

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PH0692816

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RECEIVED

DEC 5 1978

DATE ENTERED

AUG 20 1979

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC

Payne's Depot Multiple Resource Area: Architectural and Historic Properties.
AND/OR COMMON**2 LOCATION** See continuation sheets.

STREET & NUMBER

East of Midway
CITY, TOWN

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Midway vicinity

VICINITY OF

STATE

CODE

COUNTY

CODE

Kentucky

021

Scott

209

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input checked="" type="checkbox"/> AGRICULTURE
<input type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
<input checked="" type="checkbox"/> Multiple Resources	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input type="checkbox"/> MUSEUM
			<input checked="" type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER

4 OWNER OF PROPERTY See continuation sheets.

NAME

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Scott County Courthouse

STREET & NUMBER

CITY, TOWN

Georgetown

STATE

Kentucky

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Survey of Historic Sites in Kentucky (Supplement)

DATE

1977

FEDERAL ☒ STATE ☐ COUNTY ☐ LOCAL ☐DEPOSITORY FOR
SURVEY RECORDS

Kentucky Heritage Commission

CITY, TOWN

Frankfort

STATE

Kentucky

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Sites within the boundaries of the Historic Resources of Payne's Depot that are currently listed on the National Register:

Audubon (James Stephenson-Charles B. Lewis House); listed December 4, 1973.

7 DESCRIPTION

CONDITION

☐ EXCELLENT
☐ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☐ UNALTERED
☐ ALTERED

CHECK ONE

☐ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The historic resources of Payne's Depot are located in southern Scott County, Kentucky, within an area bounded on the north by Interstate 64,¹ on the west by the Woodford-Scott County line and South Elkhorn Creek, on the south by U.S. Highway 421 (Leestown Pike), and on the east by the Scott-Fayette County line. The county seat, Georgetown, is six miles north of Payne's Depot, and Lexington, the commercial nucleus of central Kentucky, is eleven miles to the southeast in Fayette County. The area consists of level to gently rolling farmland situated in the heart of the famous Bluegrass region and is watered by the South Elkhorn Creek, which forms the southwestern boundary of Scott County. U.S. Highway 62 (Payne's Depot Pike) is the major thoroughfare and bisects the region, connecting Georgetown to the north with U.S. 421 (Leestown Pike) to the south, which links Frankfort and Lexington. The only other public road is Moore's Mill Pike which intersects Payne's Depot Pike approximately three-quarters of a mile north of Payne's Depot.

From its initial settlement, this area has proven to be one of the more fertile agricultural sections of the Bluegrass. Today, the existence of substantial farms indicates the continued rural/agricultural character of the territory. Thus, the landscape has been altered only slightly in the past 100 to 150 years. The eighteen buildings comprising Payne's Depot represent the only concentration of structures within the boundaries of the nomination; however, none of these possesses architectural significance. What exists currently is merely the site of the older village of Payne's Depot which developed in the mid 1830s around the railroad station. From the mid 1830s until the late nineteenth century, the railroad and the station at Payne's Depot were vital to this agricultural region as the means by which produce was shipped to market.

The nomination of the multiple resources of Payne's Depot results from a survey within the prescribed boundaries which is part of the ongoing identification and survey of all historic structures in Scott County. Information on each site in the area was recorded on Kentucky Historic Resources Inventory forms. The Payne's Depot Multiple Resources nomination includes every site which meets the National Register criteria. Copies of the inventory forms are included in the #7. The initial survey and the historical research has been conducted by Ann B. Bevins, Scott County Representative for the Kentucky Heritage Commission.

¹ One exception is the Merritt Williams House now situated just north of I-64 as the result of the interstate being constructed through the farm property. The U.S.G.S. map for the Midway quad in which the Merritt Williams and Lindsay-Trotter Houses are located does not show I-64.

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Payne's Depot Multiple Resource Area

Scott County, Kentucky

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Addendum

The present concentration of structures at Payne's Depot dates roughly from the last two decades of the nineteenth century into the early twentieth century.¹ There is no evidence of structures from the early-to mid-1800s. Only two buildings remain which date from the 1879 Beers & Lanagan map; both are modest frame dwellings, one in ruins and the other greatly altered by the addition of asbestos siding. The other structures postdate 1879 and have undergone numerous alterations and the application of asbestos or aluminum siding. Most of those dating from the twentieth century are of concrete block construction. Although the railroad line is still in use, the depot which created the small settlement no longer exists and consequently Payne's Depot long ago ceased to be the shipping point for this southern section of Scott County. Thus, with the demise of the railroad's importance to the area, Payne's Depot has had no commercial, social, or political impact on the area since the last quarter of the nineteenth century. The initial and major impact of the railroad is visible today in the large and still prosperous farm complexes surrounding the depot site.

The Payne's Depot Multiple Resource nomination is a partial inventory including the architectural and historic properties within the stated boundaries. No archaeological survey of the area has been conducted.

¹ Payne's Depot has been known historically as a railroad station and shipping point for Scott County and has never been recognized as a village or community in itself. The name represents a geographic location rather than a specific town.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The area surrounding Payne's Depot in southern Scott County encompasses a small assemblage of substantial nineteenth century structures reflecting both the early settlement of this portion of the Commonwealth as well as the agricultural development of the region. Stylistically, the seven buildings are noteworthy examples of the rural architecture of the Bluegrass and display the high degree of skill and design which is characteristic of this area. These structures embody distinctive features of the Federal, transitional, Greek Revival, and Italianate as those styles developed in central Kentucky. In addition, the Pennsylvania-influenced stone building tradition is particularly well represented in the Lindsay-Trotter House with its segmental arched windows and Flemish-patterned stonework. Although no structures of architectural significance remain within the community of Payne's Depot, the depot has been an important factor in the growth of Scott County. The railroad assured the area's farmers an effective means of getting their products to market, thus ensuring the agricultural prosperity of the county throughout the major portion of the nineteenth century. This agrarian character is still maintained and serves to enrich the pleasing visual qualities of the area.

Originally part of Woodford County, Scott County was formed in 1792 and was named for General Charles Scott, veteran of the French and Indian and the Revolutionary Wars. General Scott also served as governor of Kentucky from 1808 to 1812 (Gaines, Vol. 1. p. 15). The county seat at Georgetown, known originally as McClelland's Station, was settled in 1775 and is believed to be the first fortified station north of the Kentucky River (Collins, Vol. 2, p. 698). Georgetown was incorporated in 1790.

Among the early explorers in this southern section of Scott County and in the vicinity of Lexington (in adjoining Fayette County) were James, Joseph, Henry, and William Lindsay of Falling Spring, Pennsylvania. They settled in the area in 1775 (Perrin, p. 231) and eventually acquired approximately 2000 acres of land in the environs of Lexington and Georgetown. By 1776, Joseph Lindsay had planted two acres of corn as well as some apple and other fruit trees, and he is credited with being the first in the state to produce roasting ears and snap beans (Collins, Vol. 2, p. 177). From the large amount of land acquired by the Lindsay family, it appears that most of the area around present day Payne's

(Continued)

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Historic Resources of Payne's Depot
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Depot was originally Lindsay property.

However, Payne's Depot took its name from Colonel Asa Payne who purchased 209 acres from James Lindsay in 1806. This tract included the mouth of Lindsay's Run on the South Elkhorn Creek where Colonel Payne operated a mill. Asa Payne was born in Scott County in 1788 and was educated at West Point, being among the first students to attend that institution. After graduating from West Point, Payne served as an Indian sub-agent on the lower Mississippi, and during the War of 1812, he was an aide-de-camp to his father, Brigadier General John H. Payne (Perrin, p. 853).¹

The community of Payne's Depot emerged with advent of the railroad in Scott County in the 1830s, and by this time Payne owned most of the land in the area. From the time the region was settled until 1835, farmers had had no means of exporting produce from Scott County except by using the blazed wagon roads. The transportation of goods to market was a problem common to farmers and merchants throughout the Lexington area. In addition, the steamboat traffic developing along the Ohio River in the first decades of the nineteenth century posed a threat to the commercial and agricultural interests of Lexington by drawing trade away from Lexington to the river towns. Thus, the formation of a railroad line from Lexington to some point on the Ohio River, presumably Louisville, was deemed necessary in order to export the products of central Kentucky and to prevent the demise of Lexington as a commercial center.

Consequently, on January 27, 1830, the Lexington and Ohio Railroad Company was chartered (Register, Vol. 31, p. 12). The first tracks were to be laid from Lexington to Frankfort, approximately twenty-four miles to the northwest, and from there the line would be extended to Louisville. The track to Frankfort was completed in December of 1834, and the first train passed through the station at Payne's Depot in January of 1835 (Gaines, Vol. 2, p. 129). Thus, from 1835 until the completion of the Cincinnati Southern Railroad to Georgetown in 1879, Payne's Depot was the shipping point for Georgetown and most of Scott County (Gaines, Vol. 2, p. 129). The railroad later became the Louisville, Cincinnati, and Lexington Railroad, and finally the Louisville and Nashville Railroad.

¹The General John H. Payne House was entered on the National Register on March 3, 1975.

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Gaines, B.O. History of Scott County, Vol. II. Published by author, 1904; reprint ed., Georgetown: Frye Print Co., 1961.

Perrin, W.H. ed. History of Bourbon, Scott, Harrison, and Nicholas Counties, Kentucky. Chicago: O.L. Baskin and Co., 1882.

Perrin, W.H. ed. History of Fayette County Kentucky. Chicago: O.L. Baskin and Co., 1882.

Scott County Deed Books.

Scott County Will Books.

Scott County Lines Books.