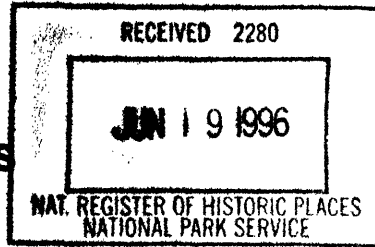


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United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Lindenberger - Grant House
other names/site number Wilson House (JF-424)

2. Location

street & number 8200 Railroad Avenue N/A not for publication
city, town Lyndon N/A vicinity
state Kentucky code KY county Jefferson code 111 zip code 40222

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>2</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	<u>1</u>	<u>2</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
David L. Morgan David L. Morgan, SHPO and Executive Dir. June 6, 1996
Signature of certifying official Date
State Historic Preservation Office, Kentucky Heritage Council
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. Edson H. Beall 7-25-96
 See continuation sheet. Entered in the National Register
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:) _____
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

DOMESTIC/single dwelling

Current Functions (enter categories from instructions)

WORK IN PROGRESS

DOMESTIC/hotel (bed and breakfast)

7. Description

Architectural Classification
(enter categories from instructions)

LATE VICTORIAN/Queen Anne

Materials (enter categories from instructions)

foundation STONE/limestone

walls WOOD/weatherboard

roof METAL

other BRICK, STONE,

WOOD/shingle

Describe present and historic physical appearance.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

COMMUNITY PLANNING AND DEVELOPMENT
TRANSPORTATION

Period of Significance

CA. 1900 - 1935

Significant Dates

CA. 1900

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

9. Major Bibliographical References

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property 1.5 acres

UTM References

A

1	6	6	2	2	8	0	4	2	3	5	6	6	0
Zone			Easting				Northing						

B

Zone			Easting				Northing						

C

Zone			Easting				Northing						

D

Zone			Easting				Northing						

See continuation sheet

Verbal Boundary Description The boundary encompasses the entire property currently associated with the house. It is clearly marked on the accompanying sketch map (Figure 1).

See continuation sheet

Boundary Justification In order to provide important information about the house and its historical setting, the boundary has been drawn to include all the remaining acreage historically and presently associated with the house. Two historic out-buildings originally associated with the house but now on an adjoining property have not been included due to owner objections.

See continuation sheet

11. Form Prepared By

name/title Carolyn Brooks, Historic Preservation Consultant
organization _____ date March 26, 1996
street & number 1288 Bassett Avenue telephone 502 456-2397
city or town Louisville state KY zip code 40204

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Lindenberger-Grant House
Jefferson Co., Ky.

7. Description:

The Lindenberger-Grant House, located at 8200 Railroad Avenue in Lyndon in Jefferson County, is thought to have been built between 1900 and 1903. The large, asymmetrical, two-story frame house has eclectic late-Victorian styling with Queen Anne influences predominating. It sits on a high foundation of rough-cut limestone block. Its most prominent features are a second-story octagonal tower capped by a tent-roofed, crested turret that projects from the front northwest corner and a massive stone entrance porch that wraps around its northeast corner. The house has a complex roofline with a central hipped section surrounded by projecting gables. Currently the roof is covered with raised-seam metal roofing. Three interior brick chimneys rise above the roof. The house is finished with weatherboard siding, and a pedimented gable area on the front facade has diamond-shaped shingles. Windows have one-over-one double-hung sash with simple wood surrounds. The flat-roofed front porch is detailed with short Tuscan columns that rest on a solid stone-block railing which continues up from the foundation. The main front entrance is large in scale but simply detailed with double glass doors capped by an oversized transom.

From the 1960s until January, 1996 the house was finished with aluminum siding. This was removed revealing original weatherboard siding underneath along with extensive areas of serious water damage. The siding application had not altered window and door surrounds, but corner trim and exterior shutters had been removed when it was applied. Currently the house is being physically stabilized through the removal of rotten weatherboards, the replacement of rotten framing, and the temporary application of sheets of plywood to protect the structure of the house from the elements. Plans call for weatherboards and corner trim to be replaced in kind. A structurally unsound and at least partially non-historic enclosed two-story porch was removed from the east rear corner of the house in early February, 1996. Historical photographs document the appearance of the house before (Figure 8) and after (Figure 9) the aluminum siding was applied.

On the interior the house has a somewhat unusual, highly asymmetrical plan (Figures 6 and 7). A front entrance hall that originally contained a fireplace on its angled east wall opens through sliding pocket doors to a front parlor on its west side. Straight ahead of the entrance hall to the southeast is a larger stair hall with a freestanding half-turn stair with prominent newel

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Lindenberger-Grant House
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posts with Eastlake detailing. A dining room to the west is separated from the rear kitchen by a room which currently functions as a bathroom but which was probably originally a large pantry. The second floor contains a stair hall, five bedrooms, and a bathroom, along with two angled hallways and many closets. A large full-height basement under the entire house is accessed from a staircase located in the kitchen. An enclosed stair leads from one second-floor hall to the attic.

Interior finishes include hardwood floors and plaster walls and ceilings. Window and door surrounds on both floors have bull's-eye corner blocks and fluted molding. Doors are detailed with five horizontal panels. Both the dining room and first-floor stair hall have plaster ceiling medallions. Mantels in the parlor and dining room have been somewhat modified, but remaining historic elements including glazed brick surrounds, mantel shelves, and decorative appliques help to identify them as typical turn-of-the-century classical revival models. (Two free-standing columns that would have supported one mantel shelf were discovered in the attic.) Mantels in four upstairs bedrooms are very fine faux-marble metal mantels that would more commonly be found in the main downstairs rooms of a fine 19th-century house. Three of these have been in place at least since 1950 when the house last changed hands before the recent sale. The fourth (in the rear southwest corner bedroom) is a replacement after a 1970s fire. It is tempting to hypothesize that these mantels came from the earlier house on the site.

The previous owner has reported that the rear of the house suffered a damaging fire in the 1970s. Clear evidence of this can be seen in charred ceiling rafters and decking in the attic. On the second floor where damage was worst, window and door surrounds and baseboards were replaced in kind. The plaster walls and ceilings have suffered somewhat from the house being vacant and unheated during this past harsh winter and from recent exterior repair work. Large sections of plaster have fallen from the walls and ceilings in some rooms.

The date of construction for the Lindenberger-Grant House is somewhat uncertain. Local lore holds that the house dates from the 1860s or 1870s, and there is solid documentary evidence that another house existed on approximately this same site from the 1870s through the late 1890s. There is strong professional agreement, however, that the existing house dates from the turn-of-

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the-century. A thorough examination of the house by several preservation professionals that focused on its plan, styling, detailing, structural elements, and building materials found no evidence to suggest that the current structure is a remodeling of an earlier house. Although there is no definitive proof of a 1900-1903 construction date, deeds and plats relating to the property strongly suggest it. This documentation is discussed in the Statement of Significance.

The house is currently situated on a one-and-one-half acre landscaped tract at the east end of Railroad Avenue immediately adjacent to the railroad tracks (Figure 1). Historical maps and local oral history indicated that until the late 1930s a railroad crossing linking Railroad Avenue with La Grange Road on the north side of the tracks was located immediately in front of the west corner of this property. The property is a part of a historic subdivision (Dr. W.E. Grant's subdivision laid out in 1906), and five other large two-story early 20th century houses built during the first years of the development of Grant's subdivision are located at the south end of nearby Grant Avenue. Much smaller one-story non-historic houses dating from the 1950s through the 1980s line both sides of Grant Avenue at its north end, separating the Lindenberger-Grant House from other historical development. Immediately to the east is a large multi-unit 1980s apartment complex that is located on the site of a small farm.

The currently vacant property has been untended for some time, but evidence of historic landscaping is visible. The house faces north toward the railroad. A row of trees runs along the north front of the property forming a barrier between the land and what appears to have once been an extension of Railroad Avenue in front of the house. A black-topped driveway winds from two historic concrete entrance gates at the west corner of the property past the west side of the house to a rear yard. Large shade trees, evergreens, and flowering trees are informally scattered across the grassed front and rear yards. A cluster of small white pine saplings has been planted recently in the front near the entrance porch.

A one-story wood-framed cottage is located directly behind the main house, and a small open stable/shed is situated in the east corner of the property. They are connected to the house by a series of concrete paths. Both are non-contributing structures. The gable-roofed cottage appears to be a historic structure that

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has been radically altered and enlarged over the years so that it bears little resemblance to its original plan or finish on either the exterior or interior. The shed-roofed stable/shed has a modern concrete-block foundation and lower walls with an upper structure of wooden boards. It was probably built in the 1960s when the original large barn associated with the house was sold. This one-and-one-half story gable-roofed board-and batten barn and a greenhouse/root cellar are still located on the adjoining property to the south.

Lyndon, particularly along Lyndon Lane and La Grange Road west of Lyndon Lane, is an area of rapid development and change. For over ten years La Grange Road has been quickly evolving from a street of single family homes to one with a series of large apartment and condominium complexes. Lyndon Lane south from the railroad tracks to La Grange Road has totally lost its residential character. What few historic residences remain are all in commercial usage, and the historical integrity of most has been severely compromised by additions and alterations. They are interspersed with recent commercial structures such as gas stations and fast-food restaurants.

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Lindenberger-Grant House
Jefferson County, Ky.

6. Statement of Significance:

The Lindenberger-Grant House in Lyndon, Kentucky has been evaluated within the historical context: "Railroad-related Development in Lyndon, Kentucky, 1871 - 1935" which has been developed for the purpose of nominating this house to the National Register of Historic Places. Lyndon's early development into a suburb of Louisville relates directly to the establishment of station stops for two railroads, the Louisville, Cincinnati, and Lexington Railroad in 1871, and the Louisville, Anchorage, and Pewee Valley Electric Railroad in 1901-1902. Typical features such as depots or residential districts do not remain today to provide a historical picture of this community's growth as a railroad suburb. Without these, individual residences stand as the most valuable resources to document Lyndon's earliest identity as a community. The Lindenberger-Grant House offers us one of the best opportunities to understand the relationship between transportation and Lyndon's development. Located on a large lot facing the railroad tracks, the property played a key role in the rise of Lyndon as a station stop in the 1870s through its transition into a self-contained suburban community in the 1930s. For its important associations with the areas of Community Planning and Development and Transportation, the property meets National Register Criterion A. Its period of significance begins with the present house's construction in circa 1900 and continues through 1935 when the interurban ceased operations in Lyndon, thus ending the association between the property and Lyndon's growth as a railroad suburb.

The context discussed below, "Railroad-related Development in Lyndon, Kentucky 1871-1935," has been developed to provide a framework to evaluate the significance of a railroad-related property in Jefferson County, Kentucky. It provides detail to an existing historic context, "Suburban Development in Louisville and Jefferson County, Kentucky, 1868 - 1940." This latter context is part of a Multiple Property listing for Jefferson County properties that was prepared by the Jefferson County Office of Historic Preservation and Archives in 1988. That context, also focused on suburban development, identified a property type, Railroads and rail-related properties, but did not define the type in a way that could be adapted for this nomination. Thus a more specific expression of the context has been developed. The work for this nomination builds upon the work of the historic context and provides particular information which can be integrated into the

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1988 context's property type discussion. The analysis of the significance of railroad-related properties in Lyndon can help to refine the analysis of all railroad-related properties in Jefferson County.

Very little intensive work has been done in Jefferson County to evaluate the impact of the railroad and the later interurban network on countywide development, but it is clear from the Suburban Development Context in the Jefferson County Multiple Property Listing that the railroad played a major role. By the time the Atlas of Jefferson and Oldham Counties was published in 1879, Louisville had become the hub of a railroad network that fanned out from it in all directions. Station stops such as Valley Station and Pleasure Ridge Park on the main railroad line leading west and Old Deposit Station on the main Louisville and Nashville Railroad line to points south were already in place, as well as St. Matthews and Anchorage on the east line. However, by that date, with the exception of places such as St. Matthews and Anchorage on the east line only minimal development seems to have been generated around them.

The seven early 20th century interurban lines that fanned out around the county between 1901 and 1910 in most cases followed routes that closely paralleled the earlier railroad lines or important early roads. Interurban station stops frequently were placed at the same locations as the early depots and/or crossroads communities, thus reinforcing the development potential of these areas. At least some of these other transportation nodes also developed small communities around them such as Valley Station and Orell in southwestern Jefferson County, but little has been done to study land development patterns and residential construction at these locations. Most, like Lyndon, have seen so much later non-historic development laid over their early suburban fabric that there are very few, if any, potential historic districts remaining to tell the story of rail-related residential development in these important early Jefferson County suburbs. Instead, we must rely on well preserved individual residential, commercial or institutional buildings to tell the story of these early pockets of suburban development scattered throughout the county.

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THE RAILROAD-RELATED SUBURBAN DEVELOPMENT OF LYNDON, KENTUCKY:
1871 - 1935.

The small community of Lyndon, Kentucky is located in the northeast section of Jefferson County approximately eight miles from the center of the city. It has been an incorporated city since 1968 when the area was threatened by annexation from a neighboring incorporated area. Since then the incorporated area has expanded several times, and Lyndon is currently a fourth-class city.

For the purposes of developing this context, "Railroad-related Development in Lyndon, Kentucky," this author has defined an area within the current legal limits of Lyndon that encompasses all of historic Lyndon but which excludes some recently annexed areas such as Ormsby Village which was not historically associated with the settlement. The targeted area includes the land stretching from Ormsby Lane on the east to Whip's Mill Road on the south, Norwood and Warwick Villa on the west, and the railroad tracks on the north. This area is indicated on the accompanying map (Figure 2).

The present context development has been pieced together from the scant bits of information documenting the historical development of Lyndon. Railroad records, historical maps, Louisville city directories, the 1910 federal census for Kentucky, deeds, plats, and oral histories have all been utilized. A 1972 booklet on Lyndon prepared by the Lyndon Homemaker's Club, Lyndon Lore, A Historical Account of the Lyndon Community, was helpful for general information on Lyndon but in many cases lacked specific dates and references. An historical survey conducted in 1977 by the Jefferson County Office of Historic Preservation and Archives includes 26 properties in the area defined for the context. Of these, 7 have since been demolished or greatly altered. A search at the Filson Club and the University of Louisville turned up no papers or articles focusing on Louisville's railroads and their effect on countywide development. An interview with George Yater, a Louisville historian who is very familiar with all phases of Louisville and Jefferson County's rail-related history, was most helpful.

The Early Development of Lyndon: 1871 - 1900

Lyndon's development relates directly to the establishment of station stops for two railroads at what was to become its center.

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The first, in 1871, was associated with the main rail line connecting Louisville and points east, and the second, in 1902, with the city's first electric interurban that connected rural Jefferson County with the city. The Louisville and Frankfort Railroad (later, successively, the Louisville, Cincinnati and Lexington Railroad, the Louisville and Nashville Railroad, and, today, CSX) was the region's first rail line, constructed between its namesake cities between 1849 and 1851. In the rural sections of Jefferson County it gradually generated the development of a series of country estates for the well-to-do, strung out along its tracks, and some denser clusters of commercial and residential development around its early stops such as State Fairgrounds (Crescent Hill), Gilman's (St. Matthews), and Hobbs' Station (Anchorage) [Jefferson County Office of Preservation and Archives, "Multiple Property Listing for Louisville and Jefferson County, 1868-1940," G. T. Bergmann, Map of Jefferson County, Kentucky, 1858, and Beers and Lanagan, Atlas of Jefferson and Oldham Counties, 1879].

An 1858 map of Jefferson County showing many property boundaries and house sites indicates few roads and little building activity by that date in the present Lyndon vicinity. The closest principal road was the Shelbyville Turnpike (present day Shelbyville Road) approximately a mile to the south. The Washburne House (JF-402) approximately one mile to the west along the railroad, the Stephen Ormsby House (JF-434, later the Kentucky Military Institute) to the north of the tracks to the northeast, the Hamilton Ormsby property and the Dorsey residences to the east (JF-432 and 435), and "Mrs. Tyler's" (JF-419) halfway between the tracks and the Shelbyville Pike were about the only residences indicated in the vicinity. These were all situated on large parcels of land. Some could be described as country estates; others were simply large working farms.

Several sources document that a stop on the railroad line was established at "Lyndon station" in 1871, and this date is used as the official founding date of Lyndon by Lyndon city government and on a state historical marker in the community. A station house was built at this time on land adjacent to the railroad at the present-day intersection of Railroad Avenue and Lyndon Lane, and a post office was established and located in the station. The depot was demolished in the 1950s shortly after the last by-then once-daily local passenger service on the line was terminated.

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Information contained in Lyndon Lore: A Historic Account of the Lyndon Community [Lyndon Homemaker's Club, 1972] and also included on the state historical marker at Lyndon identifies a local landowner, Alvin Wood, as the donor of the land for the station. In 1868 Wood's wife, Mary Ellen, had purchased the Tyler house and property [Deed Book 608, p. 481]. A deed search conducted as part of the present project found contradictory information indicating that the land was donated and a station built by George Sherwin.

Sherwin and his wife had inherited a large parcel of land here in 1868 which in 1871 was platted as "Sherwin's subdivision at Lyndon Station" [Deed Book 157, p. 106, Figure 3]. The subdivision contained twelve large lots ranging from 6 to 13 acres. A deed dated May 12, 1871 and signed by George and Jessie Sherwin reads:

" Whereas the Louisville Cincinnati and Lexington Railroad Company have agreed to establish a station for the reception and discharge of Passengers for one or more of their trains at a point just east of the eight mile post from Louisville, now in consideration thereof and the benefits to their adjacent lands, we George D. Sherwin and his wife Jessie M. have built a station house and do hereby grant to the said Rail Road Company the use of the same for the accommodation of the patrons of the road and the use also of the following described grounds:" [Deed Book 155, p. 618]

The Sherwins perhaps hoped to stimulate real estate activity such as at nearby Anchorage where country estates had begun to spring up around a station stop (Hobbs' Station) that was built in 1868.

Unlike at Anchorage however, little development occurred in the Lyndon area following the establishment of the station stop. Sherwin appears to have constructed a house on lot 5 in his subdivision, and in 1871 it was sold, along with adjacent lot 4, to Wilson, an agent for the Southern Mutual Life Insurance Company. Wilson and his wife continued to live on the property until close to 1900. This fifteen -acre property owned by a prosperous businessman who commuted to work in Louisville was clearly one of the string of country estates that developed along the railroad tracks.

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The 1879 Atlas of Jefferson and Oldham Counties shows the Wilson house. It also indicates the house of W.C. Whitaker almost directly north across the tracks adjacent to another of Sherwin's lots. No other buildings are indicated in the area near the intersection of the railroad tracks and Lyndon Lane which is today considered the heart of Lyndon. Sherwin's subdivision appears to have had little early success. Only two other lots are thought to have had houses constructed on them before the turn of the century. To the east of the Lindenberger-Grant House on lots 1, 2 and 3 a small farm had been established by Charles Ochsner, probably before 1900. The wood-framed house still standing at 8120 Old La Grange Road (Railroad Avenue), is said to have been built by a Mr. Wheeler about 1890. Other houses indicated on the 1879 map are those of J. Oldham about a half mile to the west, and A.(Alvin) Wood who had purchased the Tyler property to the south.

Another failed attempt at suburbanization on a much larger scale occurred about a mile to the east of Lyndon at Warwick Villa a few years later. Here, in 1891, George Washburne and a group of business partners subdivided a portion of the Washburne family property into "Warwick Villa" which was to be developed as a large middle class suburban town with all the modern conveniences found in the city including gas and water hookups. Washburne erected a picturesque station house and promised a clubhouse, but financial problems and lack of interest perhaps caused by the Financial Panic of 1893 stalled development. Less than ten historic houses were ever built on the land before the arrival of the interurban.

Warwick Villa is cited in the Jefferson County Suburban Development Context and in other historical documents as an important early example of suburban development for the middle class in the county. The theory behind the development was to provide the same healthy country living environment for the middle class that had early been available to the wealthy with the country estate. But true suburban development for the middle class in the far reaches of the county had to await the arrival of the interurban electric railway a few years later.

Lyndon in the Days of the Interurban: 1901 - 1935

The real catalyst for development in the immediate Lyndon area was the electric interurban rail line that was laid through the area in 1901 with scheduled service probably beginning as far as present-day Crestwood in neighboring Oldham County by about

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February, 1902. The exact date of initial service is somewhat unclear. The tracks were in place by November, 1901, but a delay in the delivery of an electrical generator to power the system is thought to have pushed back the start up date until early 1902 [Information provided by George Yater]. In 1907 an extension of the line was completed to La Grange, Kentucky. The station stop in Lyndon (located on land donated by the Mary Ellen Wood, the widow of Alvin Wood) was located at the corner of Lyndon Lane and Violet Avenue (now New La Grange Road), one block away from the L and N depot. A small wood-framed depot served its riders. The line served the developing communities along its tracks until 1935 when service was halted due to lack of business. The interurban had outlived its usefulness as the automobile became more and more prevalent.

This first of Jefferson County's electric rail lines was originally known as the Louisville, Anchorage, and Pewee Valley Electric Railway, but its name was soon changed to the Louisville and Eastern Railroad and, in 1911, to the Louisville and Interurban. At the same time the track was laid through the area in 1901, a central operating center for the line was constructed on a piece of property just east of Lyndon, on the south side of the main rail line and east of Ormsby Lane. Known as Marcia, the settlement originally included a power plant, a car barn, a repair shop, a "Y" for turning cars around, and five or six small residences to house railroad workers [Telephone interview and material supplied by George Yater]. Today the name "Powerhouse Lane" and three houses are all that remain to document the site visually.

Real estate activity in Lyndon saw an immediate jump with the arrival of the interurban. A number of new subdivisions were platted in close proximity to the interurban route on what had, until that point, been farm land. For the most part these were large one- to two-acre lots reflecting the readily available land in this suburb far-removed from Louisville. The "Oldham Tract at Lyndon Station" along present-day Vinecrest Avenue was laid out in 1901 with one-acre lots. In 1905 the Rosa A. Hibbitt Subdivision was laid out along the north side of the interurban tracks west of Lyndon Lane with long narrow lots nearly one-acre in size. In 1906, the Dr. W.E. Grant Subdivision was platted with one-and-one-half- to two-acre lots in the area along the east side of Lyndon Lane and both sides of Grant Avenue between the railroad and interurban tracks (Figure 4). A 1913 map of the area prepared by

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the Louisville Title Company [pp. 19 and 20] indicates that nearly all the land in Lyndon in the vicinity of the two railroad stations had been subdivided into building lots by that date (Figure 5). The only large area of farmland still remaining was the 125 acre tract to the east of Wood Road belonging to the Wood family. This area was subdivided as Lynnhurst Park in 1926 with much smaller lots of less than one-quarter acre [Plat Book 6, pp. 14, 15 and 54].

Construction of new homes lagged considerably behind the subdivision of the land, and some of these early lots were not built on until after World War II. However, from 1900 until about 1930 Lyndon began to emerge as a small suburban community with as many as fifty houses, two churches, and at least one store being constructed. The majority of these early houses were substantial two-story frame structures built for or by the middle-class families that began to populate the outer suburbs in the early 20th century. Approximately 10 such houses were built in the W.E. Grant Subdivision to augment the two or three that predated it. Many of these were in place before 1910. By 1915 four similar houses had been built along the north side of the interurban on lots in the Rosa Hibbitt Subdivision. A few others were built along the west sides of Lyndon Lane and Wood Road, along Vinecrest and on the south side of the interurban tracks on La Grange Road. Finally, beginning in the late 1920s, a scattering of Craftsman bungalows and other small eclectically styled residences were built in Lynnhurst Gardens along the east side of Wood Road.

Information about the people who lived in these houses early on supports the designation of Lyndon as a railroad-related suburban community. The 1910 federal census for the Lyndon area reveals that many of the householders listed in the vicinity commuted either to Louisville or to jobs in St. Matthews or Crescent Hill. A surprisingly large number worked for the Louisville and Nashville Railroad, a fact that was confirmed by Mary Emily Hopkins, an elderly resident of Lyndon whose father William Robert Warren, a clerk for the L and N moved to the neighborhood in 1917. Mrs. Hopkins reported that L and N employees were provided free transportation to and from the city on L and N trains.

With the interurban and the influx of new people came Lyndon's first commercial and institutional buildings. Lyndon's first church, St. Thomas Episcopal Church, was organized in 1907 as a

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mission of St. Mark's Church in Louisville, and a building was completed on Lyndon Lane the next year. In 1920 Lyndon Baptist Church was formed from two small Baptist missions in the area. The church purchased property at its present location on La Grange Road in 1921 and completed a church there in 1922. The church presently occupies its third sanctuary on the property. By the 1920s and probably before, Lyndon had a grocery store. According to one elderly resident, many other needed supplies were sent out to local residents via the interurban from stores in St. Matthews [Lyndon Lore, n.p.].

The first area school was a two-room schoolhouse (JF-420) built in 1891 at the corner of Wood Road and Whipps Mill Road about a mile south of Lyndon. This school served both the Lyndon area and the settlement along the Shelbyville Turnpike until 1937 when a new WPA-funded school was completed in the heart of Lyndon on Wood Road. Other pre-World War II projects included the extension of Lyndon Lane from New La Grange Road to Shelbyville Road and the construction of several bridges, in 1940, along its route. The improvement of the road infrastructure corresponded with the end of interurban service in 1935 and the recognition of the growing importance of the automobile.

Later Development in Lyndon

As elsewhere in Louisville and all of Jefferson County residential construction in Lyndon nearly ceased in the early years of the Depression before 1935. Development in Lyndon did not begin again until the late 1940s, in the years just after World War II.

This post-war period was a time of very rapid residential development countywide as new homes were constructed for soldiers returning from the war and their families. In the Lyndon area such developments as Lyndon Gardens, a group of small houses on small lots built in 1946 with FHA loans, were typical of new construction ["Lyndon Gardens," Promotional brochure in possession of Mrs. Robert Ray, Lyndon, Ky.]. In other previously platted areas of Lyndon, particularly Lynnhurst Park, undeveloped lots were now built on with generally smaller houses.

With the increase in housing came additional commercial services, and by the early 1950s Lyndon had, among others, an additional grocery store, gas stations, and a hardware store. In 1965 annexation pressures from neighboring St. Matthews caused the

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area to incorporate as a sixth class city.

Property Types

As explained earlier, only one group of resources relating to railroad-related suburban development in Lyndon remains: the single-family residences that were built in response to the location of station stops for two railroads in the community. These stations themselves are long gone, demolished when service on their respective lines ceased, in 1935 and the mid-1950s. No historic commercial or institutional buildings that reflect Lyndon's suburban growth remain either. Therefore it is Lyndon's residences that alone help to document the community's suburban development and transportation-related history.

Ideally, suburban residential development should be represented by a residential district that documents a group of houses in a historic neighborhood setting that would provide information about lot sizes, set backs, landscaping practices, typical outbuildings and house plans, scale, styling and construction dates. Since rapid non-historic development in Lyndon has radically disturbed and altered the fabric of these early suburban neighborhoods, we must look to individual properties that retain their historic houses in close to their original settings to document Lyndon's suburban beginnings.

These residences range from large two-story houses that sit on large one- to two-acre lots to smaller one- or one-and-one-half-story houses on smaller lots. The larger houses, all of frame construction and finish, are most likely to have been built from about 1900 to 1915. Several are classic American Foursquares; others have simple Craftsman, Colonial Revival, or eclectic styling. Many of the smaller houses were built in the 1920s and have Bungalow/Craftsman and simple period revival styling. A few of the houses still retain historic outbuildings, particularly carriage houses and/or garages. A number of Lyndon's historic residences have been adapted for commercial usage and tend to have considerable alterations to the front of the houses and/or its setting.

Registration requirements for residences in Lyndon eligible for listing in the National Register for their significance under

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Criterion A in terms of Rail-related suburban development in Lyndon are as follows:

1. The principal residence must have strong integrity of location and association. It must remain in its original location, and it must be built during the time period that Lyndon's railroad-related development was taking place: 1871 - 1935.

2. The property must have strong integrity of setting in order to convey the feeling of this historic railroad suburb. The property must be a suburban property, set on a suburban lot, as distinct from a property that served as the center of a farm. It must still retain a substantial portion of its historic lot in order to provide information about suburban lot sizes in the community. The lot must still retain much of its historic layout and landscaping in order to provide information about the character of historic suburban residential properties. Lots with large areas of non-historic parking will not be eligible. The presence of historic outbuildings will contribute strongly to the significance of the property.

3. The principal residence must retain a relatively high degree of integrity of design, materials, and workmanship on its exterior in order to document the style, scale, and form of residential structures associated with railroad-related suburban development in Lyndon. Houses with major non-historic additions to the front or sides will not be eligible. Front facades must remain largely intact with no major changes to fenestration patterns, roof lines, decorative detailing, or front porches. If non-historic siding has been applied to a house it must have been done so in a sensitive manner that still allows the original decorative scheme and detailing to be readily apparent.

The Lindenberger-Grant House and Property

Tucked on a quiet back street away from the recent intrusive commercial development on Lyndon's principal streets, the Lindenberger-Grant House is among the two or three houses in the community that best convey the atmosphere of historic suburban Lyndon. The house faces the L & N railroad tracks and is on a site that was developed in the 1870s and then became the land from which much of a 1906 interurban-generated subdivision was created. It, more than any other extant house, documents both stages of

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railroad-related development in Lyndon. The Lindenberger-Grant House, with much of its landscaped setting still intact, retains good integrity of location, setting, association, and design, the aspects of integrity that have been defined in the property type analysis as most important for significance as a railroad-generated suburban residence in Lyndon. Although a good portion of its original siding has been removed in order to repair structural damage to the house caused by years of aluminum siding-generated water damage, it still retains all of its significant original detailing including decorative shingles on a front gable end, porch railings and supports, original windows and doors, and roof-top cresting. The siding is to be replaced in kind very soon, where needed. Its original form, plan and styling, the key elements for integrity of design, are still very much intact. It has lost a good part of its historic lot to both historic and non-historic suburban development, but the one and one-half acres that remain still convey a strong sense of a historic setting. Two important historic outbuildings associated with the house, a barn/stable and greenhouse, are extant and still relate visually to the house as they always did. They have not been included in the nomination because they are separately owned, and the owner does not wish to have them nominated. The house clearly meets the criteria for listing outlined in the property type discussion created for the context, "The Railroad-related Suburban Development of Lyndon, Kentucky: 1871 - 1935."

The complex history of the property is outlined below. The property on which the house sits was a part of the E.J. Young farm that in 1868 was deeded to Young descendants including Jessie Sherwin and her husband, George. In 1871 the property was platted as Sherwin's Subdivision at Lyndon Station and lots 4 and 5 were sold to William S. and S.(Samuel) T. Wilson, apparently with a substantial house (indicated on the plat) already on the site [Deed Book 155, p. 616]. As no house is indicated on this property on an 1858 map of Jefferson County, nor mentioned in the 1868 deed, it is surmised that Sherwin built this house as part of his plan to develop the subdivision. S.T. Wilson bought out his brother's half share in the property for \$3,500 in 1873 [Deed Book 169, p. 275]. Samuel T. Wilson was listed for many years in the city directories as general agent for the Southern Mutual Life Insurance Company with an office in the city and residence in Lyndon. Clearly he was commuting from his country residence to Louisville. He and his wife, Sallie, were still living there in 1889 when Wilson wrote his will [Will Book 17, p. 66]. By 1891 when Wilson died, city

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directories indicate that the couple had moved into Louisville where they were boarding at a hotel.

The fifteen-acre property was sold by Sallie Wilson to George and Addie Lindenberger for \$1,675 in 1901 [Deed Book 542, p. 329]. The Lindenbergers were listed in the 1898 and 1899 Louisville City Directories as residing at "Lyndon Station," perhaps renting the house from Sallie Wilson. In 1900 they are not listed at all in the directory. In 1901 they are back in Louisville at Burnett Avenue and by 1903 they have gone again. That same year they sold the Lyndon property for \$12,000 to Daisy D. Walker with the requirement that she "keep the improvements ... insured against loss by fire in the sum of at least Seventy-seven Hundred and Fifty dollars" [Deed Book 542, p. 329].

Based on the physical inspection of the existing house reported in the description section, it is the contention of the author that the earlier house burned down or was demolished about 1900 and that the present house was erected by the Lindenbergers before they sold the property to Miss Walker, clearly with a substantial residence on the site. Unfortunately Jefferson County property tax records for those years that might have helped to determine the construction date have been demolished.

Daisy Walker, shortly after purchasing the property, married Dr. W. E. Grant, a prominent Louisville professional trained both as a doctor and a dentist. Dr. Grant was Chairman of the Department of Dentistry at the University of Louisville for some years and practiced privately as a dentist. Grant and his new bride were listed as residing in Lyndon from 1903 through 1908. Early in 1906, Grant purchased two large tracts of land along the east side of Lyndon Lane that had been part of Sherwin's Subdivision, and that same year platted the whole area, including the Wilson property as Dr. W.E. Grant's Subdivision. Present-day Grant Avenue was laid out at that time one block east of Lyndon Lane.

The Grants sold their house in 1908 and it changed hands three times that year before being purchased by John and Ella Rath. John Rath was listed in the 1910 census as a cabinet maker who worked in Louisville. Two other long-time owners of the property were William Watson, from 1927 until 1950, and the Samuel Pollitt family who owned the house from 1950 until its recent sale in 1995. Nearly all the early owners of the property - Wilson, Lindenberger,

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Grant, Rath, and Lovelace - commuted from the house in Lyndon into Louisville, documenting its very close connection with the railroad.

The original fifteen-acre lot associated with the property was reduced to five at the time the lots were created for Grant's Subdivision in 1906. The Pollitts sold off portions of the property along its south and west edges, further reducing the lot to the present one and one-half acres.

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9. Major Bibliographical References:

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Warwick Villa. Promotional brochure for subdivision. n.d., c. 1891.

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Maps and Plats

Beers and Lanagan. Atlas of Jefferson and Oldham Counties.
Philadelphia, 1879.

Bergmann, G.T. Map of Jefferson County, Kentucky. Louisville,
1858.

"Dr. W.E. Grant's Subdivision at Lyndon, Kentucky." Subdivision
plat, May, 1906.

Louisville Title Company's New Map of Louisville and Jefferson
County. 1913.

"Lynnhurst Park," subdivision plat. Jefferson County Plat Book 6,
pp. 14, 15, and 54.

"Oldham Tract at Lyndon Station," subdivision plat. Jefferson
County R.R. Book 2, p. 17.

"Rosa A. Hibbitt Subdivision." Jefferson County Plat Book 1,
p. 77.

United States Geological Survey. Prospect, Kentucky - Indiana,
(Scale 1/62,000). April, 1912, reprinted 1941.

Interviews

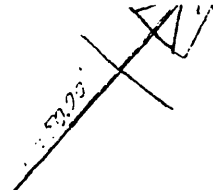
Hopkins, Mary Ellen (long-time Lyndon resident). Telephone
interview with Carolyn Brooks, December, 10, 1995.

Pollitt, Basil (former owner of Lindenberger-Grant House).
Telephone interview with Carolyn Brooks, November 6, 1995.

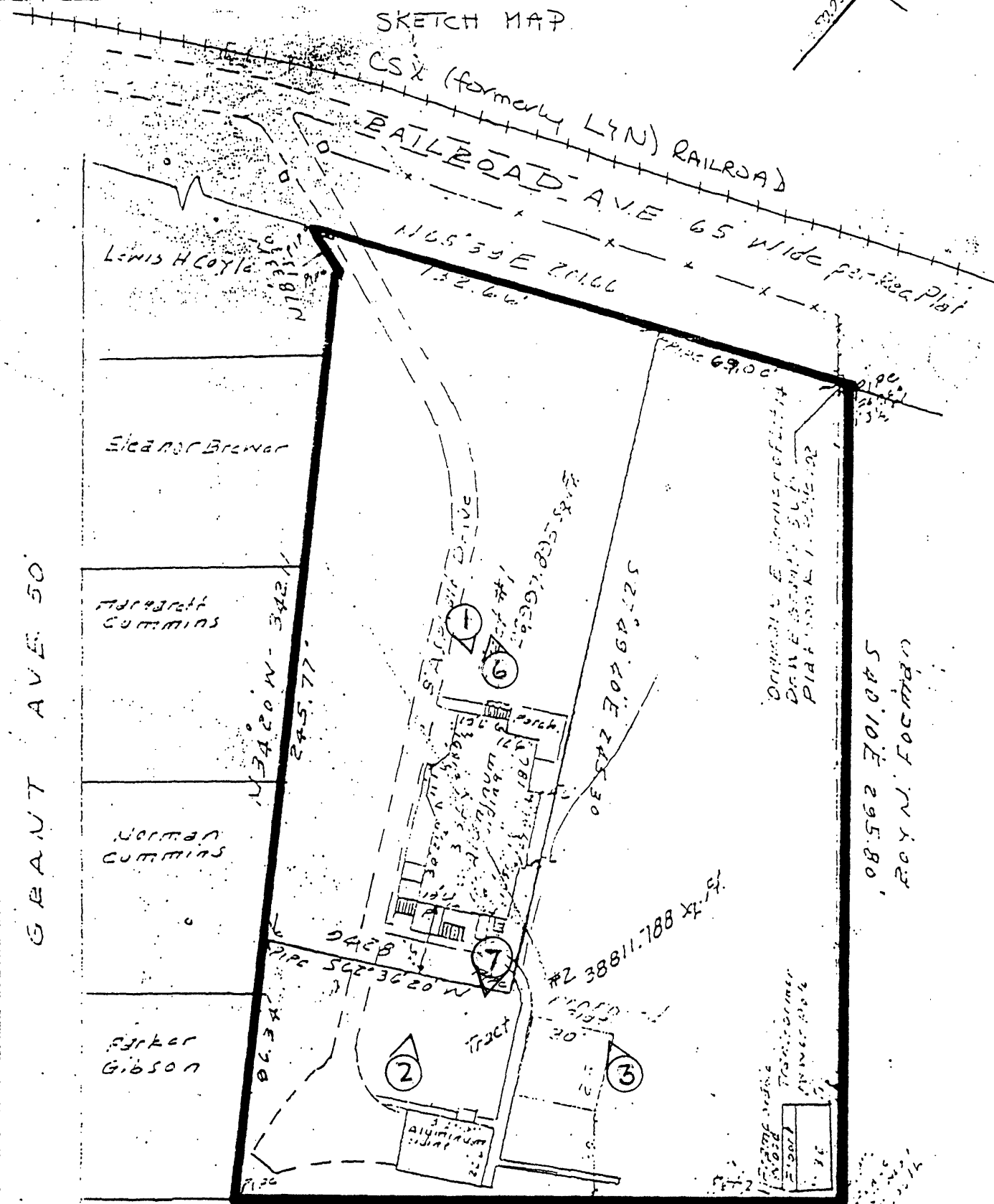
Ray, Mrs. Robert (long-time Lyndon resident). Interviewed at her
home in Lyndon by Carolyn Brooks, December, 11, 1995.

Yater, George. Telephone interview with Carolyn Brooks, February
27, 1996.

LINDENBERGER - GRANT HOUSE
 Lyndon, Jefferson Co., Ky.
 SKETCH MAP.



27
 No. 50312



GRANT AVE 50

5 49° 50' W 220.50
 10' 4" South
 FENCE TORSTICK.

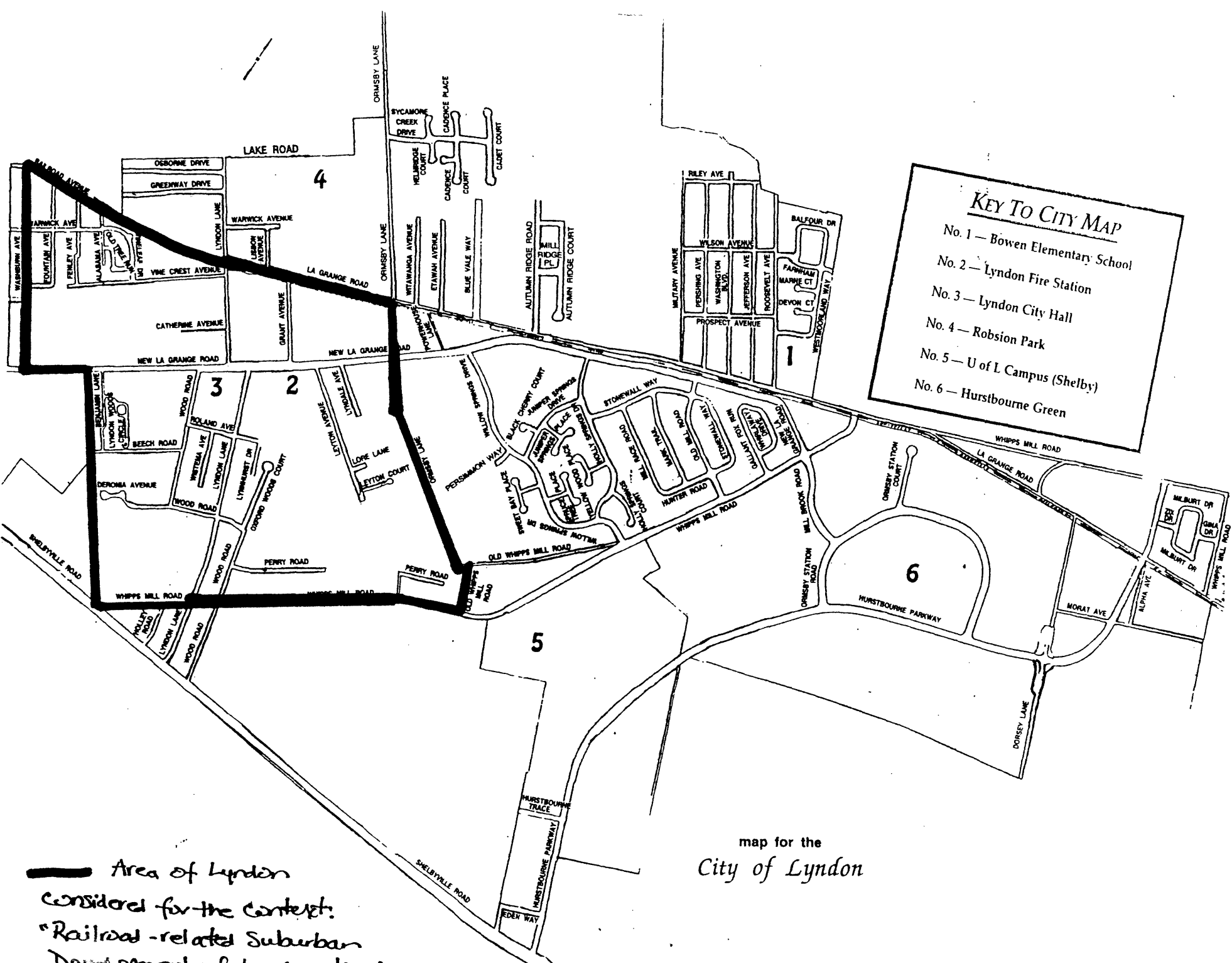
Property boundary

① Photo number and direction of view.

COPIES CERTIFICATE
 I certify that this plat
 is correct and that
 the same is true to the
 best of my knowledge and belief.

STATE OF KENTUCKY
 Stanley R. Richardson
 No. 996
 REGISTERED SURVEYOR

Figure 1
 STANLEY R. RICHARDSON
 SURVEYOR



KEY TO CITY MAP

- No. 1 - Bowen Elementary School
- No. 2 - Lyndon Fire Station
- No. 3 - Lyndon City Hall
- No. 4 - Robsion Park
- No. 5 - U of L Campus (Shelby)
- No. 6 - Hurstbourne Green

map for the
City of Lyndon

— Area of Lyndon
considered for the context:
"Railroad-related Suburban
Development of Lyndon, Ky.:
1871-1935."

FIGURE 2

Figure 3 "Sherwin's Subdivision at Lyndon Station" 1871

D. C. 157 - P. 106

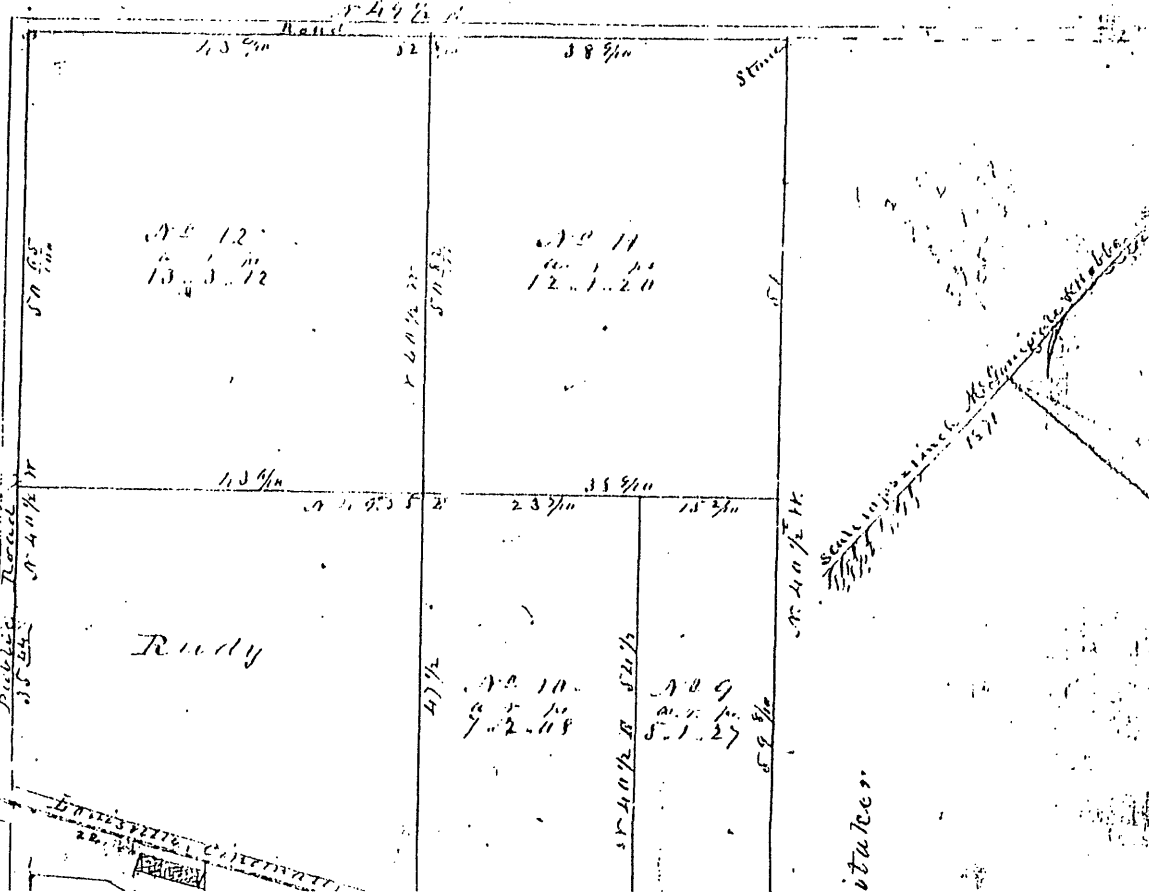
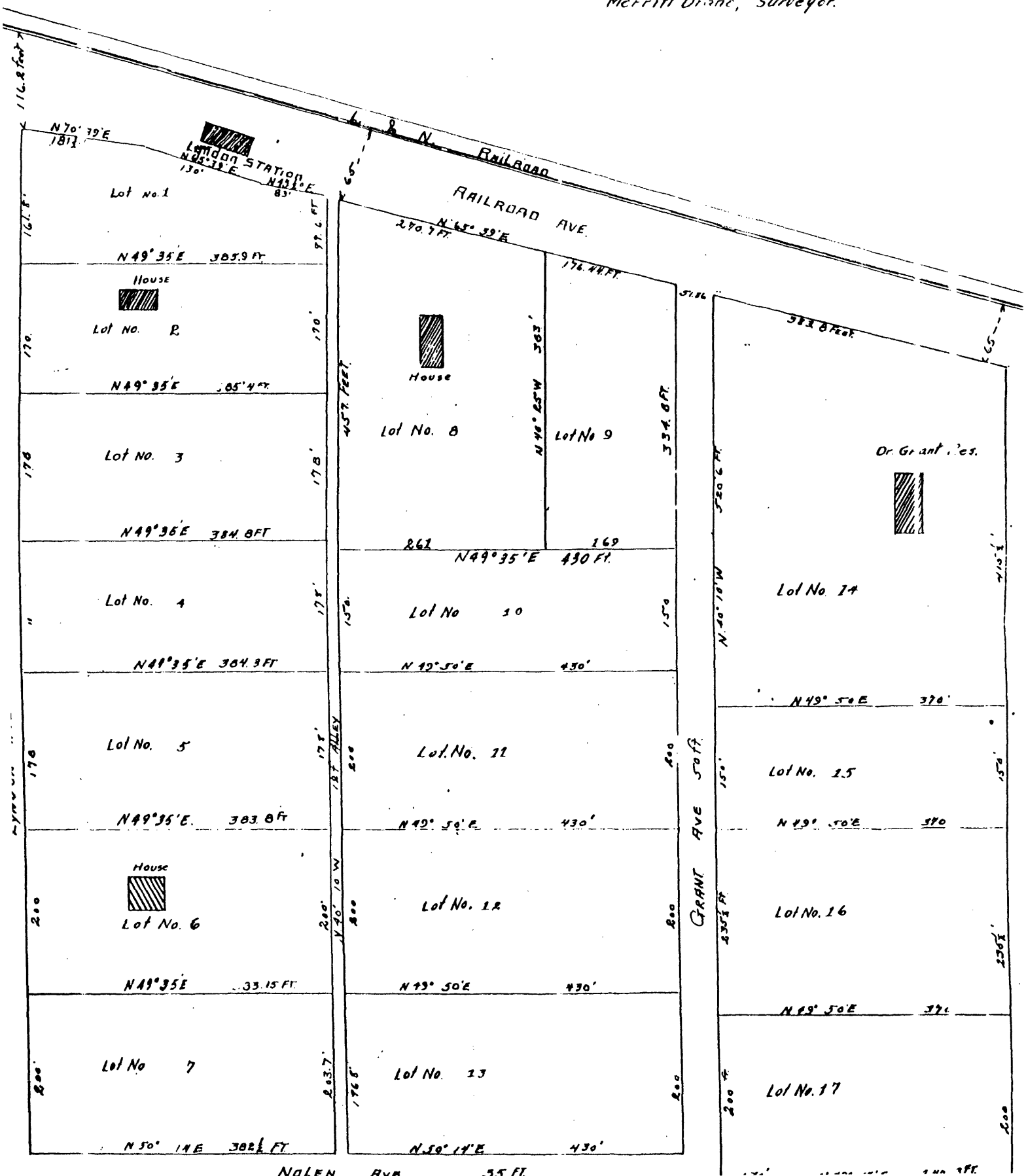


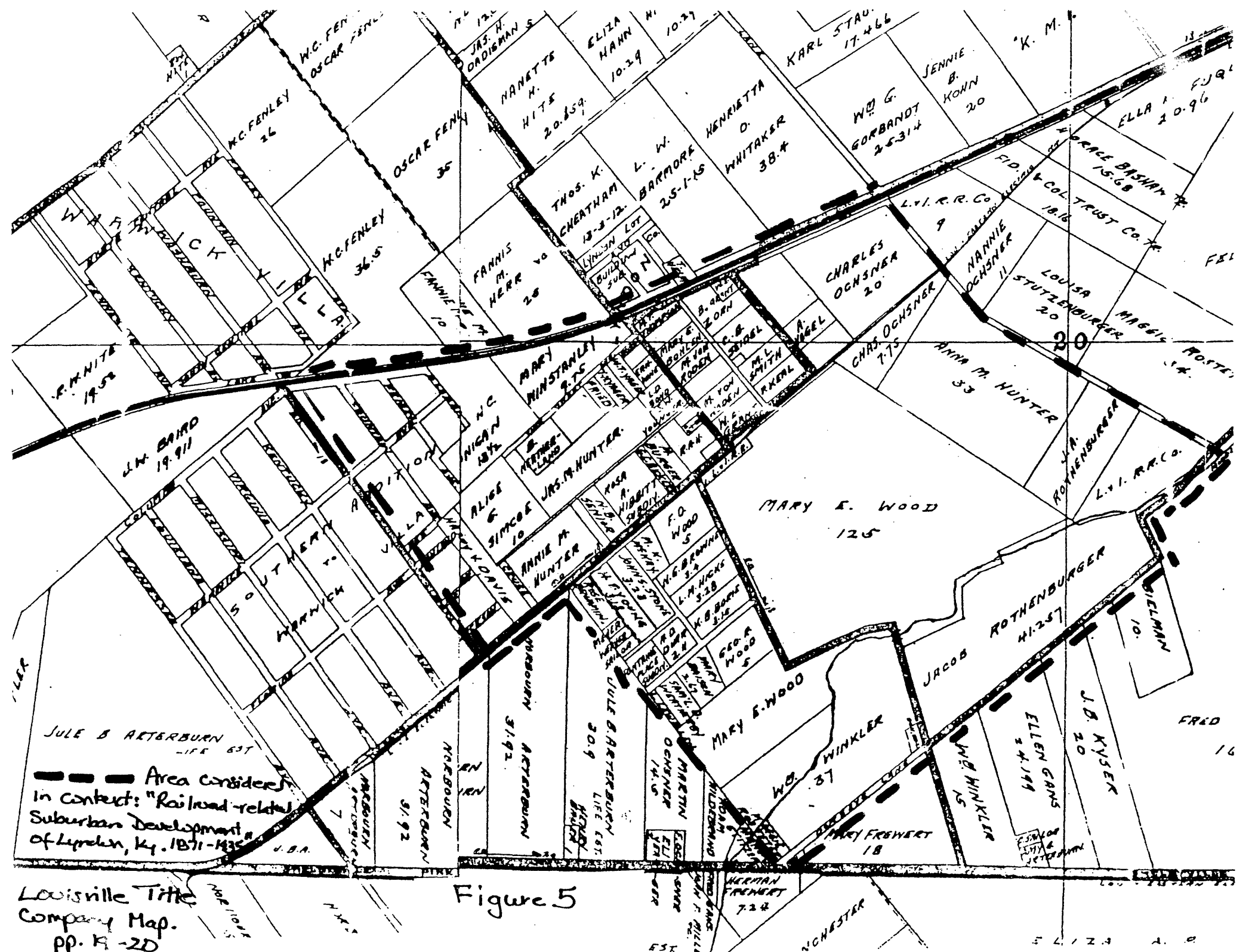
Figure 4

DR W E GRANT'S

Subdivision

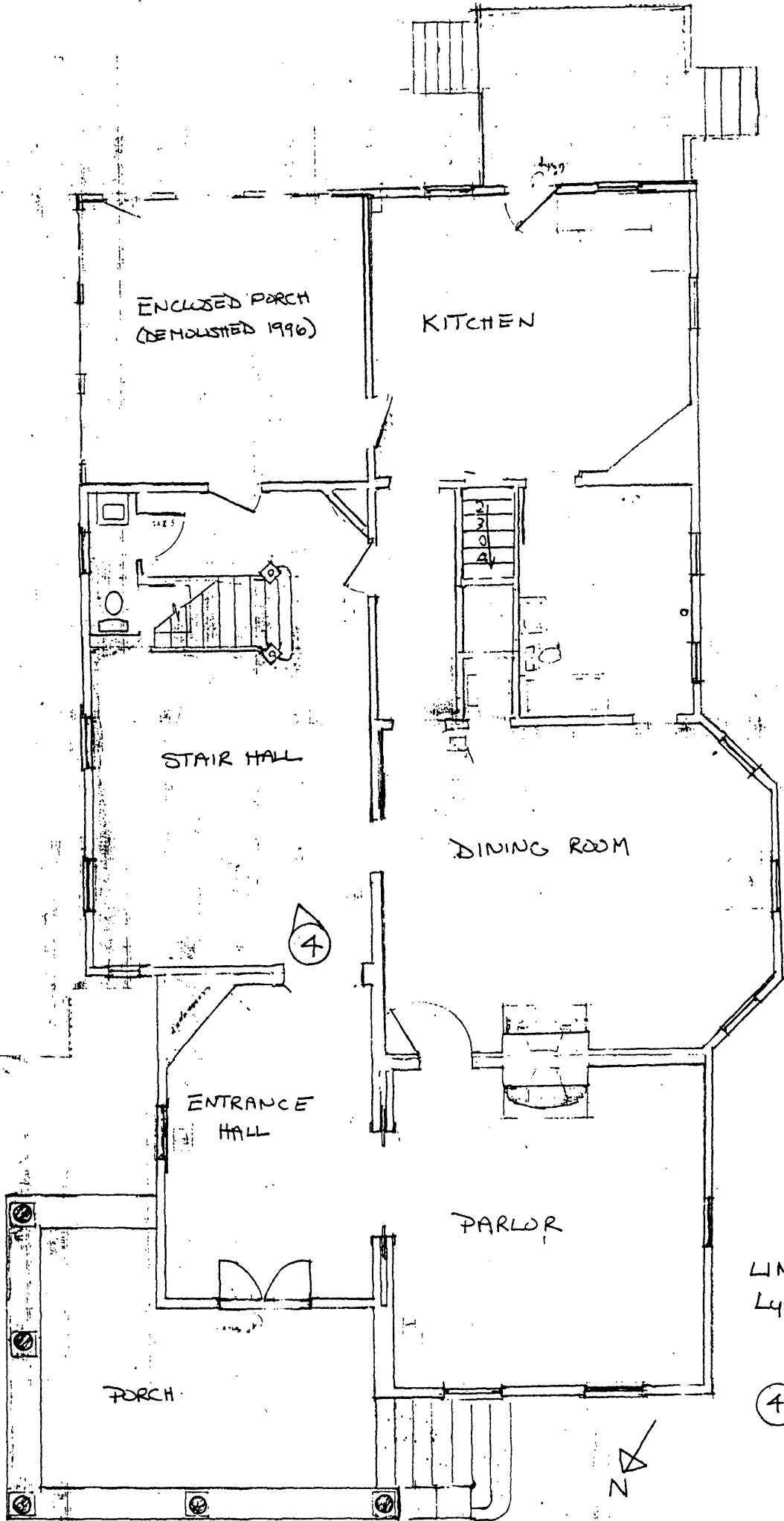
At Lyndon Jefferson Co Ky.
Survey Made May 9, 1906.
Ky Title Company.
Scale 100 ft. = 1 Inch.
Merritt D. Danc, Surveyor.





Area considered
in context: "Railroad-related
Suburban Development
of Lynden, Ky. 1871-1935"

Figure 5

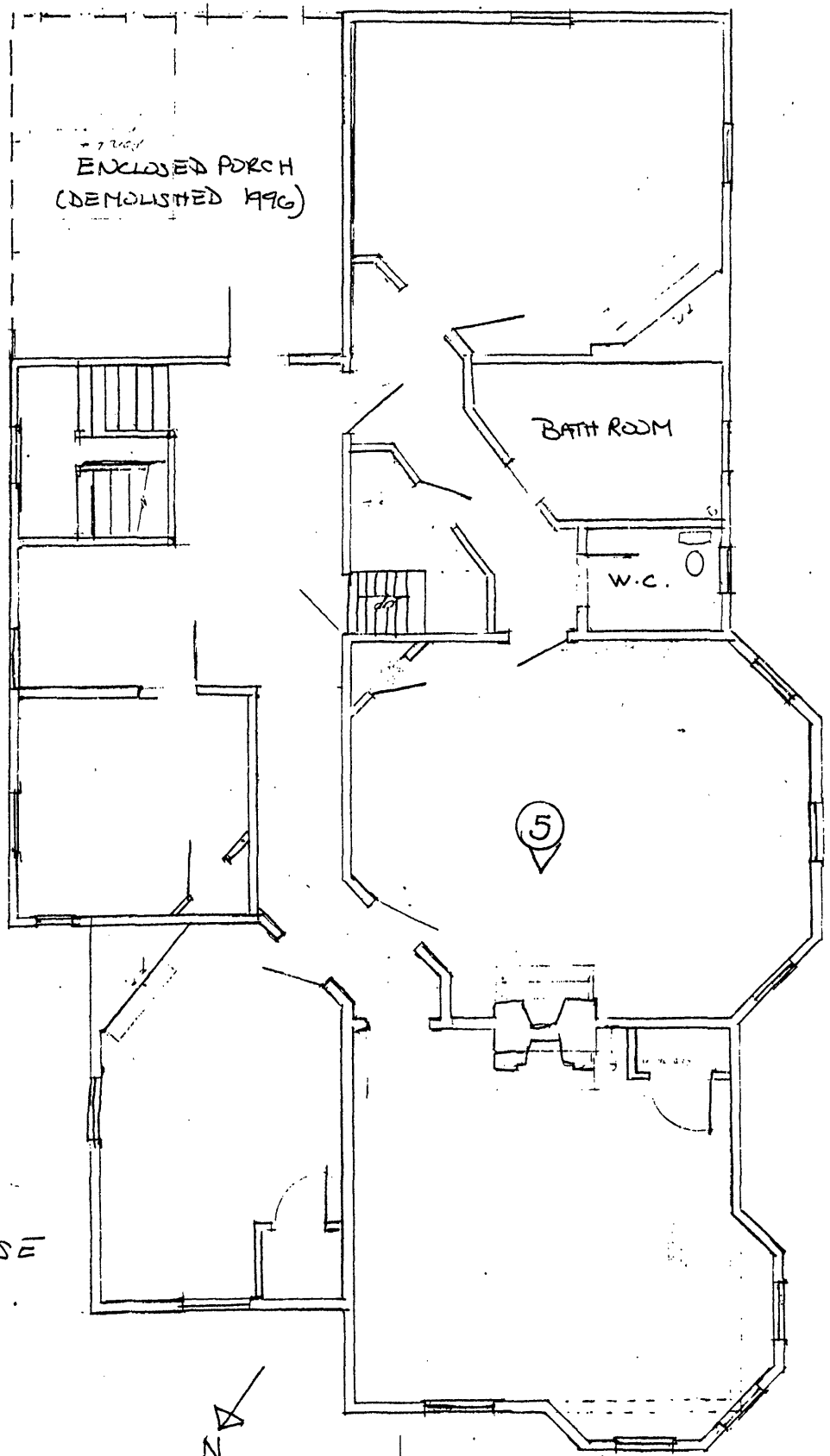


LINDENBERGER-GRANT HOUSE
 Lyndon, Jefferson County, KY.

FIRST FLOOR PLAN

④ Photo number and direction of view.

Figure 6



LINDENBERGER - GRANT HOUSE
Lyndon, Jefferson County, Ky.

SECOND FLOOR PLAN

⑤ Photo number and direction of view.

Figure 7

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Photographs

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PHOTOGRAPHS

Lindenberger-Grant House
Jefferson County, Ky.
Photographer: Carolyn Brooks
Date: March, 1996
Negatives on file at Kentucky Heritage Council, Frankfort, Ky.

The above information is the same for all photographs. Below the photographs are listed in numerical order and each view is described.

1. Front facade; photographer facing southeast.
2. Rear of house; photographer facing north.
3. Rear and east side; photographer facing northwest.
4. First-floor stair hall; photographer facing southeast.
5. Mantel in central west bedroom; photographer facing northwest.
6. View towards railroad tracks from front of house; photographer facing northwest.
7. Non-contributing cottage in foreground with historic barn (on adjoining property) behind; photographer facing southeast.