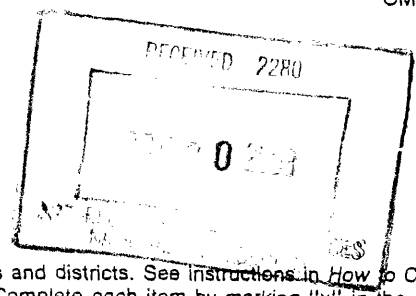


United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations 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 Lebanon Junction Historic District
other names/site number N/A

2. Location

street & number Roughly bound by Maple St. on the north, KY 61, or Preston Highway on the east, Knoxville Avenue on the south and Harrel & Masden Streets not for publication on the west.
city or town Lebanon Junction vicinity
state Kentucky code KY county Bullitt code 029 zip code 40150

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 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)
David L. Morgan Signature of certifying official/Title 9-29-03 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 certifying official/Title _____ Date _____
State or Federal agency and bureau _____

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.
 other, (explain): _____
Signature of the Keeper for Daniel J. Vivaz Date of Action 12/4/03

Lebanon Junction Historic District
Name of Property

Bullitt Co., Kentucky
County and State

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	
<u>135</u>	<u>63</u>	buildings
<u>4</u>	<u>5</u>	sites
<u>1</u>		structures
		objects
<u>140</u>	<u>68</u>	Total

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

Number of contributing resources previously listed in the National Register

N/A

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

- DOMESTIC/single dwelling
- COMMERCE/TRADE/specialty store
- EDUCATION/school
- COMMERCE/TRADE/restaurant
- DOMESTIC/hotel
- RELIGION/religious facility
- RELIGION/church school
- RELIGION/church-related residence

Current Functions
(Enter categories from instructions)

- DOMESTIC/single dwelling
- COMMERCE/TRADE/specialty store
- EDUCATION/school
- COMMERCE/TRADE/restaurant
- DOMESTIC/hotel
- RELIGION/religious facility
- RELIGION/church school
- RELIGION/church-related residence

7. Description

Architectural Classification
(Enter categories from instructions)

- MID-19TH CENTURY/Greek Revival
- LATE VICTORIAN/Romanesque Revival
- LATE 19TH AND 20TH CENTURY REVIVALS/ Colonial Revival

Materials
(Enter categories from instructions)

- foundation BRICK, CONCRETE, STONE
- walls BRICK, STONE, WOOD, WEATHERBOARD
- roof ASPHALT, METAL
- other _____

Narrative Description

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

Lebanon Junction Historic District
Name of Property

Bullitt Co., Kentucky
County and State

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 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.

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Period of Significance

1890-1955

Significant Dates

1890

1912

1932

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

(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 # _____

Primary location of additional data:

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

Name of repository:

Kentucky Heritage Council
300 Washington Street
Frankfort, Kentucky 40601

Lebanon Junction Historic District
Name of Property

Bullitt Co., Kentucky
County and State

10. Geographical Data

Acreage of Property 60.63 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	1,6	6,1,1,3,7,0	4,1,8,8,0,7,0
	Zone	Easting	Northing
2	1,6	6,1,1,8,6,0	4,1,8,8,2,4,0

3	1,6	6,1,1,9,2,0	4,1,8,7,2,6,0
	Zone	Easting	Northing
4	1,6	6,1,1,3,0,0	4,1,8,7,4,4,0

See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Donna G. Logsdon, Historic Preservation Consultant

organization Logsdon & Logsdon Architects date 8-1-03

street & number 5600 Hardyville Road, P.O. Box 10 telephone 270-528-4698

city or town Hardyville state KY zip code 42746

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 SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

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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Lebanon Junction Historic District

Bullitt County, Kentucky

6. Function or Use – continued

Historic Functions

COMMERCE/TRADE/financial institutions
EDUCATION/library
TRANSPORTATION/rail-related
LANDSCAPE/unoccupied land

Current Functions

EDUCATION/library
SOCIAL/meeting hall
TRANSPORTATION/rail-related
LANDSCAPE/unoccupied land

7. Description - continued

Architectural Classification

COLONIAL/Post Medieval English/Tudor
LATE VICTORIAN/Victorian
LATE 19TH AND 20TH CENTURY AMERICAN
MOVEMENTS/Bungalow/Craftsman

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Lebanon Junction Historic District

Bullitt County, Kentucky

7. Narrative Description

The **Lebanon Junction Historic District**, located in Bullitt County, Kentucky, is composed of 141 properties that contain 107 primary buildings, 28 secondary buildings, four sites, and one structure that contribute to the district's sense of place and time. The overall historic character of the district is strong despite the 24 primary, 39 secondary buildings and five sites that are non-contributing. Buildings designated as non-contributing were either altered to the extent that the majority of the original materials and character-defining features were no longer visible or they were constructed within the last 48 years. Except for the non-contributing buildings, the district still retains much of the same appearance as it did at the end of the period of significance, in 1955.

Lebanon Junction Historic District Boundaries

The **Lebanon Junction Historic District**, in general, encompasses part of a twenty-two-block area and is comprised of one-and-two story brick and wood-frame commercial, educational, religious, residential and railroad buildings, sites and structures on various size lots dating between 1890 and 1955. The total number of buildings in the district is 198 with nine sites and one structure covering an area of 60.63 acres.

Specifically, the northern boundary extends one lot north of Oak Street between North Poplar Street on the west to KY 61, or Preston Highway on the east. The eastern boundary undulates southward along the west side of KY 61. At the intersection of the CSX Railroad and South Poplar Street, the boundary continues in a southerly direction along the west of South Poplar Street. The southern boundary includes almost all of the lots on the south side of Knoxville Avenue west to Railroad Avenue. The western boundary includes one lot west of Railroad Avenue and one lot on the west side of Masden Street in a northerly direction to one lot north of Main Street. These lots contain the majority of Lebanon Junction's earliest buildings, sites and structures.

According to one of the earliest maps of Lebanon Junction, dating from 1858 to 1915, the town consisted on a group of buildings that lined the north and south sides of Main Street and the east and west sides of the Railroad Avenue and the railroad tracks. In 1933, the city fire limits encompassed buildings on the north and south sides of Main Street between Church Street on the west and Brook Street on the east. At that time, the corporate limits were within a half-mile

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Lebanon Junction Historic District

Bullitt County, Kentucky

radius of the center of town, at the intersection of Wall and Main Streets. The proposed historic district is within this area.

Lebanon Junction's Building Characteristics

The **Lebanon Junction Historic District** contains the most cohesive group of early commercial, educational, religious, residential, and railroad buildings, sites and structures that formed this railroad town in Bullitt County. Of the 141 properties in the district, there are 107 primary buildings, 28 secondary buildings, four sites, and one structure that contribute to the district. Of the 107 contributing principal buildings, 2, or 2%, date between 1800 and 1899; 40, or 38%, date between 1900 and 1919; 36, or 34%, date between 1920 and 1929; 15, or 14%, date between 1930 and 1939; 8, or 7% date between 1940 and 1949; and 6, or 5% date between 1950 and 1955, the end of the period of significance. Most of the contributing commercial buildings are one- and two-story brick buildings with flat or low sloping roofs behind parapet walls on small lots facing Main and Poplar Streets. The majority of the residential buildings are one-story wood-frame bungalows with a few one- and two-story wood-frame Folk Victorian, Colonial Revival, Greek Revival, and Gothic Revival style homes on long narrow lots. Religious and educational buildings are constructed of brick with front gabled roofs. The only structure in the district is the concrete coal bin (BULJ-144) # 68 situated over the railroad tracks.

Estimated Date of Construction	# of primary buildings	% of primary buildings
1800 to 1899	2	2.0
1900 to 1919	40	38.0
1920 to 1929	36	34.0
1930 to 1939	15	14.0
1940 to 1949	8	7.0
1950 to 1955	6	5.0
Total	107	100

The majority of these historic resources have remained intact for over 50 years and are exemplified by the fact that this cohesive collection of turn-of-the-century commercial, educational, religious, residential and railroad buildings, sites and

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Lebanon Junction Historic District

Bullitt County, Kentucky

structures reflects elements from a variety of architectural styles. The most common aspect in this historic district is the abundance of character defining features that remain intact as well as original building materials such as brick, weatherboard siding and concrete. Building elements commonly found throughout the commercial area of the historic district include: large storefront windows with recessed entries on the ground floor with stone lintels and sills accentuating tall narrow windows on the upper floors. Awnings or canopies extend over the concrete sidewalks sheltering pedestrians from the elements. Corbelled brick cornices or tile caps often enhance a flat or stepped parapet walls. Residential characteristics include front or side gabled roofs with front porches supported by columns. Another attribute is the location of buildings in relationship to each other and their site. While the commercial buildings are situated close to the sidewalk, the residential and religious buildings are set back from the sidewalk separated by a grassy lawn with minimal landscape.

One structure that deviates from the traditional commercial and residential architecture is the coal bin (BULJ-144) # 68 that is made of concrete and stand tall above the railroad tracks south of Main Street.

Amidst these blocks of commercial, religious, educational, residential and railroad buildings, sites and structures are four contributing sites, # 59, # 60, # 85 and # 138. Residential buildings prior to their removal in the 1940s occupied two of the four sites. Two sites have historically been unoccupied. There are 24 primary buildings, 39 secondary buildings, and 5 sites that are non-contributing in the district. Of the 24 non-contributing primary buildings, 23 were constructed after the period of significance and only one building has been altered to the extent that the majority of its original materials and character-defining features are no longer visible. All of the secondary buildings were built after the period of significance, 1955. All five of the non-contributing sites are properties that have had buildings removed from them in the last 48 years.

Integrity

The **Lebanon Junction Historic District** meets National Register Criterion A and is significant in the area of Community Planning and Development of Railroad Towns in Bullitt County. The district has been identified as an area that conveys a strong sense of its historic environment through its historic buildings, sites and structures. It reveals much information about the development of Bullitt County's railroad towns from its earliest days to 1955 when the last

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Lebanon Junction Historic District

Bullitt County, Kentucky

historic building in the district was constructed. This district is distinguished from other railroad towns in Bullitt County by the high density of closely related buildings and their **location** in close proximity to several major transportation routes KY 434, KY 61, and the CSX Railroad; their **setting** in a rural community adjacent to rolling farmland; the building **design** in terms of scale, massing, and fenestration; **materials** such as brick, stone, and wood; the **association** of the buildings and sites and their relationship to each other, and the **feeling** they convey as a cohesive unit representing the period of significance from 1890 to 1955. Therefore, it has been determined that integrity of **location, setting, design, materials, association, and feeling** are the most important aspects of integrity necessary to convey the historic significance of this district.

The integrity of the district's 141 properties, as determined by the criteria outlined below, is extremely high. Seventy-nine percent of the 141 properties are considered contributing. Of the 29 non-contributing properties, only one property contains a building that has been altered to the extent that the original building is no longer visible and five properties were the location of buildings that have been removed in the last 48 years.

All of the historic buildings in the district have integrity of **location** since they have remained in the same place they were originally constructed. Their **setting** provides an accurate picture of the historic character of a railroad town that began to develop around the railroad in the mid-1800s and became a thriving community during the 1920s and has since continued to be viable in 2003.

Integrity of **design** in this district is fairly high. The majority of the buildings have maintained their original scale, massing, materials, patterns of fenestration and proportion. In relationship to other railroad towns, **design** relates to a series of commercial and residential buildings that were constructed around a railroad station or stop that have retained their character defining features and continue to provide goods and services to a community.

Integrity of **materials** in the district is extremely high because the majority of building exteriors have retained their original materials and character defining features that reflect the period of significance. The appearance of the **Lebanon Junction Historic District** today conveys the **feeling** of a historic town that is rich in character that developed into the county's largest city in the early-1900s because it was selected as the site for a rail yard and a roundhouse for steam locomotives as well as a coaling station and switching yards for the Louisville and

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Lebanon Junction Historic District

Bullitt County, Kentucky

Nashville Railroad on the main line that ran between Cincinnati, Ohio to New Orleans, Louisiana. **Lebanon Junction** also retains a high degree of integrity of **association** because of its association with the railroad that offered people jobs for numerous years and the historical events that took place that enticed people to continue to reside here.

All 107 contributing principal historic buildings, 28 secondary buildings, four sites, and one structure in the district have been reviewed using the criteria outlined below for evaluating the impact of alternatives on the integrity of design, feeling and association.

Alterations

Common alterations to historic buildings generally fall into four categories: alterations to the exterior fabric including original wood-frame buildings covered with vinyl or aluminum siding, brick veneer, stone, stucco, plywood, or metal; alterations to original window and/or door openings including the installation of new windows and/or doors, infilling existing openings, making new openings in the exterior walls, and applying shutters; storefront modifications that involve replacing storefront windows or adding canopies or awnings; and additions to the building keeping in scale and using similar materials with the principal building. In **Lebanon Junction**, for buildings meeting the terms of Criterion A, it has been determined that changes may have occurred in two or three categories outlined above without compromising the overall integrity of **design** for the building. Many combinations exist based on the four typical alterations listed above.

The following factors were taken into consideration in evaluating the impact of alterations: the nature and extent of the alteration; when the alteration took place, and whether the alteration can be easily removed, reversed, or even should be considered a significant part of the history of the building. Alterations reflecting popular building trends, building code requirements, the number of buildings that have similar alterations, and the impact of the alteration on the overall character of the historic district was evaluated.

Historically, property owners have applied materials such as vinyl and aluminum siding, brick or stone veneer, stucco or metal over their deteriorating and leaking historic wood-frame and brick walls to stabilize them while providing a uniform, clean, and modern appearance. Awnings and canopies have also been added to the front facades of buildings to provide an overhang to shield pedestrians from the

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Bullitt County, Kentucky

elements, and/or create an image of prominence. In an effort to reduce energy costs and eliminate the need for repairs, historic wood sash windows have often been replaced with energy efficient aluminum windows. Some window and door openings have been enclosed and covered with new exterior wall materials modifying its original appearance. In an effort to accent window openings, inoperable shutters have been applied to building exteriors. When additional room was required, open front porches were enclosed with a series of windows and doors or small side and rear additions were constructed in relationship to the primary buildings size, scale, and mass, using similar or contrasting materials.

A common trend found in commercial districts in the United States involved renovating storefronts. Large storefront windows were commonly replaced with new materials and existing storefront entries were relocated to accommodate new uses and attract more business with a new appearance. When electricity was introduced, transom windows were often infilled or hidden by new canopies or awnings because natural light was no longer needed. As a result, interior ceilings were lowered to reduce energy costs.

Of the 107 principal historic buildings in the newly expanded district, 13, or 12%, have little or no alterations; 49, or 46 %, have one alteration; 37, or 35 %, have two alterations; 8, or 7 %, have three alterations.

Number of changes	# of primary buildings	% of total buildings
Little or no alteration	13	12.0
One alteration	49	46.0
Two alterations	37	35.0
Three alterations	8	7.0
Total	107	100.0

Examples of individual buildings displaying changes within the four categories are discussed below.

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Bullitt County, Kentucky

Buildings with little or no alterations

Two buildings retaining the highest degree of integrity in the district are the Link Residence (BULJ-44) # 119 and the residence at 396 Main Street (BULJ-10) # 12. None of the exterior character-defining features of these buildings have been altered. The Link Residence located at 209 Knoxville Avenue was built in 1911. It is a one-and-a-half-story log Folk Victorian T-plan with weatherboard siding that has been well maintained. Another residence that qualifies for this distinction is located at 396 Main Street. Tapered wood columns on brick piers support the open front porch that spans the front façade. Centrally located above the porch is a front gabled dormer that projects from the side gabled roof. Both of these buildings are excellent examples that have retained all of their character-defining features and have been well maintained over the years.

Buildings with one alteration

Two buildings with one alteration are the residence at 349 Main Street (BULJ-9) # 11 and Jim's Key Market at 127 South Poplar Street (BULJ-53) # 63. The one-story wood-frame residence at 349 Main Street was built circa 1900 in the Greek Revival style. A series of four square columns support the open porch roof structure along the front façade. Covered in vinyl siding, all the other character defining features remain intact. Jim's Key Market is a one-story brick commercial building that was constructed in 1947. An awning that spans the length of the front façade over the large storefront windows and provides pedestrians with shelter from the elements is the only alteration to this building. Although these modifications have slightly altered the building's original design, they can be removed in the future in order to restore its historic appearance.

Buildings with two alterations

Two buildings that have two alterations are the residence at 412 South Poplar Street (BULJ-28) # 76 and the Davis Residence at 569 South Poplar Street (BULJ-33) # 106. Built in the 1930s, this modest one-story wood-frame residence at 412 South Poplar Street is covered with vinyl siding and has a rear addition that lengthens the depth of the building. This addition is covered in the same materials and appears as an extension of the primary building. The Davis Residence, built in 1910, is an example of a two-story, wood-frame Colonial Revival style home. The one-story front porch is supported by wood columns and the residence is covered with vinyl siding. A one-story, wood-frame addition forms an ell to the

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Lebanon Junction Historic District

Bullitt County, Kentucky

rear and is covered with the same vinyl siding. These types of alterations similarly occur throughout the neighborhood and are not seen as a detriment to the district's integrity.

Buildings with three alterations

Two buildings in the district that display three alterations are located at 298 South Poplar Street (BULJ-56) # 82 and at 111 Knoxville Avenue (BULJ-38) # 112. Vinyl siding covers this one-story wood-frame, T-plan residence that was constructed in the 1920s at 298 South Poplar Street. Metal awnings cover windows in an attempt to eliminate the harsh sunlight on the front and side facades. A one-story rear addition extends the length of the residence and is in keeping with the size, scale, mass and materials of the primary residence. Built in the 1920s, the Ethel Newton Residence at 111 Knoxville Street has three alterations: vinyl siding covering the exterior, wrought iron columns supporting the open porch, and narrow shutters applied to the facade on the either side of a paired window with a false roof above. Although these elements have altered the buildings exterior appearance, they are typically found throughout the neighborhood and are easily removeable.

Non-contributing buildings

An example of one building that has been altered to the extent that it no longer contributes to the district is the Hayden House at 570 South Poplar Street # 108. Completely remodeled in 2000, this one-story residence does not retain any of this original character defining features, thus rendering it non-contributing.

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Lebanon Junction Historic District

Bullitt County, Kentucky

List of Resources

Lebanon Junction Historic District																	
Code	BULJ-	Address	Stories				Materials					Alter		Date	Eval.		
			1	1.5	2	2.5+	WD	BR	BV	CB	Other	Y	N		C	NC	
1	5	165 Main Street	X				X						X		1920s	1	
2	--	185 Main Street	X						X				-		1960s		1
3	--	199 Main Street	X									Stone	-		1950s		1
4	6	207 Main Street			X		X						X		1920s	1	
5	7	219 Main Street	X				X						X		1920s	1	
6	8	225 Main Street		X			X						X		1930s	1	
7	--	271 Main Street	X								X		-		1984		1
8	--	275 Main Street	X								X		-		1968		1
9	--	291 Main Street	X								X		-		1975		1
10	--	331 Main Street	X							X			-		1970s		1
11	9	349 Main Street	X				X						X		1900	1	
12	10	378 Main Street		X			X							X	1940s	1	
13	11	362 A & B Main Street			X		X						X		1900	1	
14	12	316 Main Street			X		X						X		1890	1	
15	13	294 Main Street			X		X						X		1912	1	
16	14	276 Main Street	X								X		-		1983		1
17	15	262 Main Street			X			X					X		1912	1	
18	16	248 Main Street	X					X					X		1903	1	
19	--	Main Street		L	O	T	/	S	I	T	E		-		1970s		1
20	--	209 Main Street		X				X					-		1950s		1
21	17	220 Main Street	X				X						X		1920	1	
22	--	Main Street	X									Metal	-		1980s		1
23	--	Main Street	X									Metal	-		1980s		1
24	18	176 Main Street			X		X						X		1920s	1	1
25	19	166 Main Street	X				X						X		1920s	1	1
26	20	125 Main Street	X				X						X		1930s	1	
27	--	139 N. Brook Street	X								X		-		1970s		2
28	80	183 Oak Street			X		X						X		1910	1	
29	79	167 Oak Street	X				X						X		1900	1	
30	78	159 Oak Street	X				X					Stone	X		1920	2	
TOTAL PRINCIPAL BUILDINGS															18	11	
TOTAL SECONDARY BUILDINGS															1	3	
TOTAL SITES															0	1	
TOTAL STRUCTURES															1	0	

WD - WOOD FRAME, BR - BRICK, BV - BRICK VENEER, CB - CONCRETE BLOCK, Y - YES, N - NO, C - CONTRIBUTING, NC - NON-CONTRIBUTING

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Bullitt County, Kentucky

List of Resources

Lebanon Junction Historic District

Code	BULJ-	Address	Stories				Materials					Alter		Date	Eval.		
			1	1.5	2	2.5+	WD	BR	BV	CB	Other	Y	N		C	NC	
31	77	151 Oak Street	X				X	X					X		1925	2	
32	76	141 Oak Street	X				X						X		1917	2	
33	75	131 Oak Street	X				X						X		1930s	1	
34	74	123 Oak Street		X			X							X	1925	1	
35	73	113 Oak Street				X	X							X	19 teens	1	
36	104	102 Oak Street	X				X						X		1920	1	
37	103	120 Oak Street	X				X						X		1912	1	
38	102	130 Oak Street		X			X						X		1945	1	
39	101	140 Oak Street	X				X						X		1920s	1	
40	100	150 Oak Street	X				X						X		1920s	1	1
41	99	158 Oak Street	X				X						X		1920s	1	
42	98	168 Oak Street		X			X						X		1920s	1	1
43	97	178 Oak Street	X				X						X		1920s	1	
44	96	222 Oak Street	X				X						X		1930s	1	
45	95	236 Oak Street				X	X						X		1930s	1	1
46	94	250 Oak Street		X			X						X		1949	1	
47	93	— Oak Street	X				X						X		1930s	2	
48	92	— Oak Street				X	X						X		1920	1	
49	81	286 Oak Street	X				X						X		1950	1	
50	91	294 Oak Street	X				X						X		1920s	1	1
51	90	304 Oak Street		X			X						X		1920	1	1
52	89	135 N. Poplar Street	X								X			X	1950s	1	
53	88	123 N. Poplar Street	X								X			X	1945	1	
54	87	115 N. Poplar Street				X			X					X	1908	1	
55	86	106 N. Poplar Street	X								X			X	1920s	2	
56	—	— N. Poplar Street		L	O	T	/	S	I	T	E			-	1980s		1
57	85	126 N. Poplar Street	X					X						X	1930s	1	
58	84	140 N. Poplar Street				X		X						X	1915	1	
59	—	275 Oak Street		L	O	T	/	S	I	T	E			-	1900	1	
60	—	—		L	O	T	/	S	I	T	E			-	1900	1	
TOTAL PRINCIPAL BUILDINGS																27	0
TOTAL SECONDARY BUILDINGS																4	5
TOTAL SITES																2	1
TOTAL STRUCTURES																0	0

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Lebanon Junction Historic District

Bullitt County, Kentucky

List of Resources

Lebanon Junction Historic District

Code	BULJ-	Address	Stories				Materials					Alter.		Date	Eval.		
			1	1.5	2	2.5	WD	BR	BV	CB	Other	Y	N		C	NC	
61	83	227 Oak Street						X				X		1948	1	1	
62	82	211 Oak Street	X				X					X		1938	1		
63	53	127 Poplar Street	X					X				X		1947	1		
64	145	Poplar Street	X							X		X		1920s	1		
65	52	141 S. Poplar Street	X				X					X		1910	1	1	
66	51	151 S. Poplar Street	X				X					X		1930s	1		
67	50	S. Poplar Street				X	X					X		1934	1	3	
68	144	S. Poplar Street		S	T	R	U	C	T	U	R	E	Concrete	X		1902	1
69	---	191 S. Poplar Street		L	O	T	/	S	I	T	E		-	1940s	1		
70	---	249 S. Poplar Street	X									-		1999		1	
71	49	285 S. Poplar Street	X									X		1910	1	1	
72	48	305 S. Poplar Street	X									X		1910	1		
73	47	337 S. Poplar Street		X								X		1910	1		
74	46	369 S. Poplar Street	X									X		1910	2		
75	---	423 S. Poplar Street	X	T	R	A	I	L	E	R		-		1980s		1	
76	28	412 S. Poplar Street	X									X		1930s	1	1	
77	26	306 S. Brook Street	X									X		1930s	2		
78	25	12121 S. Preston Hwy.	X									X		1955	1		
79	24	12111 S. Preston Hwy.	X									X		1952	1		
80	58	326 S. Poplar Street		X								X		1950s	2		
81	57	314 S. Poplar Street	X									X		1940s	1	2	
82	56	298 S. Poplar Street	X									X		1920s	1	2	
83	118	271 Masden Street	X									X		1930	1	1	
84	119	247 Masden Street			X							X		1920s	1		
85	---	Masden Street		L	O	T	/	S	I	T	E		-	2000		1	
86	55	212 Masden Street			X							X		1915	1	2	
87	54	198 S. Poplar Street	X									X		1910	2		
88	---	S. Poplar Street			X							-		1970s		1	
89	---	S. Poplar Street	X									-		1973		1	
90	67	202 Thompson Avenue		X								X		1910	2		
TOTAL PRINCIPAL BUILDINGS															23	4	
TOTAL SECONDARY BUILDINGS															5	14	
TOTAL SITES															1	1	
TOTAL STRUCTURES															1	0	

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Lebanon Junction Historic District

Bullitt County, Kentucky

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Lebanon Junction Historic District

Code	BULJ-	Address	Stories				Materials					Alter.		Date	Eval.	
			1	1.5	2	2.5	WD	BR	BV	CB	Other	Y	N		C	NC
91	68	194 Thompson Avenue		X			X					X		1922	2	
92	69	184 Thompson Avenue	X				X					X		1920s	1	
93	70	174 Thompson Avenue	X				X					X		1920s	1	
94	71	166 Thompson Avenue	X				X					X		1920s	1	
95	72	150 Thompson Avenue	X				X					X		1920s	1	
96	22	108 S. Brook Street		X			X					X		1920s	2	
97	59	130 Thompson Avenue			X		X					X		1910	2	1
98	60	120 Thompson Avenue	X				X					X		1915	2	1
99	61	104 Thompson Avenue			X		X					X		1915	2	
100	63	153 Thompson Avenue	X				X					X		1920s	1	
101	---	169 Thompson Avenue	X						X			-		1960s		1
102	64	185 Thompson Avenue			X		X					X		1915	1	
103	65	205 Thompson Avenue	X				X						X	1920s	2	
104	66	223 Thompson Avenue			X		X					X		1910	1	
105	32	615 S. Poplar Street	X				X					X		1950s	1	1
106	33	569 S. Poplar Street			X		X					X		1910	1	1
107	34	545 S. Poplar Street			X		X					X		1800s	4	
108	---	570 S. Poplar Street	X				X					-		2000		2
109	35	493 S. Poplar Street			X		X					X		1920s	1	1
110	36	477 S. Poplar Street		X			X					X		1914	2	2
111	37	469 S. Poplar Street			X		X					X		1900	2	1
112	38	111 Knoxville Avenue		X			X					X		1920s	2	
113	---	123 Knoxville Avenue	X				X					-		1970s		1
114	39	143 Knoxville Avenue			X		X					X		1910	1	1
115	40	153 Knoxville Avenue	X				X					X		1920s	2	
116	41	165 Knoxville Avenue	X				X					X		1920s	2	
117	42	177 Knoxville Avenue	X				X					X		1920s	1	
118	43	199 Knoxville Avenue			X		X						X	1900	1	
119	44	209 Knoxville Avenue		X			X						X	1911	1	
120	---	223 Knoxville Avenue	X						X			-		1970s		2
TOTAL PRINCIPAL BUILDINGS															26	4
TOTAL SECONDARY BUILDINGS															4	11
TOTAL SITES															0	0
TOTAL STRUCTURES															0	0

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List of Resources

Lebanon Junction Historic District

Code	BULJ-	Address	Stories				Materials					Alter.		Date	Eval.		
			1	1.5	2	2.5	WD	BR	BV	CB	Other	Y	N		C	NC	
121	—	241 Knoxville Avenue	X				X						-		1960s		1
122	45	Knoxville Avenue	X				X						X		1930s	1	
123	105	383 Railroad Avenue	X				X						X		1915	2	
124	106	375 Railroad Avenue	X				X						X		1915	1	
125	107	367 Railroad Avenue	X				X							X	1930	1	
126	108	357 Railroad Avenue	X				X						X		1915	1	
127	109	339 Railroad Avenue		X			X						X		1915	1	1
128	—	329 Railroad Avenue		T	R	A	I	L	E	R			-		1980s		1
129	110	313 Railroad Avenue			X		X						-		1997		1
130	---	303 Railroad Avenue	X				X						-		1970s		1
131	111	279 Railroad Avenue	X				X						X		1915	1	
132	112	269 Railroad Avenue	X				X						X		1915	1	1
133	113	261 Railroad Avenue			X		X						-		1997		1
134	114	245 Railroad Avenue	X				X						X		1915	2	
135	---	233 Railroad Avenue		L	O	T	/	S	I	T	E		-		1998		1
136	---	Railroad Avenue		L	O	T	/	S	I	T	E		-		1998		1
137	115	209 Railroad Avenue				X								X	1915	1	1
138	---	Railroad Avenue		L	O	T	/	S	I	T	E		-		1940s	1	
139	116	187 Railroad Avenue	X				X						X		1915	1	2
140	117	157 Railroad Avenue			X		X						X		1915	1	1
141	120	188 Harrel Street		X			X						X		1930s	3	
TOTAL PRINCIPAL BUILDINGS															13	4	
TOTAL SECONDARY BUILDINGS															5	6	
TOTAL SITES															1	2	
TOTAL STRUCTURES															0	0	

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Lebanon Junction Historic District

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8. Statement of Significance

The **Lebanon Junction Historic District** meets National Register Criterion A and is locally significant within the area of Community Planning and Development because it reveals the gradual trends of changes in patterns of siting, building types and styles, around one of the only surviving railroad towns in Bullitt County.

A number of key events affected the town's history including the formation of the county in 1796, the construction of the Louisville & Nashville Railroad (now CSX Transportation) in the mid-1850s, rail stops on the main line to Nashville and on the branch lines to Bardstown and Lebanon, the selection of Lebanon Junction as a site for a rail yard and a roundhouse for steam locomotives, the train station at Lebanon Junction used as headquarters by General Sherman in 1861, the post office established in 1862, the first coaling station and switching yards built at Lebanon Junction in 1892, the town incorporated in 1895, the Lebanon Junction Bank opened in 1897, a roundhouse constructed circa 1900 and a coal bin built in 1902, a railroad depot built between 1900 and 1910, a disastrous fire in 1912 that burned residences and most of the business district, a train wreck in 1923, the flood of 1937, the terminal relocated to Louisville in 1949, the loss of the railroad depot in 1950, and the decline of passenger trains in the 1950s. These key events will be discussed as part of the historic context "The Planning and Development of Lebanon Junction: 1857-1955."

The **Lebanon Junction Historic District** consists of an important group of historic commercial properties that date from the late-1800s. These buildings, together with the matrix of streets, alleys, and lots on which they are located, provide an excellent picture of the development of Lebanon Junction from 1857, the date when the railroad came through town, to 1955, when the last historic building in the district was constructed. In terms of Criterion A, it is significant in the area of Community Planning and Development for the excellent way the streets, lots, and buildings in the district provide evidence of how Lebanon Junction grew from a tiny early 19th century settlement into a small 20th century railroad town that continues to prosper.

The buildings, sites and structures in their setting are extremely significant in the history and development of Lebanon Junction and Bullitt County. They also provide excellent documentation and valuable comparisons to the eight other railroad towns that developed in Bullitt County during the same time period. Common elements for the establishment of railroad towns in Bullitt County include: a railroad stop with a building

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used as a passenger station or freight depot; the development of the town plan in relationship to the railroad; and the construction of commercial and residential buildings as a direct result of the railroad. The following elements were used to compare Lebanon Junction with eight other railroad towns in Bullitt County: the development of the town plan based on a grid, linear or radial street pattern; a cohesive group of commercial and residential buildings; visual evidence of a train depot or freight station; and the continued viability of the town despite adverse conditions such as fires and floods.

Railroad Towns in Bullitt County

The Planning and Development of Lebanon Junction from 1857 through 1955 is the best framework for discussing the significance of Lebanon Junction's diverse but key group of commercial and residential resources in relationship to the railroad, streets, alleys, and lots on which they are located. The juxtaposition of these buildings, structures and sites in this setting and their close proximity to the railroad are extremely significant in the history and development of Lebanon Junction and Bullitt County.

The Louisville and Nashville Railroad maintains approximately 30 miles of track in Bullitt County. The main line runs between Cincinnati, Ohio via Louisville to New Orleans and covers almost 20 miles in the county. The main line slices through the center of Bullitt County, parallels I-65 and traverses close to Highway 1020 and KY 61.

Entering at the northern end of the county at Coral Ridge, Kentucky, it passes through seven communities and makes its exit about a mile south of Lebanon Junction. In addition, there are two important branch lines in the county. One is the Bardstown Branch that diverges from the main line at Bardstown Junction and extends seven and one-half miles in a south-easterly direction passing through Brooks, Hubers, Gap in Knob, Shepherdsville, Salt River, Bardstown Junction and Lebanon Junction before reaching the Nelson County line enroute to Bardstown. The other is the Lebanon Junction branch that leaves the main line at Lebanon Junction and extends approximately three miles east passing through Limestone Springs or Clermont and Hobbs before it leaves the county in the direction of Lebanon (Pack, 1974: 16).

Beginning at the northern end of the county in Brooks and ending with Lebanon Junction, the distance between these railroad towns ranges between one-and-a-half and six-and-one-half miles.

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Of the eight other railroad towns in the county, seven towns are much smaller in area, population, and number of buildings in relationship to Lebanon Junction and only one was larger, Shepherdsville. The smaller towns are characterized by a linear street pattern that ran parallel to the railroad tracks with at least one building or structure nearby; however, in most cases these were not historic resources.

The following is a description of each of the railroad stops in the county beginning at the northern end with Brooks. **Brooks**, historically known as Brooks Station: was founded in 1857 and the post office was established in 1858. The town was named Mt. Vitio in 1867 and renamed Brooks probably for Joseph Brooks and his family in 1885 (Rennick, 1987: 37). The village contained one church, two stores; one steam saw mill, one physician, two attorneys, one carpenter, and one plowmaker by 1860 (Pack, 1974: 23). Today, the railroad is located on the east side of Highway 1020 at the intersection of Highway 1526, three miles north of Shepherdsville. Only a one-story brick commercial building known as the "Do Stop" shopping center and a Marathon gas station dating from the last half of the twentieth century remain in existence.

Hubers began as Clear's Station that was erected by George Clear perhaps as early as 1780 or 1781. It was situated on Clear's Run, just a short distance above the crossing of the old Wilderness Trail from Louisville to Bullitt's Lick and in the neighborhood of present-day Huber's Station on the L&N Railroad. The road from the salt works at Bullitt's Lick to the Falls of the Ohio ran a few hundred yards east of Clear's Cabins which nestled at the foot of Lost Knob. Indians ambushed Colonel John Floyd almost within shouting distance of the station. The colonel was mortally wounded. His brother, Charles whose horse had been shot out from under him, leaped up behind the colonel and escaped, holding up his wounded brother in the saddle. Charles carried his dying brother to the salt works at Bullitt's Lick that was only three miles away. The colonel expired in one of the salt maker's cabins and was buried at Bullitt's Lick (Histories, 1996: 20). Today all that remains of **Hubers** at the intersection of Coral Ridge Road and East Blue Lick Road near Highway 1526 is a railroad spur that turns west into a small group of late-20th century buildings and structures on the Kentucky Solite Corporation property. This company manufactures aggregate.

Gap in Knob is situated at the intersection of KY 61 and Highway 1020. Where KY 61 splits off to the east is a bridge over the railroad tracks. Presently, God's

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Holiness Church and a few residences dating from the late-20th century remain in this location.

Shepherdsville, founded in 1793, became the county seat in 1797 (Histories, 1996: 17) and a post office was established in 1806 (Histories, 1996: 18). By 1855, the L&N went through Shepherdsville in 1855. The present courthouse was erected at the turn-of-the century in the Beaux-Arts style with an old one-story stone jail located behind it. Location has been a key to the growth and development of Shepherdsville. First, the Salt River provided access, then the railroad, now the interstate system with five interchanges in the county (Histories, 1996: 17). Today, at KY 44 in Shepherdsville, there is no evidence of a railroad stop; the railroad just crosses KY 44. Along both sides of KY 44 is a heavily developed commercial strip of shopping centers, fast food restaurants and gas stations.

Just south of Shepherdsville is **Salt River** located at the intersection of old Beech Grove Road North, Highway 480 and KY 61. A 20th century railroad bridge on poured concrete footings replaces the old railroad trestle that still stands here that is a reminder of the L&N Bridge-Civil War. The L&N railroad bridge was the site of many attacks during the Civil War. It was one of three bridges destroyed by general John Hunt Morgan's Raiders during the Civil War. It was partially razed on September 7, 1862, by troops under Colonel John Hutcheson. During the occupation of Shepherdsville, Braxton Bragg's troops destroyed it but a new bridge was reconstructed by October 1862. After the Battle of Elizabethtown on December 27, 1862, John Hunt Morgan's men moved along tracks, destroying everything on way to the trestle works at Muldraugh's Hill (Histories, 1996: 14). Today, there is a small residential neighborhood consisting of one- and one-story wood-frame residences, a funeral home, and no commercial buildings.

Bardstown Junction began as a railroad town on KY 61, 2 ½ miles south of Shepherdsville. It grew up around the junction of the L&N railroad and the Bardstown and Louisville railroad. The later, completed in 1860, was a 17-mile long line built by the people of Bardstown to give them access to the main Louisville and Nashville line. The local post office was established in 1862 as Nelson Junction. In 1866, it became Bardstown Junction and in the late-1880s, it was called Trunnelton for a local family. The Bardstown Junction name was restored in 1890 (Rennick, 1987: 14). It is at this railroad stop that the railroad crosses from the west side of KY 61 to the east side. Just north of the railroad tracks is an old one-story house, several small older bungalows, French's Produce

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and Grocery Store that sells fresh flowers along the highway in a concrete block building opposite trailers, a dilapidated barn, newer homes, and the Grace Memorial Baptist Church. Near the railroad intersection is two older buildings: a one-and-a-half story wood-frame auto body shop and a one-story wood-frame auto salvage building on the south side of the railroad track that looks old enough to have been a building related to the railroad. This small community retains some integrity as a historic railroad stop.

Heading southeast on the Bardstown Branch is a railroad stop that has been known by several names: Chapeze, Limestone Springs, and now **Clermont**. Chapeze Station began as a small village and railroad station situated on Long Lick Creek only 4 miles south of Shepherdsville. It is one of the oldest in the country, being on a land grant from Governor Benjamin Harrison of Virginia to Peter Shepherd. It was established as Chapeze sometime in the early-1880s and was probably named for Adam and Ben Chapeze, sons of pioneer lawyer Ben Chapeze (1787-1839), whose father, a French immigrant, had moved to Bardstown after the Revolutionary War. The post office was established in 1893. In the late-1930s, the community, post office, and station closed and were renamed Limestone Springs for a local distillery (Rennick, 1987: 173). When the Bardstown Branch of the railroad was built, a station was located on their farm and named Chapeze. The name continued until 1937 or 1938 when the name was changed to Limestone Springs. In 1867, Adam and Ben Chapeze established a distillery and the most widely known brand of bourbon was "Old Charter." The distillery was eventually sold several times and is now owned by Beam's Distilleries (Pack, 1974: 22). There are over 600 people employed at this plant. The distilleries contribute heavily to the economy of Bullitt County through the employment of residents and the amount of taxes paid to the county and school system on the huge inventories stored in the county. (Pack, 1974: 54). Today, a railroad station, post office and the Jim Beam Distillery remain on the north side of KY 245 at Happy Hollow Road.

Hobbs is located just north of KY 245 on Old Davis Road. At this intersection is the Hobbs Baptist Church on the east and a circa 1960s one-story stone residence on the west side as you approach a steep incline where the railroad crosses Old Davis Road and winds into a heavily wooded area.

In retrospect, only one town, Shepherdsville, comes close in comparison with Lebanon Junction. Similarities exist in their early town development plan based on a grid street pattern; a cohesive group of historic commercial and residential buildings dating from

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the mid- to late-1800s that reflect the development of a town in relationship to the railroad; railroad tracks that are intact and visible; a dense population; and continuance to thrive despite adversities such as fires, floods, and the decline of the railroad.

In comparison with Lebanon Junction, Shepherdsville was founded in 1793 and named for Adam Shepherd who secured from the Commonwealth of Virginia, a grant of 900 acres on the north bank of the Salt River. Shepherdsville became the county seat when Bullitt County was formed in 1797 (Histories, 1996: 17). According to the 1800 census, this town was the 18th largest in Kentucky and was home to 96 people. The post office was established in Shepherdsville shortly before January 1, 1806 (Histories, 1996: 18). Shepherdsville became a railroad stop in 1855 when the L&N railroad came through. On December 24, 1917, one of the worst disasters in the city occurred when a train loaded with passengers wrecked near the present Highway 44 crossing. Several people from Shepherdsville and Bullitt County were killed. On December 30, 1973, a freight train derailed leaving 26 cars strewn about and one residence was badly damaged (Pack, 1974: 20). Today, KY 61 is lined with one- and two-story brick commercial buildings in a grid pattern and is much larger than Lebanon Junction. Today, KY 44, that runs perpendicular to KY 61 and provides access to I-65, is lined with fast-food restaurants, shopping centers and gas stations.

In conclusion, while Lebanon Junction began was settled in the 1780s, it wasn't until 1857 that it became a railroad town when the L&N Railroad branch line to Lebanon was completed. Shepherdsville began as the county seat in 1797 when the county was formed. The growth and development of Shepherdsville is reflected by the fact that the town grew around a court square and was focused on developing as a county seat as opposed to Lebanon Junction whose main attention was drawn to its importance on the Main Line as a coaling station with switching yards and a round house.

While the density of buildings and population were similar for both towns in their early years, there is no evidence of a historical railroad stop at Shepherdsville on KY 44 today. Considering its close proximity, its original railroad stop may have been at Salt River where the railroad bridge was destroyed several times during the Civil War.

Lebanon Junction and Salt River are the only towns in Bullitt County that retain a major structure directly related to the railroad: a coal bin and metal railroad bridge respectively. Lebanon Junction was the only place between Louisville and Nashville

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for steam-powered locomotives to receive coal and water, switch tracks, and have a mechanical department to work on trains in the round house.

It appears that the longevity of Lebanon Junction as a railroad stop can be attributed to its development on the L&N's main line that ran between Cincinnati, Ohio via Louisville to New Orleans and its selection as the only site in this county that had a L&N yard. It was during the 1920s that Lebanon Junction enjoyed prosperity and was, for a while, the largest city in the county. However, the town began to decline when the diesel engine was introduced because it enabled a train to go farther with less stops so the Lebanon Junction yard was gradually phased out (Pack, 1974: 22). Today, Lebanon Junction is an excellent example of a railroad town in Bullitt County with a cohesive group of commercial and residential buildings adjacent to the railroad.

The Planning and Development of Lebanon Junction: 1857-1955

Bullitt County, located near the Indiana state line in the northern part of the state, was the twentieth county in Kentucky to be formed in 1796. It was created from portions of Jefferson and Nelson counties and named for Alexander Scott Bullitt, the first lieutenant governor of Kentucky and nephew of Captain Thomas Bullitt (*Histories*, 1996: 8).

Lebanon Junction's growth and development is linked to its location in Bullitt County. This 5th class city with a post office is situated just west of I-65 in the southern part of Bullitt County at the junction of Highway 434, KY 61, and the L&N Railroad (now CSX). It is 8.5 miles south of Shepherdsville, the county seat (Rennick, 1987: 168).

Early Railroad Town Development – 1857

Lebanon Junction is a railroad town on the L&N Main Line and Knoxville Division, about 30 miles south of Louisville and equidistant from Shepherdsville on the north and Elizabethtown, Hardin County, on the south (*Histories*, 1996: 22). The town's development revolved around the L&N Railroad and rightfully so, because buildings and structures were specifically designed and built at this location to accommodate the needs of the railroad. Therefore, the history of the railroad at Lebanon Junction is a vital part of the town's development.

Lebanon Junction was a "company town". Young men that went to work for the L&N could expect to work until retirement or death and most did. Relationships

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between railroaders and their bosses, trainmasters, yardmasters, and superintendents were generally good and were marked by mutual respect and teamwork (Masden, 1997: 186).

In 1857, when the L&N Railroad branch line to Lebanon was completed from this point on the projected main line to Nashville, a station was established and named Lebanon Junction. The town grew around the station (Rennick, 1987: 168).

One of the earliest maps of Lebanon Junction is a railroad map that lists deeds dating from 1858 to 1915 and shows the western portion of the town with a series of rectangular, T-plan, and L-shaped houses on long narrow lots along the west side of the railroad tracks facing Railroad Avenue. A majority of these houses remain intact today and are apart of the proposed district. The first deed recorded in 1858 was to Dennis Masden for a large portion of land on the east side of the railroad tracks noted "coal storage". The Davis and Quick Store (BULJ-12) # 14, located on the northwest corner and the Hotel (BULJ-13) # 15, on the northeast corner of Main Street and the railroad and some of the buildings on the west side of Poplar Street remain intact today.

By 1860 Lebanon Junction was a modest community. At that time there was a hotel, bar, a telegraph operator, a merchant, carpenter, shoemaker and stonemason according the 1860 census (Masden, 1997: 2). Two years later, the local post office was established (Rennick, 1987: 168).

During the Civil War, the L&N railroad was the object of the Confederate strategy. In 1861, the railroad depot at Lebanon Junction was used as the headquarters by General Sherman (Histories, 1996: 11). This one-story wood-frame building was covered with weatherboard siding and half-timbering in the tower. A hipped roof and knee braces that supported the deep roof overhangs (Masden, 1997: 28) accented the building (Histories, 1996: 23). The railroad depot was open 24 hours a day and the operator's office had a window where he could see the trains coming from north and south while the middle window was for the trainmen's room (Masden, 1997: 162).

After the Civil War, Lebanon Junction became one of the county's largest cities because it was selected as a site for a rail yard and a roundhouse for steam locomotives (Pack, 1992: 140-141). The railroad also built a hotel (Histories, 1996: 22) to accommodate visitors and businessmen who emerged from the train.

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Lebanon Junction began to grow and develop in relationship to the railroad with the establishment of businesses on Main Street, or Highway 434. One of the earliest buildings in Lebanon Junction that was used for religious purposes was the 1872 Knights of Pythias meetinghouse. All denominations, except the Catholics, used the building for worship while the Knights used it for their organizational meetings (Pack, 1974: 22).

By 1892 the first coaling station and switching yards were built at Lebanon Junction (Masden, 1997: 9). Eight years later, the roundhouse was constructed (Masden, 1997: 25) on the curve of the Lebanon Branch just south of the station (Masden, 1997: 71). When railroad expansion began in 1895, the city experienced rapid growth and prosperity (Pack, 1992: 140-141).

In 1892, the Hocker Hotel was constructed across the railroad tracks from the depot because the L&N Railroad decided to make Lebanon Junction a terminal of the branch line. The terminal brought more people to town that needed places to eat and sleep and homes, recreation, schools, and churches. Therefore, they built homes and businesses and the town grew with money changing hands freely. The L&N pay car stopped at the Junction twice a month where an eager crowd waited. The schedule called for workers to be paid in groups using gold or silver. A \$ 50,000 payroll was common (Masden, 1997: 7).

By 1895, the town was incorporated and covered one-half mile square with a population of about 700 (Masden, 1997: 15). Financial resource contributed to the town's stability. The Lebanon Junction Bank was organized and opened for business in 1897 in a wood-frame building on the southeast corner of Main and Poplar Street. After it was destroyed by dynamite, a brick bank building was constructed on the southwest corner of Main and Poplar Streets in 1901 (BULJ-16) #18, (Histories, 1996: 22) with the telephone exchange on the second floor (Masden, 1997: 177). Later, The Boston Bank was located in this same building. The Lebanon Junction Agency of the Peoples Bank became a substantial branch of the county's largest bank and in 1973 it was located in a new, larger building at its present location at the corner of Poplar and Thompson Avenue. This bank started a new economy for the town that some people thought was dead (Masden, 1997: 142).

Religious fervor enticed the Baptists to build a large frame edifice on the south side of Church and Main Streets in 1895 that was eventually destroyed by fire in 1905

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(Histories, 1996: 22). Two years later it was replaced followed by an auditorium in 1926, Sunday school addition in 1955 and a stone house on East Oak Street that serves as the parsonage. In 1973, part of the church was removed and replaced with a new addition that currently houses the church offices, library, a few Sunday school rooms and the choir room (Masden, 1997: 124). The existing church is a two-story brick building with a front gabled roof and entry portico with second floor windows along the front façade.

The First Christian Church began under a tent in 1897 until a church building was built on the corner of Brook and Oak Streets before 1917. In 1958, the church decided to build a new larger building at the same location. The bell in the church was from a series 1800 Locomotive from the L&N, obtained and given to the church by Bill Adams. (Histories, 1996: 54). In 1960, the property next door was purchased for a parsonage. The present building has two large paned windows on the front façade that flank the central entry under a pedimented portico.

The first Methodist church building was a small wooden structure built in 1898 (Histories, 1996: 22) that was replaced by a brick building in 1922 and named for Bishop Denny of the Louisville Conference. When a tragic fire destroyed the Dennie Memorial Methodist Church in 1973, a new building was consecrated in 1975 and dedicated in 1982 with the burning of the bank note (Masden, 1997: 123).

In the early days, St. Benedict masses were offered in parish homes and in the basement of the undertaker's home. In 1892 Edward James Hart began serving the Catholics in Lebanon Junction. Their first public school building was located at the corner of Brook and Oak Streets and was used as a public school in 1906. In 1938 a new St. Benedict Church (BULJ-82) # 62 was constructed on the same site and finished in 1940. The school (BULJ-83) # 61 was established in 1948 as the first parochial school in Bullitt County. It expanded into a high school from 1949 to 1965. The grade school continues to offer eight grades of elementary education with 109 students (Masden, 1997: 128).

Education was a high priority to the residents of Lebanon Junction and the center of the community's activities. The town's first high school was established when the school moved to Masden Street on land donated by Mack Masden, where it remained until 1913 until the school moved to a new two-story brick structure on the hill behind the Methodist Church in 1931. A new elementary school opened on Preston Highway in 1962 and the High School was merged into the Bullitt Central

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High School at Shepherdsville in 1970 (Masden, 1997: 45). The Independent School System ceased to function when the schools were consolidated into the Bullitt County school system resulting in the town losing a little of its pride as a unique community because the school was no longer a rallying point of the town's activities (Masden, 1997: 143).

During the early-1900s, Lebanon Junction consisted of a dry goods store and grocery stores, two barber shops, a bakery and restaurant, one butcher shop, three shoemakers' shops, one livery and sale stable, and one blacksmith shop (Histories, 1996: 22) the Johnson's Drug Store, the "A. Davis - The Peoples Store," a hotel, water tank and depot (Masden, 1997: 15).

In 1902, the coal bin (BULJ-144) # 68 was the tallest structure in town and had a capacity between thirty and thirty-five thousand tons (Histories, 1996: 23). There was a fountain in the small park next to the depot and a water tank and freight station. Houses were there also (Masden, 1997: 59).

In 1918, Lebanon Junction enjoyed more prosperity with moving pictures at the Masonic Hall and dances and entertainment at the Knights of Pythias. Schools included a four-year high school and graded school. Barbers, a blacksmith, bricklayers, builders, a dentist, dressmaker, drug store, a funeral director and embalmer, insurance salesman, a jeweler, gristmill, restaurant, shoemakers, general merchandise, mechanic and chauffeur, and physicians (Masden, 1997: 38-39) contributed to the town's constituency.

Several buildings constructed primarily because of the railroad include the Lebanon Junction Lumber and Grain Company, located next to the freight depot lot on Poplar Street. This is that same location of Bill Masden's hardware and feed store (BULJ-50) # 67 (Masden, 1997: 190). Quick's Store (BULJ-12) # 14 at the railroad crossing is a vacant two-story wood-frame commercial building that was once a grocery store (Masden, 1997: 110).

The 1920s and 1930s brought with it some modern conveniences like electricity in 1927 and the first water system in 1935 (Pack, 1974: 20). Railroading became a big business in the 1920s. During that time, a freight depot was added to the complex of buildings (Masden, 1997: 94). Steam powered locomotives placed in service at the Lebanon Branch required a full roundhouse crew to keep them ready for service at all times. Trainmen and section men kept the track in working order.

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The Mechanical Department kept the locomotives ready to go at all times (Masden, 1997: 70).

Of the four earliest drugstores, only one had a registered pharmacist in Bullitt County, Beeler's. He moved his drug store from Leitchfield to Lebanon Junction in 1921 and had it in the hotel building on the northeast corner of Main Street and the railroad. While the depot was considered the industrial hub of the town, the drug store was considered the social hub. Generations of people sat on stools at the soda fountain for cokes and ice cream circa 1922 (Masden, 1997: 68).

Cabooses were a home-away-from-home for trainmen who often slept in them at the end of the line. They were equipped with a pot-bellied stove that would burn wood or coal and an icebox that was loaded with a block of ice before each run. A fold-down desk allowed the conductor to do his paperwork (Masden, 1997: 72). Cabooses were kept in the "Cab" track that began next to Beeler's Drug Store (Masden, 1997: 73).

According to a 1933 Fire Insurance Sanborn Map, the town was lined with commercial buildings on Main Street peppered with churches and school buildings. Residences filtered in along the side streets evenly spaced apart on similar sized lots. At the intersection of Main Street, Railroad Avenue and the Railroad tracks sat the Jail, Town Hall and Fire Department. A coal hopper or bin was located on top of the railroad tracks just east of Railroad Avenue. At that time, Main Street did not intersect with Boston Road, later KY 61, but Thompson Avenue, Ash and Oak Street did.

In 1935, Lebanon Junction had grown to about 1,500 inhabitants. The effects of the Great Depression were being felt and had wreaked havoc with the economy. By this time, the roundhouse and railroad repair shop had been moved. Thus, many of the town's people lost their jobs (Masden, 1997: 97). By 1949, a lot of people had moved away because the terminal was gone and many more for other reasons (Masden, 1997: 166).

The 1950s marked the beginning of the end of steam locomotives and passenger trains at Lebanon Junction. By 1951, the town's economy was stabilizing somewhat. Civilian workers at Fort Knox were commuting from Lebanon Junction over the new road to Colesburg. The new Catholic school had been built and the vacant homes had been rented. The town had a new theatre and new branch of the

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Peoples Bank was thriving (Masden, 1997: 166). Between 1950 and 1954, passengers carried by the entire L&N system had decreased from 2.6 million to 1.7 million. The last official steam powered run on the L&N occurred in 1957. The obvious advantages of diesel power, increased efficiency and lower costs, could not be denied. The coal bins and the water tanks began to disappear when the diesel trains appeared (Masden, 1997: 178). Fewer and fewer people were required to run the railroad and those still working for the L&N had to travel to Louisville to go to work, but not on a train (Masden, 1997: 189).

The Dinner Bell on Poplar Street, now known as Daddio's Pizza (BULJ-89) # 52, was built by Bill (Taxi) Masden and was a favorite gathering place for youngsters after games in the 1950s and 1960s. Dr. Napper's home (BULJ-87) # 54, and office is next door (Masden, 1997: 161).

As the steam engine was gradually replaced by the diesel engine, demand for rail service diminished, and the yard at Lebanon Junction became unnecessary causing the town to decline (Pack, 1992: 140-141). Although the Lebanon Branch had two through-passenger trains in the morning and two in the evening at one time, two were cancelled in the early-1950s and made their last run in 1958. That was the last of the regular passenger service on the Lebanon Branch. The two regular freight trains continue until about 1987 when all the regular rail traffic came to a halt on the Branch. The L&N's Pan American ran down the Main Line until May 1, 1971 and Amtrak's South Wind and Floridian ran until October 1979, neither of which stopped at Lebanon Junction (Masden, 1997: 193).

Once a bustling nerve center, the train depot that was open 24 hours a day and teeming with passengers, trainmen, officials, agents and operators, was now empty and no longer served any useful purpose. So, in 1961, they tore the depot down (Masden, 1997: 194). Now the automobile takes people to work at Clermont, Boston, Shepherdsville, Fort Knox and Louisville so it is unlikely that Lebanon Junction will ever be a one-company, one-industry town again (Masden, 1997: 199).

Although the passenger train is an extinct species as far as the Lebanon Branch and the Main Line through the Lebanon Junction are concerned, there has been talk of AMTRAK restoring a passenger service between Chicago and the South, but the prospects are dim and the people of Lebanon Junction said good-bye to train travel through the Junction a long time ago (Masden, 1997: 193).

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Analysis

Despite adversities, including the Great Depression, fires, floods and the relocation of the train terminal that ended numerous jobs, Lebanon Junction has remained a stable community and continues to thrive. A disastrous fire that occurred on May 24, 1912 destroyed residences and most of the business district including a three-story dry good store, a drug store, clothing pressing and cleaning store, a poolroom, barbershop, and the Knights of Pythias Hall (*Histories*, 1996: 2). The flood of 1937 covered half the town leaving several hundred people homeless (Masden, 1997: 98). The Red Cross opened headquarters in the Masonic Hall and distributed food and supplies as the store depleted their inventories (Masden, 1997: 107). The school building offered shelter to the homeless until the water level went back to normal. Although there wasn't a single loss of life, the property damage ran into the millions (Masden, 1997: 98).

Lebanon Junction survived bank failures and the problems that followed the stock market crash of 1929, but the Great Depression was deep and broad by 1932 when the terminal was actually transferred to Louisville and 50 men lost their jobs in the repair shop and freight yards. Property values began to drop as people were expected to move (Masden, 1997: 131)

While Lebanon Junction developed as a railroad town and reached its climax by becoming one of the largest towns in Bullitt County in the early-1900s, it continues to thrive despite suffering adversities including a fire in 1912, the Great Depression between 1929 and 1934, floods in 1937, 1964, 1978 and 1989, the encroachment of a military reservation, migrations of many residents to Louisville and the relocation of the train terminus. While all of these events have exacted their toll on the community (*Histories*, 1996: 51), Lebanon Junction still reflects the period of significance from 1857 through 1940 with a cohesive group of commercial buildings lining Main Street and a host of one- and two-story residential buildings that have remained in their original locations on long narrow lots since they were constructed in the late-1800s through the mid-1900s.

In conclusion, of the eight other railroad towns in Bullitt County that Lebanon Junction was compared to, only two towns had similarities but not enough to be strong competitors: Salt River and Shepherdsville. While Salt River was the only town that had a historic resource related to railroad, a railroad bridge, Shepherdsville developed on a grid street pattern, had a cohesive group of historic

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commercial and residential buildings dating from the mid- to late-1800s reflecting the town's development, had a dense population, and continued to survive and grow despite disasters and the decline of the railroad, however, it did not have any historic resources related to the railroad other than the tracks.

As we can clearly see, Lebanon Junction is the only railroad town in the county that has a cohesive group of historic resources that have a high degree of integrity in relationship to the location, setting, design and association. Its location on three major transportation routes, KY 61, Highway 434, and the railroad, promoted the continued growth and development of Lebanon Junction. Historically, the freight station and storage buildings stored and delivered supplies needed by the community and the train depot dropped off passengers interested in staying in the hotel and shopping in the commercial district and delivered them to other destinations. No other town in Bullitt County was appointed the position as rail yard for the L&N Railroad or had a comparable complex of buildings and structures directly relating to the continuance and maintenance of trains. Lebanon Junction developed as a direct result of this attribute, has retained the majority of its historic resources and has continued to thrive as a railroad town, thus making this an excellent example of a railroad town in Bullitt County that reflects the period of significance of 1890 through 1955.

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9. Bibliography

Previous Research at the Kentucky Heritage Council, Frankfort, Kentucky
Kentucky Historic Resource Inventory Forms for Bullitt County

Historical Maps

Bullitt County and Lebanon Junction Property Identification Maps
Sanborn Fire Insurance Maps, 1933.
U.S.G.S. Topographic Maps

Bullitt County Courthouse

Deeds, Tax Cards, County and City maps

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Interviews:

Steve Masden
Robert Polsgrove
Elaine Wilson

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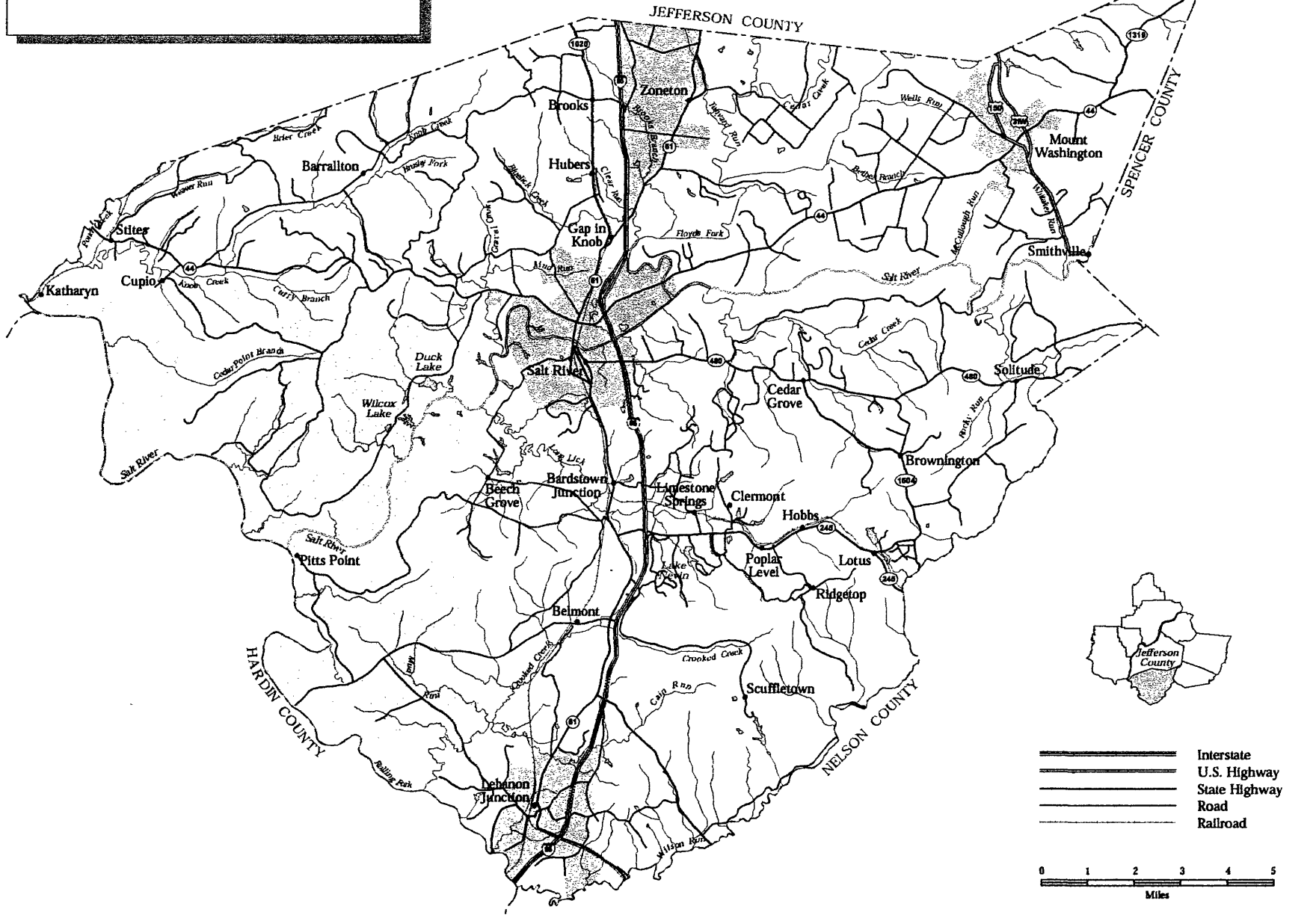
10. Verbal Boundary Description

The **Lebanon Junction Historic District** boundaries are as follows: roughly bound on the north by Maple Street, on the east by KY 61, or Preston Highway, on the south by Knoxville Avenue and on the west by Harrel and Masden Streets. The district includes the following lots on Lebanon Junction's Property Identification Map 42N, Block 1, Lots 2-5, 5a, & 6; Block 2, Lots 1-16, & 4A; Block 3, Lots 2, 2A 3-5; Block 4, Lots 1-13; Block 6, Lots 3, 4, 6 & 7; Block 7, Lots 2-4; Block 8, Lots 1-8, & 9A; Block 9, Lots 1-7, 10-15; Block 10, Lots 1-16; Block 12, Lots 1-8; and Block 24, Lots 1-4. The district includes the following lots on Lebanon Junction's Property Identification Map 41SWP, Block 7, Lots 7 & 8; Block 8, Lot 1; Block 9, Lots 2 & 3, Block 10, Lots 2-10; Block 11, Lots 1-3, 3A, 4-8; Block 12, Lots 1, 1A, & 2; Block 15, Lots 1A, 2 & 3; Block 18, Lots 24-30; Block 19, Lots 1-6. See attached map.

Boundary Justification:

The boundaries for the **Lebanon Junction Historic District** were chosen to designate the most contiguous group of commercial, educational, religious and residential buildings located within a ½ mile radius of the intersection of Wall and Main Streets area that display the highest degree of integrity representing the period of significance from 1890 to 1955. Lots situated along the edge of the district were not included for the following reasons: they were built after the period of significance; were determined non-contributing because they have been altered to the extent that the original building is no longer visible; or may be considered as part of another district.

BULLITT COUNTY KENTUCKY



- ==== Interstate
- ==== U.S. Highway
- ==== State Highway
- ==== Road
- Railroad

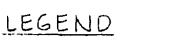




LEBANON JUNCTION HISTORIC DISTRICT

BULLITT COUNTY, KENTUCKY

0 100' 200' 300' 400'



LEGEND

- PROPOSED HIST. DIST. B'DY
- Ⓢ BUILDING/SITE CODE NUMBER
- NC NON-CONTRIBUTING
- ◁ PHOTOGRAPH ANGLE

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Lebanon Junction Historic District

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Photographic Identification Sheet

Same information for all photos:

Name: Lebanon Junction Historic District

Location: Bullitt County, KY

Photographer: Donna G. Logsdon

Date: December, 2002

Location of Negatives: Kentucky Heritage Council, 300 Washington Street, Frankfort, KY 40601

Photograph-specific information:

Photo #	Photo Direction and Content:
Photo 1:	Facing southwest: North & east façades of 207 Main Street, BULJ-6.
Photo 2:	Facing northeast: South & west façades of 290 Main Street, BULJ-13.
Photo 3:	Facing northwest: South & east façades of 569 S. Poplar Street, BULJ-33.
Photo 4:	Facing northeast: South & west façades of 127 S. Poplar Street, BULJ-53.
Photo 5:	Facing northeast: South & west façades of 130 Thompson Avenue, BULJ-59.
Photo 6:	Facing southeast: North & west façades of 233 Thompson Avenue, BULJ-66.
Photo 7:	Facing southwest: North & east façades of 183 Oak Street, BULJ-80.
Photo 8:	Facing southeast: North & west façades of 211 Oak Street, BULJ-82.
Photo 9:	Facing northwest: South & east façades of 115 S. Poplar Street, BULJ-87.
Photo 10:	Facing northwest: South & east façades of 209 Railroad Avenue, BULJ-115.