

Scott's Station Interurban Railway Power House

Shelby, Kentucky

Name of Property:

County and State

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

Contributing

1

1

Noncontributing

buildings
sites
structures
objects
Total

Number of contributing resources previously listed in the National Register NA

6. Function or Use

Historic Functions

TRANSPORTATION—rail related

COMMERCE/TRADE—specialty store

Current Functions

WORK IN PROGRESS

7. Description

Architectural Classification:

NO STYLE

Materials:

Principal exterior materials of the property: Brick, Mortar, Cement, Tin, Steel, and glass

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Narrative Description

Summary Paragraph

The Louisville-Shelbyville Interurban Railway Powerhouse (SH 425) is located at the northwest corner of the intersection of Shelbyville Road (US 60) and Scott Station Road, two miles west of downtown Shelbyville, the seat of Shelby County, Kentucky. The building is a two-story masonry building with a Quonset structure projecting from the rear. Historically it was the power house that electrified the interurban rail commuter line, a light-rail transportation system that originated in Louisville and eventually extended into adjacent counties, such as Oldham and Shelby Counties. The site consists in 1.55 acres and one contributing building.



Scott Station Interurban Power House, latitude: 38.217785° Longitude -85.284523°

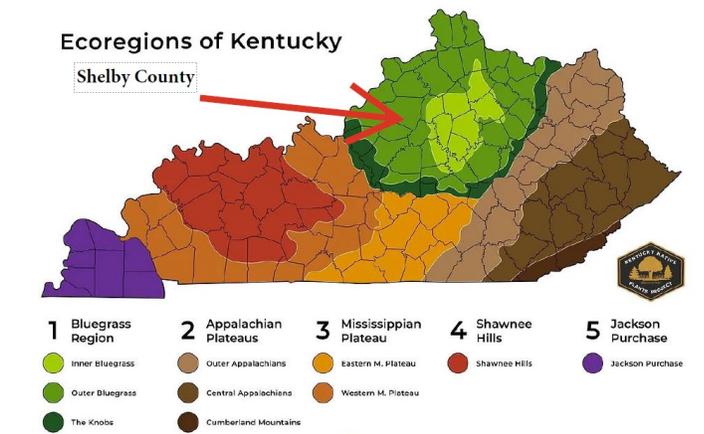
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Characteristics of the Site



The Scott Station property is located on agricultural land that sits directly on U.S. 60, a major thoroughfare connecting Louisville to Shelbyville and the early 1900s. U.S. 60 travels directly through the heart of Shelbyville's downtown Main Street before it continues on as the direct route into Frankfort, KY.

On June 13, 1902, the Electric Railway Company announced its future line to Shelbyville would begin at Lakeland. The proposed line would follow the South side of State Pike (U.S. 60) to Long Run Creek then parallel the L&N Railroad to Simpsonville. The plan was to continue down State Pike to the Shelbyville A & M fairgrounds, then onto Frankfort. By 1903, L&N had taken ownership over the Electric Railway Company.

Three things were also integral when searching for power station sites including ready access to coal, and plentiful supply of water and space for expansion. The parallel line of L&N nearby provided easy access to coal. The proximity of Bullskin Creek possibly provided the necessary water needed for Scott Station and the agricultural land surrounding Scott Station provided ample space to expand in the future if needed (Beimer 308)

Exterior Description of the Building

The powerhouse's front façade faces nearly due south, toward US 60. The first story of the brick building extends south from a one-and-one-half-story main block of the building. The brick on the resource has been laid in a common variant pattern of four stretcher rows per header row. The building rests on a stone foundation. The low-sloped roof has parapet walls. The roofing material on the front part of the building is wood construction that has since collapsed in on the building. The remaining roofing structure is cement composite with reinforced rebar. This cement roof is also partially collapsed in on the building. The parapet is capped by a ceramic coping material.

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Scott Station Power House, shot to northwest



Shot to northeast

The first story of the south elevation has an offset main entrance. The entrance door holds a paneled wood door and glass block sidelights and transom. The entrance is covered with a cloth awning. A window openings are located to the left (west) of the main door. The window openings each hold a one-over-one wood sash window. Two boarded door openings are to the west of the window. Two small segmental-arched openings at the second floor level each have three insulators in them, presumably were used as ports for the electric lines that gave power to the interurban train line. Whatever material covered the top of the wall for the one-story portion of the front façade is now missing, exposing the structural joists supporting the lower roof.



West Side Wall



East Side Wall

There are three window openings on the west side which are evenly spaced of the door. The window openings each hold a one-over-one wood sash. One of the sills of these windows is brick and the other two are concrete. The window closer to the front is boarded over.

The East side wall has a boarded over window opening that is wide enough to accommodate a pair of the two-over-two-light double-hung windows that are used on the building. To the right of that (northward) is an inoperable door with a concrete sill. Farther to the right is another two-over-two double-hung window covered with security bars. It also has a concrete sill.

The rear of the building is the main building's brick back wall with a Quonset structure up against that north wall. The Quonset is made of corrugated metal walls and has a large door hanging from a track. Other than the door, no other openings are visible on the back.

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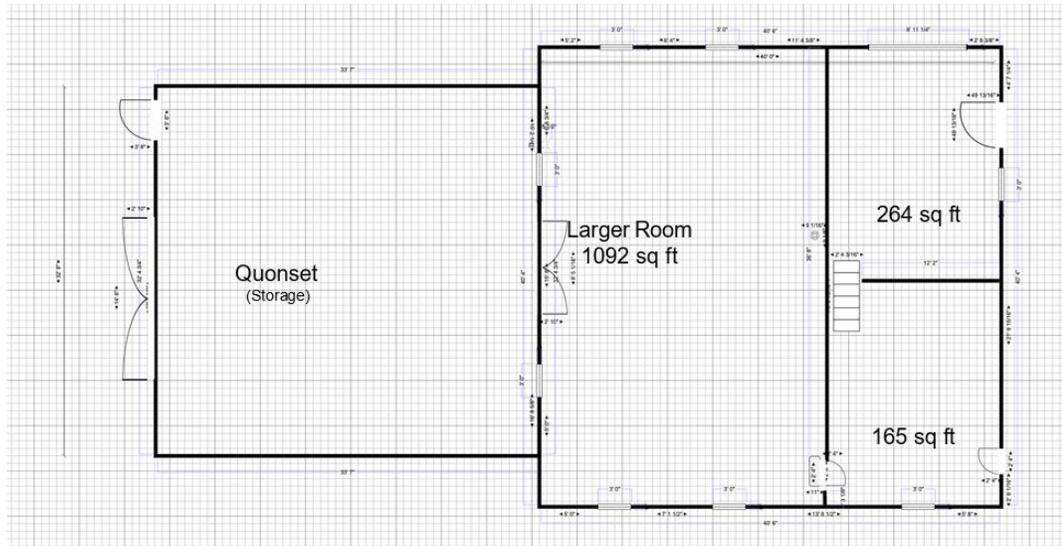
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Views of the back side of the building

Interior

The brick part of the building consists of three areas: A larger room (1092 square feet), and two second level area rooms (South portion of building), one being 165 square feet, and the other being 264 square feet. The Quonset structure (on the North side) adds an additional 1089 square feet of storage. The entire main building is made of brick (4-5 layers thick). The front two room are at a higher elevation than the main larger room, although it is uncertain whether the larger room had an elevated floor at the time of the interurban use.



Floor Plan

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Larger Room view facing North into the Quonset



Larger room view facing the South



Interior of the Quonset Structure

Changes to the Building Since the Period of Significance

- The Quonset structure on the rear of Scott Station is a steel reinforced addition with a metal exterior placed adjacent to the building after the Period of Significance. Quonset huts were not manufactured in the United States before 1941. They were first used by the US Navy during WWII as a way to ship light-weight, easy-to-assemble structures that could both house the military personnel as well as supplies. After WWII ended, the U.S. Government declared many of the structures surplus and sold them to civilians. The Ellis family owned the Scott Station land during the early 1950s and

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may have erected it on the site (interview by nomination author with Bonnie Burks, December 14, 2024). The structure was already in place on March 3, 1955, when Ms. Burks' father, Joseph Burks, began renting the Scott Station structure for the use of the Shelby Supply Company, which he had acquired that year and ran the store at this location for the next 8 years. Eventually, Burks' success as a John Deere small tractor dealer obliged him to leave Scott Station in 1963, because he had outgrown the site and needed to expand. During his time at Scott Station, the Quonset was used as a service department for tractors and equipment that needing servicing.

- The front porch/dock and over-hang was removed and was replaced with an awning over the front, north facing door. This awning was also removed. (Date unknown)
- All railroad tracks were removed and used in the war efforts.
- All electrical and machinery parts were removed.
- All landscaping has been removed.
- North facing doors are no longer present.
- The all the exterior brick has been painted white.
- The interior bathroom is completely deteriorated, due to lack of maintenance and a deteriorated roof.
- The roof of the building has been compromised.
- Some windows, and window frames, have been destroyed by vandalism
- Graffiti is on both the inside and outside of the building
- There is no plumbing, heating, or air-conditioning in the building.
- The metal roofing on the Quonset has rusted out, and in various places the tin has dents or holes.

Concerning the Condition of the Building at Purchase Point:

The building is largely intact. Areas of rehab needed: Brick tuck pointing needed in various places throughout the Brick only part of the building. In the Upper Level part of the building the Wooden roof, and the flooring has been compromised and will be rebuilt. Also, the Roof on the lower level of the brick building has been compromised and will be reconstructed to safety standard building levels. Windows and doors need to be replaced according to time period standards. Cement floors are intact, but the need to be made leveled. Concerning the Quonset part of the building, Cement floors need to be made level and the outer shell re-skinned with time period sensitive materials. Electricity, Heating, Plumbing, and Air conditioning will need to be made available.

On February 26, 2025, Cory William from KPFF Consulting Engineers¹ visited the site and met with the Owners to discuss project scope and review existing conditions. On his report, he writes,

The existing structure is assumed to have been built in the early 1900s and consists of multi-wythe load bearing brick walls and a rear quonset hut added at a later date. Brick walls of the main structure formerly supported an approximately 10'x40' wood joist and deck lower roof and raised floor system and an approximately 40'x40' steel beam / concrete slab upper roof with lower concrete slab on grade. The existing lower roof and raised floor have nearly fully collapsed and will be completely replaced with new wood

¹ 500 West Jefferson Street, Suite 2200 Louisville, Ky 40202 (kpff.com)

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structures. The existing upper roof has only partially collapsed to date. KPFF observed existing steel and concrete conditions from the ground and recommended that a full upper roof replacement be constructed as well. Existing steel beams were observed to have delaminated steel in a number of flange and web locations. Existing concrete was also observed to be cracked and crumbling.

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8. Statement of Significance

Applicable National Register Criteria

- 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

- 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 old or achieving significance within the past 50 years

Areas of Significance

Transportation

Significant Person

N/A

Period of Significance

1910 - 1934

Cultural Affiliation

N/A

Significant Dates

ca. 1900

Architect/Builder

Walters, Col. Henry C. (Architect)
Louisville & Interurban Railroad Com-
pany(Builder)

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Statement of Significance

Summary Paragraph

The Scott Station Interurban Power House (SH 425) meets National Register Criterion A and is a significant resource in the Area of Transportation. The Significance of the resource is understood within the Historic Context “The Interurban Rail Line in Louisville and Surrounding Towns, 1900-1935.” The Power House is an important resource to help us conceive and experience some of the reality of this extensive transportation network. The resource is one of two remaining power stations that served the Louisville-Shelbyville Interurban system. The Eastwood Station Power House (JF-1043) and the Scott Station Interurban Power House embody their functions, which helps us visualize this innovative solution for mass travel in the era prior to the transition to near-universal car ownership.

The route onto Main Street in downtown Shelbyville was very controversial for many years, involving several court cases between L&N and the city of Shelbyville itself. On the practical side, Scott Station is 9.4 miles away from the power station at Eastwood. “The typical electrical system was 600 volts DC, the same as most local street railways. This ensured compatibility, and it also was the most highly developed and reliable. Because of the limits of DC transmission, substations were required every 5-10 miles to feed the running wire, with high voltage AC transmission lines connecting the substations to the central power plant.” The power station location was nearing the outer limits it could be located for the interurban railway to sustain power. On the other hand, it was also located just outside the city limits of Shelbyville, which was necessary during the upheaval of the political climate between the railway and the citizens of Shelbyville.

Historic Context:

The Interurban Rail Line in Louisville and Surrounding Towns, 1900-1935

How and Why the Line Began

This historic context consists in a brief discussion of the development of the interurban railroad line that originated in Jefferson County and extended into Shelby County, operating in the late 19th century and continuing into the early 20th century. The interurban rail lines played a major role in making transportation possible within a multi-county area centered on Louisville, Kentucky’s largest city.

The beginning of Louisville’s streetcar line, which would eventually grow into the interurban system, began in 1830. The Kentucky State Legislature chartered the Lexington & Ohio Railroad (LORR) to run from Lexington to Portland. The appeal of this railroad line was twofold. First, it would link the central part of Kentucky with major river transportation, which would help development in Kentucky’s interior. Second, it would help bypass the falls of the Ohio River—the major transportation barrier on the Ohio River between Pittsburgh, Pennsylvania and New Orleans, Louisiana. Locally it was desired as a way to link downtown Louisville with nearby Portland, a small city which had arisen where boat crews would offload goods upon reaching the falls. The LORR was conceived as a quicker bypass around the falls. While it

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didn't achieve its reach from Lexington, it did lay the groundwork for Louisville's streetcar system (Horn, 7).

How it Operated During its Heyday

The street railway system in Louisville provided a means by which residents could easily move through the boundaries of Jefferson County. It did not take long for people to envision electric rail lines pushing beyond the city limits. As the population of Louisville and Jefferson County expanded and communities and suburbs beyond the city emerged, Louisville leaders realized streetcars could be used to link other destinations. Streetcars became interurban railways that allowed passengers and freight to travel from towns in and around Jefferson County.

The interurban railways were chartered, and rails were laid to provide this service. Louisville's first cross-country interurban line began on January 14, 1901 with the incorporation of the Louisville, Anchorage and Pewee Valley Electric Railway. Interurban stations and depots were established along the lines which were both public and private. Private stations were located on farms where owners had provided easements to the railroad. One of the private stations was located on the Belknap Estate in Eastern Jefferson County (Horn, 22).



JF 336, Hurstbourne Farm Gatehouse/Interurban Station, 8800 Shelbyville Road, Louisville

Electricity was used to power the Interurban, which fueled the cars with direct current (DC). “Direct current was best for powering streetcar and interurban motors, but its voltage dipped as the distance from the power plant increased. Alternating current provided the solution. It could be generated at a high enough voltage that the drops over distance would be substantially less, and its voltage could be changed easily by the use of transformers. At far points along the tracks, substations were built to use transformers to reduce the AC voltage, then use motor-generator sets called rotary converters to change the current to DC. This AC to DC system made it possible for heavy traffic to run long distances on the interurban lines without major slowdowns due to low voltage” (Beimer 307).

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The schematic seen below, although not of the Scott Station property specifically, shows the intricacy of all that was required for powering the Interurban railway. Steam turbine-powered AC generators were used along with transformers, and switch gears. Overhead lines, which are easily visible on the South side photos of the Scott station building, transmitted the generated DC power to the interurban electric railcars. The doors in the larger room are at an elevated level and there is a line across the brick separating an upper unstained brick and a lower black stained brick. Given the schematic picture below, it is possible that the main room at an elevated floor with the engines “sub-terrain” in the building, generating a black coal-stained brick that remains to this day.



The development of the interurban system served the owners of large estates in eastern Jefferson County and led to urban development that served both middle- and low-income residents in southern and western portions of the county. The interurban and streetcars allowed whites and African American residents the use of the railways. When Kentucky passed the Jim Crow laws in 1892, they did not apply to streetcars. Black patrons could ride wherever they wanted on Louisville's streetcar. Through the years, laws would dictate where whites and African Americans could be seated but there is no research that documents that anyone was prohibited from using the interurban system (Horn 12). This is a significant point in the Interurban history as the L&N railway continued to have segregated train cars, by law, throughout the years until the Interurban ended.

Derby Day Service: The first Saturday of May was the city's, and the railway's, biggest day of the year - the running of the Kentucky Derby. Many extra cars were required every day of the the spring and fall race meets, but on Derby Day, the Fourth Avenue line literally became a conveyor belt of street cars to Churchill Downs. Every stored car that was operable and all cars that every barn could spare were sent to Forth Street Avenue early Derby Day morning. By 8:00 am,

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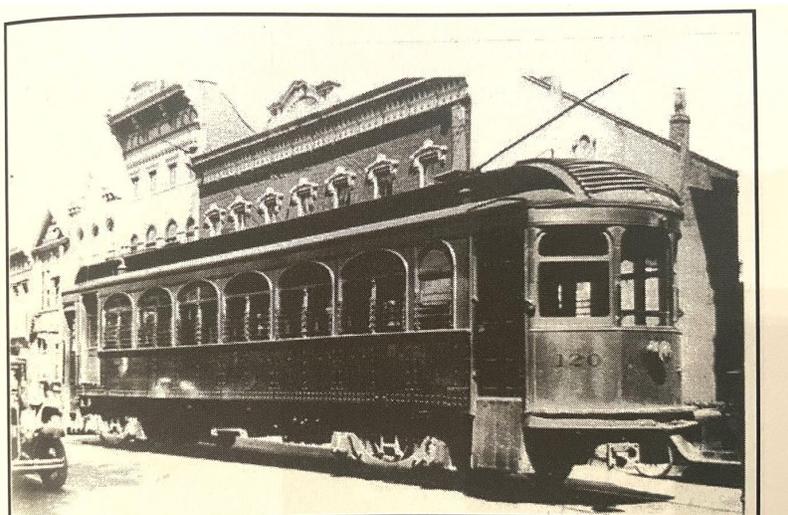
riding was becoming heavy and was still going strong at 8 o'clock at night. (Biemer, Calvert, Yater, Gibson 153)

Interurban Freight Service: On bring spot for the electric railways in the 1910's was the development of the interurban freight service. The Louisville Interurban lines had solicited freight business form the start. L&I's 1911 freight depot at Brook and Green streets some had more business than it could handle. Additional tracks were built in 1914, expanding capacity by 20 cars, and more improvements were being considered. Much of the business was in agriculture: crops, animals, milk, eggs and tobacco to Louisville markets: fertilizer, seed, fencing and building materials to the rural stations. In December 1916, the company reported receiving 4,00 to 5,000 gallons of milk a day, along with calves and poultry., in Louisville. About 15 to 20 cars a day headed outbound, loaded with every type of freight imaginable. (Biemer, Calvert, Yater 104)

The Louisville- Shelbyville Line

The Louisville-Shelbyville Interurban railway system was constructed by Louisville & Eastern Railroad (L&E), opposed to Louisville and Interurban (L&I). "L&I built their lines to light interurban standards with virtually no fills and cuts, crossing and re-crossing of roads, and using 60-pound rail. All of [their] lines were built to five-foot gauge, which prevented them from hauling steam railroad cars." Their cars were ordered from the St. Louis Car Company and were slightly longer than the city cars and of heavier construction, an extra window on each side, and had a seating capacity of 44, four more than its city partner (Bogart 106).

"L&E definitely overbuilt its rail line considering the amount of traffic it generated during its lifetime. The Shelbyville/LaGrange Line was built to light steam railroad standards, with crushed rock ballast and 70-pound rails, but it did have a few sharp curves and grades of over 3 percent. The worst grade was on the Shelbyville Line when, while running west, the motorman faced a 4.3 percent descending grade to the 1,250 foot bridge over Floyds Fork Creek...then a 3.9 percent climb out of the valley (Bogart 105).



INTERURBAN CAR #120 IS SEEN RUNNING THROUGH SHELBYVILLE ON ITS WAY TO LOUISVILLE. <EC>

Interurban train car shown below. The extra window at the front of the car signifies it was a St. Louis Car

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Bogart explains,

The L&E line to Shelbyville utilized the first 7 miles of the line from downtown Louisville to LaGrange. At Beechwood, the line branched off and ran due east about 35 miles to Shelbyville. The L&E put in five miles of double track leading into Beechwood to facilitate the diverging of these two rail lines. Shelbyville was not intended to be the end of the track but instead an intermediate stop. As the line was supposed to be extended onto Frankfort. The Frankfort & Shelbyville Interurban was to connect at Frankfort with Kentucky Traction & Terminal Company that ran between Frankfort and Lexington, Unfortunately, the good citizens of Shelbyville were anti-interurban and for a number of years prevented L&E from running through their city. L&E interurbans cars were forced to stop on the western outskirts of Shelbyville [at Scott Station] and transfer their passengers to a local streetcar. By the time the courts ruled that L&E interurban cars could run through Shelbyville, financing for the extension to Frankfort had dried up. (page 104)

Talk of a line being built to Shelbyville by way of Simpsonville began in 1901 by the Louisville, Anchorage, and Pewee Valley Electric Railway Company (LA&PV). By 1903, LA&PV was under the control of the Louisville & Eastern Railway Company (L&E) and they announced the line extension would begin on June 1, 1903. For the next four years, L&E would announce again that construction would begin, only for nothing to come to fruition due to lack of funding. After an investment by Eastern Capitalists, ground was finally broken for the new line in February 1907. Unfortunately, delays continued as local protests and attacks were in full swing, led by Shelbyville citizens who believed that the interurban running through Shelbyville's Main Street would disturb the residential housing that took up the majority of Main Street at that time. They opposed the likely erection of poles, wires and power lines along with the danger of a railway at high speeds running in front of their homes.

Other controversy surrounded the paving of Main Street. In the contract, L&E agreed to brick pave half of Main St when the city paved its half. The problem was that the city council wanted to keep the dirt street in place due to its cost. Of course others wanted to capitalize on the opportunity to have Main Street paved for half the cost. The *Shelby Record* editorialized the subject: "If a thousand dollars in interest means a good brick street, from one end of the town to the other, would it not be better to pay this, than to pay two-thousand dollars a year for alleged repairs of the street, that result in nothing but mud holes and miserable crossings in the winter, and blinding and stifling dust in the summer?" (Bogart 161).

In 1912, L&I had taken over L&E and decided to finally force the finalization of the issue of the Shelbyville line through Main St. Shelbyville sought an injunction to stop the construction of a depot on the corner of Main and Second St. by refusing to issue a building permit, but L&I won in court. From August 19 to December 20, 1912 L&I began streetcar service from Scott Station and Second Street. Finally, on December 20, interurban service through downtown Shelbyville was inaugurated and continued until the end of the Interurban period (Bogart 163).

How and Why the Line Declined

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By 1915, jitneys buses were becoming common in Louisville. The buses were referred to as jitneys because jitney was slang for nickel which was the fare to ride the bus. These bus lines would continue to operate for more than a decade, but they were taking customers away from the interurban lines. The "Good Roads Movement-1900-1920" was created in the 19th century by bicyclists who demanded improvements to the nation's road system. In Kentucky, a law was enacted for an improved highway department and a road fund that provided funding to Kentucky counties to make improvements to roads and bridges. This period of improvement to roads, and the introduction of the automobile in early-1900s, caused ridership on the interurban to decline (Horn, 17).

Bogart writes that there are other contributing factors to the line's demise, such as the omnipresence of the automobile, labor strife among Louisville & Interurban Railway (L&I), and The Great Depression. Due to the declining service, trucks began hauling most of the freight that L&I had carried between Shelbyville and Louisville. To add insult to injury, the trucks ran, free of charge, down Shelbyville's Main Street, which L&I had paved and had to keep in repair. In 1934, L&I received permission from Kentucky to abandon its Shelbyville line. The last day of service was May 15, 1934, with the last car departing Shelbyville for Louisville at 5:30 PM (164).

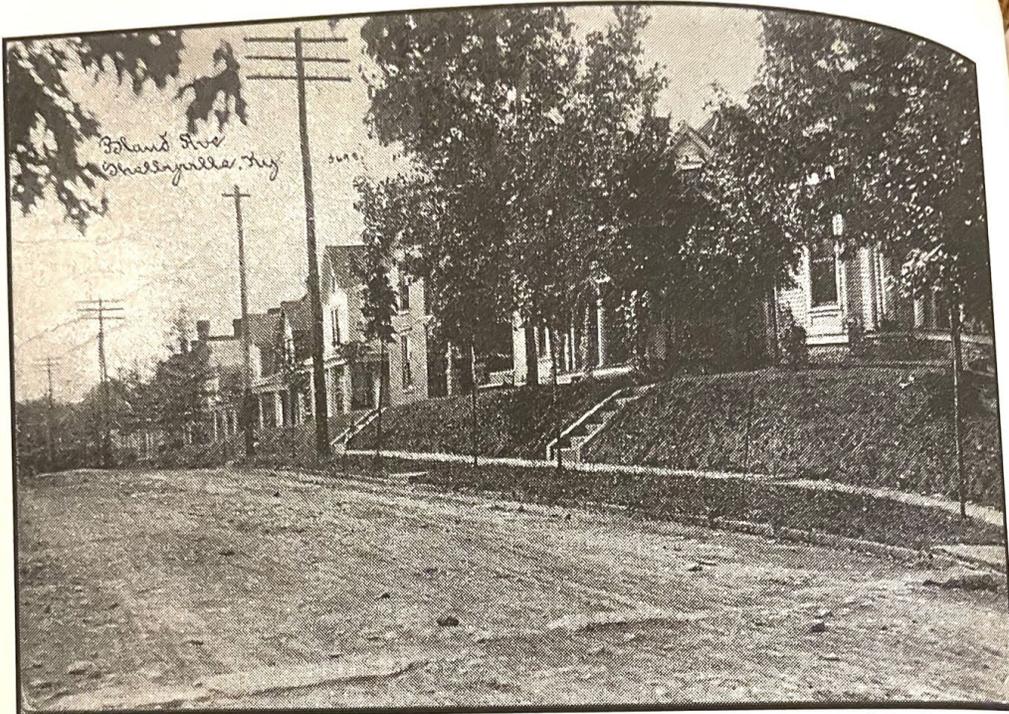
Ironically, Shelbyville complained about the loss of revenue with the loss of the interurban line. The city announced that it would be forced to cut services or increase taxes without the interurban's presence in the city (165).

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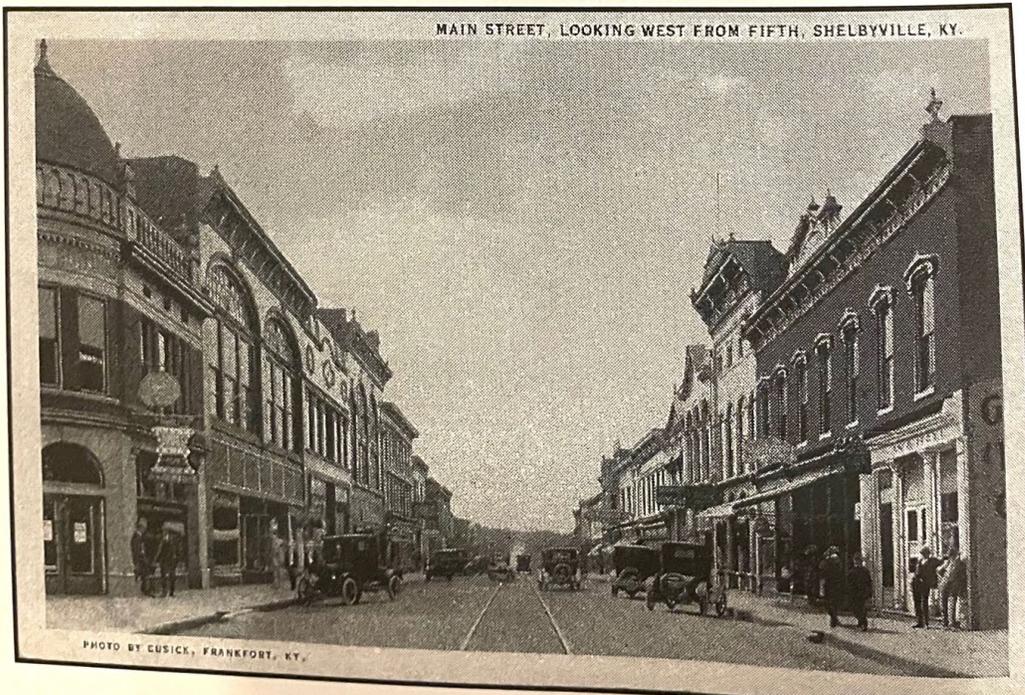
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ABOVE AND BELOW ARE BEFORE AND AFTER PHOTOS OF MAIN STREET IN SHELBYVILLE AFTER THE ARRIVAL OF THE INTERURBAN. <CHB>



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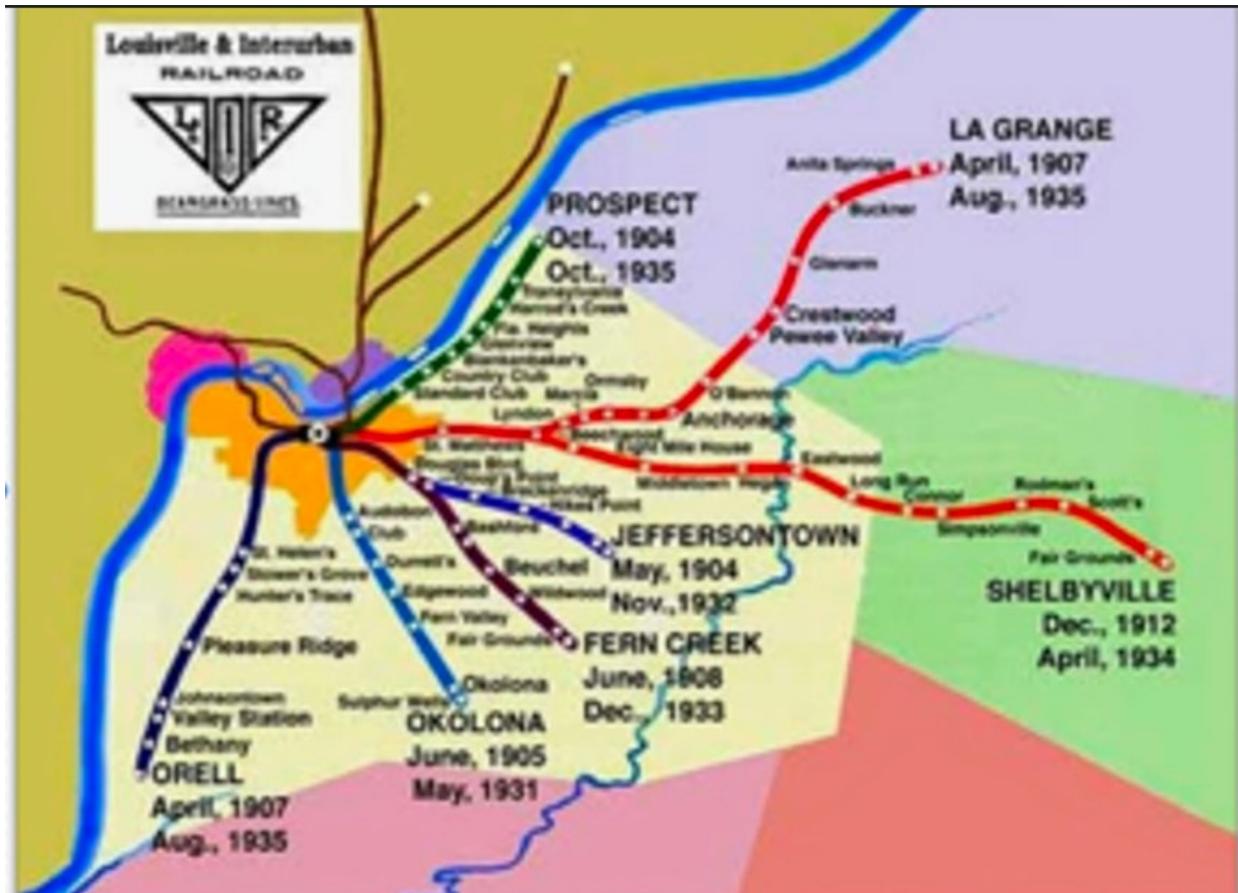
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Evaluation of the Significance of the Scott Station Interurban Power House within the Historic Context

During the great debates between L&E and the Shelbyville city council, Scott Station was the end of the line for entrance into Shelbyville and passengers were forced to take buses into the city center. For almost exactly 2 years, while court cases were being fought, Scott Station became known as “Council Bluff” because it was so far west. Despite tracks being laid from Scott Station into Shelbyville, they remained unused for those two years (161).



Louisville & Interurban Rail Road system map

After finally reaching downtown Shelbyville, the line became one of the longest suburban electric lines, extending for 30 miles and including 66 stations—43 in Jefferson County and 23 in Shelby County. The Eastwood Station located 17.2 miles from downtown Louisville served as combination station and substation along with a stock pen, team loading platform and a wye. Scott Station also served as freight and passenger stations, substation, stock pen, team loading platform, and spur track. (Bogart 164).

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Views of the Eastwood Station, Mary Jean Kinsman, photographer (1983)



Photographic image of Scott Station Power House, date and photographer unknown

These power stations, of which there were many at the time, were tangible symbols of Modernity. The progress and expansion of Louisville, in the form of electricity and transportation benefits, were extending into the surrounding areas. The power houses especially, were crucial to extending the reach of the electricity generated at the downtown power plants out to the suburbs and to nearby towns. *This allowed the suburban areas of Jefferson County to grow by over 37% between 1910 and 1930 according to the Louisville census records.* These power stations would also make it possible, not only for city dwellers to expand out to rural areas more easily, but for the rural populations to gain greater access to the city. Because of the interurban, rural dwellers would be able to work in the city while living outside of it, or to have commerce in the city within a matter of hours versus an entire day, or more in other means of travel. Bogart explains in his book *Yellow Sparks over the Bluegrass—Streetcars and Interurbans of Kentucky—Volume One*:

For the next ten years L&I's Shelbyville Line would earn a modest return on its

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Investment. The line provided prompt and frequent service, while a night owl car allowed locals to attend places of entertainment in Louisville and return home the same night. Express and regular freight car service for moving Less Than Carload (LCL) packages was developed. Those going to Louisville to shop did not need to carry their purchases back home but could have them dispatched via the interurban. The farmer, in turn, could ship milk, eggs, fruits, and vegetables to the Louisville market. Thanks to L&I investing in stock cars and building a spur into the Bourbon Stock Yards, livestock could be shipped to the Louisville market for sale (164).

Evaluation of the Integrity of the Power House's Significance and its Current Physical Condition

The Scott Station Interurban Power House is a significant remnant of an extensive and very significant transportation resource: The Louisville & Interurban Railway Company. The property is nominated according to the terms of Criterion A, which prioritizes the integrity between the physical resource and our associations with the resource's significance. This integrity is supported by three aspects of integrity of association: integrity of location, integrity of materials, and integrity of design. Those three integrity factors will enable the property to support our integrity of associations between the building and the historic interurban line, which is no longer intact nor functioning.

Scott Station's Interurban Power House possesses **integrity of Location and Setting**. The building's location is integral to the property's identity and its ability to maintain our associations between the building and the interurban, a linear transportation network. The building has not been moved from its original site, which enables the location to convey some of the significance of the interurban. The system's trains made their stops right in front of the Power House every day from 1912 until 1934. The line from Louisville to Shelbyville was the interurban's longest of seven Kentucky-based extensions of the system. This building's function as a power house makes its location a crucial statement of the system's reach. The building remains in a farming setting, which helps convey the aspect of the interurban line as penetrating into rural spaces from a highly urban center. This location provides a powerful statement that the interurban was one of many transportation routes which facilitated Louisville's growth into a city of regional, statewide, and national importance.

Scott Station's Interurban Power House possesses **integrity of Materials and Design**. The building retains sufficient materials and design to communicate its historic identity as an interurban power house. Its interior retains the spaces that the dynamos occupied. Although the building lacks the most obvious reminder of its previous function—the equipment to generate electricity—it retains subtle clues to that function, such as the insulator ports on the south side, near the parapet. The building's door sizes and door placement are oriented to serve the property's practical functions as a transportation depot. Most change to the building has been subtractive, i.e., the removal of its functional power generating equipment. The addition of the Quonset hut on the rear was associated with a later use of the building, as a farm implement dealership, and is consistent with the practical design of the building from when it served the interurban line. The building suffered from decay and neglect until the current owners purchased it,

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and began a rehabilitation of the building according to the Secretary of the Interior's Rehabilitation Standards.

It has lost the wooden porch and front wooden doors it once had (See picture in the Description).

Because the building retains integrity of location, setting, materials and design, it can be said to have integrity of associations, which is the key integrity aspect that supports eligibility under Criterion A. The building thus qualifies for the National Register.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Martian E. Biemer, James B Calvert, and George H. Yater, *Louisville's Street Railways and How They Shaped The City's Growth*, Louisville, Kentucky: Butler Books, 2018.

Rebecca Horn Turner, *Historic Context of the Interurban Railroad in Jefferson Country, Kentucky*, technical report KYTC Item No. 5-10007.00, electronic copy available from Kentucky Heritage Council, Frankfort, Kentucky.

Charles H. Bogart, *Yellow Sparks over the Bluegrass, Volume One* (Frankfort, KY: Yellow Sparks Press), 2011

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

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

Scott Station Interurban Railway Power House

Shelby, Kentucky

Name of Property:

County and State

_____ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): SH 425

10. Geographical Data

Acreage of Property 1.55 Acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Latitude: 38.217785° Longitude: -85.284523°

Or UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

1. Zone: 16
2. Easting:
3. Northing:

Verbal Boundary Description

The .1.55 acres tract proposed for listing is officially recorded as PVA ID / 3647 Shelbyville Road: 031-00-021 in the Shelby County Property Valuation Administrator's Office. The PVA map is included below. The entire tract and circa 3651 building encompasses most of the land historically associated with the property during its period of significance. The nominated property's location on a USGS topographic map is graphically displayed, also below.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries encompass the current property line and most of the land historically associated with the site during its period of significance. The area proposed for listing has the highest integrity of setting, making it a good site for displaying the values that the site presents.

Scott Station Interurban Railway Power House

Shelby, Kentucky

Name of Property:

County and State

11. Form Prepared By:

Name/Title: Donald & Patti Faber

Organization: _____

Street & Number: 17505 Stallion Way

City or Town: Louisville state: KY zip code: 40245

Email: zambia00@msn.com / pattiafaber@gmail.com

Telephone: 630- 815-3955 (Donald) 262-220-4100 (Patti)

Date: April 20th, 2025

Photographs

Name of Property: Scott Station Railway Power House
City or Vicinity: Shelbyville
County: Shelby
State: Kentucky
Photographer: Kelly Fraizer
Date Photographed: 12/05/2024

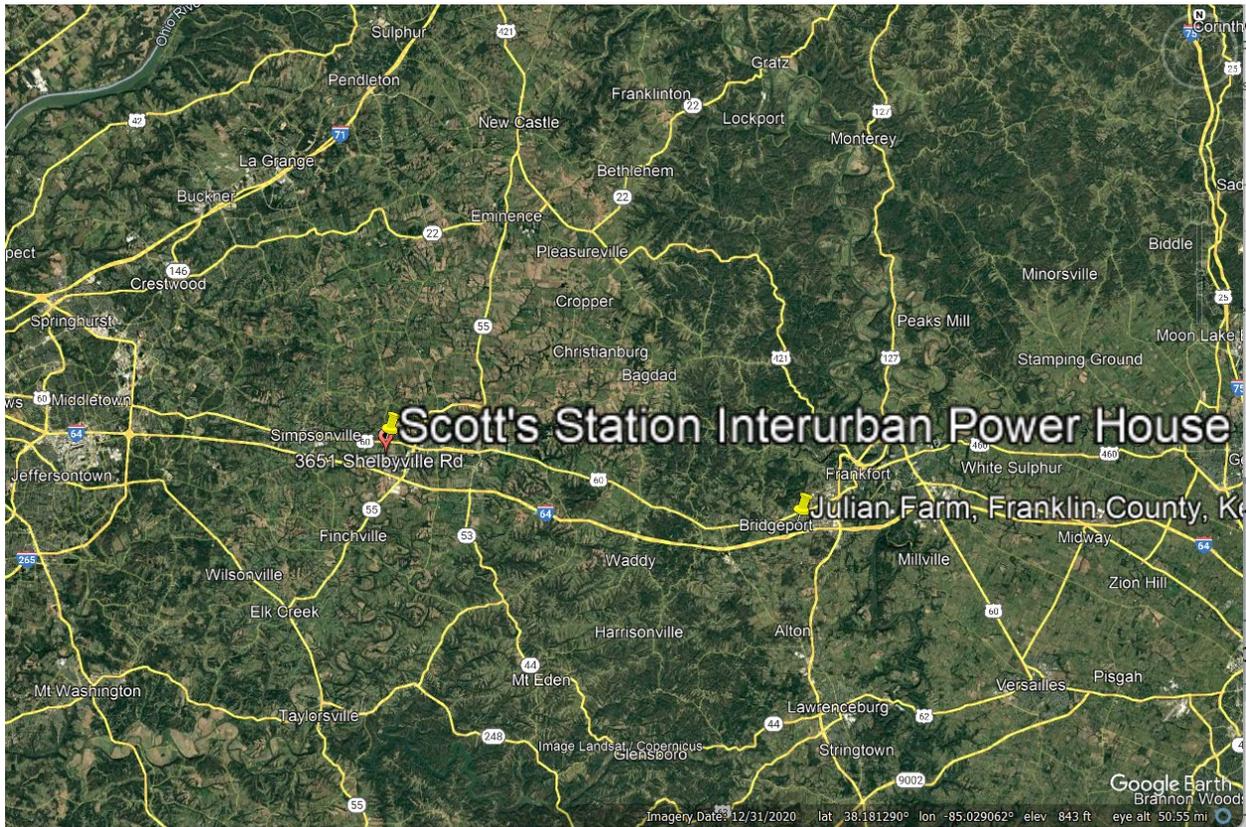
- 1 of 14: East side of building, camera facing west
- 2 of 14: Back of building, camera facing south
- 3 of 14: Back of building, camera facing southeast
- 4 of 14: West side of building, camera facing east
- 5 of 14: Front of building, camera facing north
- 6 of 14: Front of building, camera facing north
- 7 of 14: Front of building camera facing northwest
- 8 of 14: East side of building, camera facing southwest
- 9 of 14: Interior of Quonset Hut building, camera facing south
- 10 of 14: Interior of building, camera facing north
- 11 of 14: Interior of building
- 12 of 14: Interior of building
- 13 of 14: Interior of building
- 14 of 14: Interior of building

Scott Station Interurban Railway Power House

Shelby, Kentucky

Name of Property:

County and State



Scott's Station Interurban Power House, Shelby County, KY, area map