gallatin, Tennessee to Scottsville, 35.44 miles, was completed and placed in operation. A passenger and freight depot, turntable and support structures had been constructed in Scottsville and at least two trains each day were making the run from Gallatin to Scottsville and back. The Allen County towns of Rodemer, Petroleum and Adolphus also received the benefits of having rail service. At least two trains daily made the run, a passenger train arrived about 6:00 A.M. and a freight train at 10:00 A.M.¹¹

Simpson, Warren, Edmonson and other counties to the west had enjoyed the economic benefits of rail travel for almost thirty years when Scottsville was finally connected to Gallatin, and thus to the L&N. Finally, Scottsville was able to reap the advantages of rail service. The train was a convenience for passenger travel, making it much easier for residents of Scottsville and Allen County to travel to Nashville for business and pleasure. The impact on trade was much greater. The railroad connected businesses in Scottsville to a far greater number of markets, markets impossible to reach without rail service to Gallatin and the connection with the L&N. The timber industry, long an important contributor to the county's economy, had shipped its products

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down Bays Fork to the Barren River for over half a century. The railroad had none of the disadvantages of water transportation, which was seasonal, risky and unreliable. Scottsville's timber industry thrived as lumber, wagon spokes, barrel staves and cross ties were shipped by rail. Farmers had access to increased markets. Tobacco, corn, oats, wheat, hay, poultry, hogs and cattle were shipped out of Scottsville on the Chesapeake & Nashville.¹²

The years following the completion of the railroad were years of economic growth and prosperity for Scottsville. Almost a dozen new brick buildings replaced frame structures on and near the square between 1887 and 1910. The first bank in Allen County, the Allen County Bank, was organized in 1898 and was followed by the First National Bank not long afterward. A whole new commercial district developed at the far end of East Main Street, near the depot. Lumber yards, warehouses, wholesale dealers in household and construction goods, all set up shop near the railroad. One of those was Hobdy & Read (ALS 56) dealers in ice, fencing, lime, cement, feed, wool, game, poultry, hides and even ginseng. Scottsville's commercial district soon stretched all along East Main Street between two centers of activity – the public square and the depot.¹³

Originally the Chesapeake & Nashville Railroad Company had intended to build from Nashville to the Cincinnati Southern at Danville. Once the line reached Scottsville, however, no further construction was completed, although the grading of an extension to Glasgow had been begun. As was all too often the case, the C&N was experiencing financial difficulties. And they were not alone. The money which had flowed so freely was drying up. The Chesapeake & Nashville Railroad Company succumbed to receivership in January 1891. On September 27, 1892 the company was purchased at a foreclosure sale by Walter A. Weber and conveyed to him by in late November. Seven years later, in September 1905, the railroad was conveyed to Mr. W. A. Northcutt. The next year the L&N began the process necessary to acquire the line and, in fact, took over operation of the railroad on July 1, 1906. On October 13, 1906 W. A. Northcutt deeded the railroad to the Gallatin & Scottsville Railway Company. That same day the properties of the Gallatin & Scottsville Railway Company transferred to the L&N.¹⁴

About the time the L&N acquired the Gallatin & Scottsville Railway Company, the first automobile was seen in Scottsville. What was a curiosity in 1910 was commonplace by 1915. As the years passed, and more and more people had access to cars, dependence on the railroad for transportation began to diminish. The L&N attempted to stop passenger service to Scottsville to Allen County as early as 1925. An article in the newspaper, headed "Don't Let Our Train be Discontinued," emphasized the importance of the service to Scottsville and noted that the railroad had cost the taxpayers of the county over a million dollars and should not be lost without a fight. Eventually, passenger service to Allen County was discontinued, certainly by the late 1950s. The passenger depot was removed sometime after service was discontinued.¹⁵

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Scottsville Freight Depot

Scottsville, Allen County, Kentucky

In 1959 the L & N petitioned to terminate freight service to Scottsville and abandon the line. That petition was denied by the Interstate Commerce Commission. Service was curtailed, however, and by 1965 one freight train was stopping just twice a week at the Scottsville depot, on Tuesdays and Thursdays. Several more attempts by the L&N were made to abandon the line, which was by then operating at a loss. In 1976 the L&N received permission to abandon the twenty-six mile branch line running between Hartsville, Tennessee and Scottsville. The following year service was terminated and the track removed.¹⁶

The freight depot which had stood since 1886 was also slated for demolition after the L&N terminated service to Scottsville but was, instead, sold. The depot stands today, the primary surviving reminder of the days when rail service meant everything to the citizens of Scottsville and Allen County. The *Citizen-Times* proclaimed in 1976 "An Era Will End When Railroad Leaves." The Scottsville Depot is the best remaining link to that era and it is significant for its association with this important time in Scottsville and Allen County history. The depot is a physical representation of the battle for rail service which Allen County fought so hard to win, and whose advantages she enjoyed for almost a century.¹⁷

End Notes

¹ John R. Alden, *Rise of the American Republic*, (New York, 1963), p. 326.

² Alden, *Rise of the American Republic*, pp. 380-382, 484.

³ Lowell H. Harrison and James C. Klotter, *A New History of Kentucky*, (Lexington, Kentucky, 1997), p. 312.

⁴ Harrison and Klotter, *A New History*, pp. 312-313.

⁵ Harrison and Klotter, *A New History*, pp. 313-314.

⁶ Maury Klein, *History of the Louisville and Nashville Railroad*, (New York, 1972), p. 6.

⁷ Edward W. Hines, *Corporate History of the Louisville & Nashville Railroad Co.*, (Louisville, Kentucky, 1905), p. 154; Louise Horton, *In the Hills of the Pennyroyal: A History of Allen County Kentucky from 1815 to 1880*, (Austin, Texas, 1975), p. 59.

⁸ Hines, *Corporate History*, p. 154; Horton, *In the Hills of the Pennyroyal*, p. 59.

⁹ Hines, *Corporate History*, p. 154.

¹⁰ Ibid.

¹¹ Rosemary G. Harper, et. al., *31E Heritage Corridor Tour, August 24th & 25th, 2000*, handout, n. p.; Hines, *Corporate History*, p. 154; Allen County Historical Society, *The Beginning*, p. 21.

¹² Rosemary G. Harper, et. al., *31E Heritage Corridor Tour, August 24th & 25th, 2000* handout, n. p.; Hines, *Corporate History*, p. 154; Patton, *In the Hills of the Pennyroyal*, p. 21; Allen County Historical Society, *The Beginning*, p. 21.

¹³ Allen County Historical Society, *The Beginning*, p. 30 Allen County Home-coming Centennial Organization, *Allen County Past and Present Her Rapid Growth and Development*, (Scottsville, Kentucky 1915), n. p.; H. H. Patton, *A History of Scottsville and Allen County*, (Scottsville, Kentucky, 1974), p.21.

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¹⁴ Hines, *A Corporate History*, p. 154; Klein, *History of the L&N*, p. 39.

¹⁵ *Citizen-Times*, "Don't Let Our Train Be Discontinued," November 19, 1925.

¹⁶ Allen County Sesquicentennial Committee, *Allen County Sesquicentennial 1815-1965*, (Scottsville, Kentucky, 1965), p.32; *Allen County News*, *ICC Denies L&N Permission to Abandon Line*, "July 8, 1959; *Citizen-Times*, "An Era Will End When Railroad Leaves," August 5, 1976.

¹⁷ *Citizen-Times*, "An Era Will End When Railroad Leaves," August 5, 1976.

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Scottsville, Allen County, Kentucky

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 10

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Scottsville Freight Depot

Scottsville, Allen County, Kentucky

Verbal Boundary Description

The boundary line begins at a point fifty feet due west of the northwest corner of the depot. From this point the boundary line goes due north approximately fifty feet to East Main Street. It then follows east along East Main Street for approximately two hundred and twenty-five feet. At that point the boundary line turn south-southeast for approximately seventy-five feet, and then turns to the west-southwest for approximately two-hundred feet. The boundary line then turns northwest for approximately one hundred feet, where it reaches the first point in the description.

Boundary Justification

All vestiges of the railroad in Scottsville, with the exception of the Scottsville Depot, have been removed. The tracks, any other support structures and the turn-table were removed when service to Scottsville was terminated. The depot itself is the only property which retains any historic integrity. The boundary follows existing roads and fence lines which now contain the depot.