

KENTUCKY HISTORIC RESOURCES
Individual Inventory Form

Resource # PIP-44
PIKE County

PIKEVILLE M.R.A. Amended

1. Name of Resource:
Chesapeake and Ohio Passenger Depot

2. Original Owner:
Chesapeake and Ohio Railroad

3. Other Names:

4. Prehistoric Site Building X Object
Historic Site Structure Other

5. Location:
Hellier Avenue, Pikeville, Kentucky

6. Owner's Name:
City of Pikeville [L]

7. Owner's Address:
Post Office Box 1228
Pikeville, Kentucky 41501

8. Evaluation: National Register Criteria [G]

9. Recognition & Date:
Nat. Landmark _____ Local Landmark _____
Nat. Register _____ HABS/HAER _____
Highway Marker _____ KY Inventory 1983
KY Landmark Certificate _____

10. N.R. Status & Date:

11. N.R. Group:
District Name: []
Mult. Resource Area: Pikeville MRA Amended []
Thematic Name: []

12. Historical Theme:
Primary: Transportation [29R]
Secondary: []
Other: []

13. Statement of Significance:
The Pikeville Passenger Depot is significant under Criterion A in the area of transportation history at the local level for the period of 1923 to 1935.

16. Date:
Original Building 1923 [4]
Addition []

17. Style:
Classical Revival [52]
[]

18. Architect/Builder:
Unknown

19. No. of Stories: One [1.0]

20. Original Floor Plan:
NA []

21. Single Pile Double Pile N.A. X

22. Roof Form & Material: Original X
Gable/Slate Not Original

23. Structural Material:
Steel [0]

24. Exterior Material:
Brick [B]

25. Foundation Material:
Concrete [R]

26. Major Alterations: None
Moved/Rebuilt Other X
Additions

27. Special Features:

28. Outbuildings:
Baggage Shed [1]

29. Original Function:
Passenger Depot [16A]

30. Present Use: Vacant [99V]

31. Condition: Fair [F]

32. Endangered: Yes
No X

33. Attach Photos:
Roll: Photo Nos: No. of Slides:

14. History: In 1907, the Chesapeake and Ohio line serving the Big Sandy Valley reached Pikeville. This first access to modern transportation produced an extraordinary growth and development in the city in subsequent years. The new prosperity as well as the new demand for rail transportation are reflected in the passenger depot which was built in 1923 by the C & O Railroad. The passenger depot and adjacent baggage shed were designed by the railroad company. In subsequent years, the depot was a focal point in community life occasionally serving as a site of an early

15. Source of historical information and/or contact person:
1983 KY Historic Resources Inventory Form.

34. Prepared by: Robert M. Polsgrove
35. Organization: Kentucky Heritage Council
36. Date: March 12, 1987
37. New Survey _____ Resurvey XX

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38. UTM Point of Primary Building: Zone Easting Northing 39. G.I.S. Mod. []
 Quadrant: Pikeville 17 365610 4148890 40. Coordi. Accuracy []

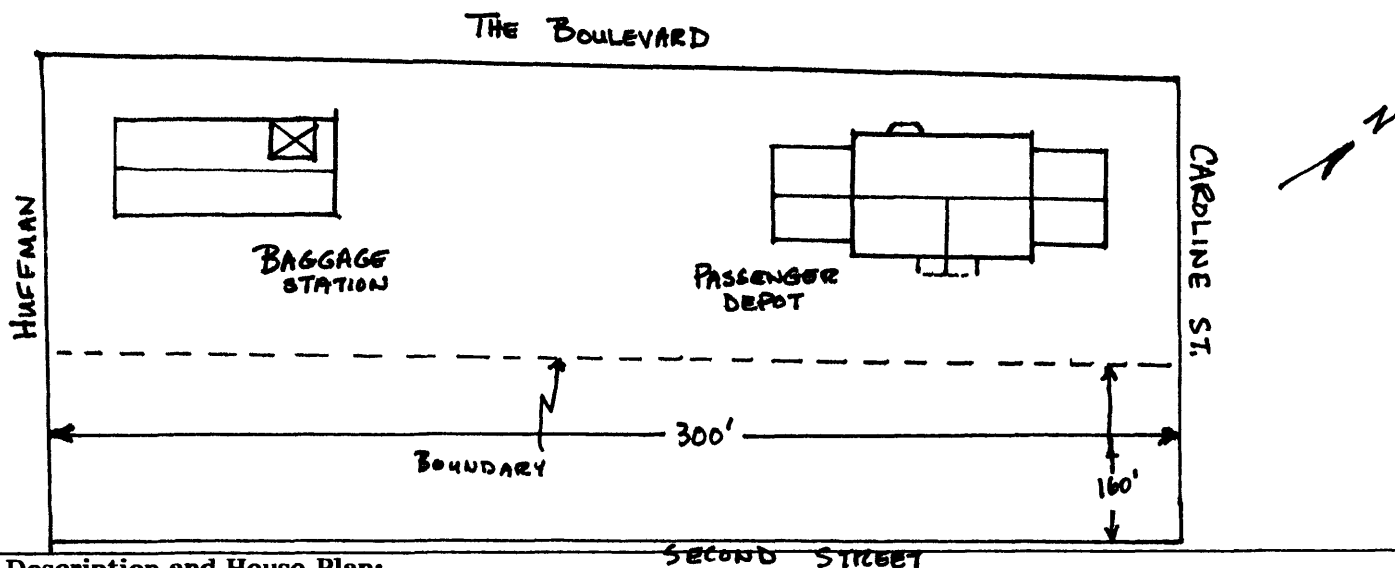
41. UTM Points of Boundary (for N. R. eligible sites only):

A. ---
 B. ---
 C. ---
 D. ---
 E. ---
 F. ---

42. Total Acreage in Present Property: 43. Acreage included in proposed N.R. boundary: .38

44. Site Plan (and boundary description and justification for N.R. sites):

From the north corner of the intersection of Caroline and Second, northeast 160 feet along Caroline to the point of beginning; then 300 feet southeast to a point; then 65 feet northeast to a point; then 300 feet northwest to a point; then 65 feet southwest to the point of beginning and containing the passenger terminal and the baggage terminal.



45. Description and House Plan:

The Pikeville Passenger Depot is a one-story, seven-bay, brick building in the Classical Revival style. On the same site is a smaller baggage terminal in the same style which was built at the same time as the depot. Both were built parallel to the C & O railroad tracks and were originally connected with a long open canopy which has been removed in recent years.

The tall, one-story central portion has a door in the central bay which is sheltered by a pedimented portico supported by paired Ionic columns. On either side of the central bay there are very large windows capped with classical flat arches and stone voussoirs. The corners of the three-bay central block and the two-bay wings on either end are decorated with brick quoins. The brick itself is laid in a Flemish bond pattern on all four sides of the building including the pedimented gable ends. The gables on the depot and the baggage station all feature round traceried windows. A single row of bricks encircle each window.

On the platform side, the depot is also divided into seven bays. Each wing has a door and a window and the main section has a central door. The bay immediately to the right of the main entrance has a bay window. The removal of the canopy and the construction of a new sidewalk and curb closer to the depot than the tracks were historically give this side of the station an altered look.

14. History (Continued)

morning wedding for couples leaving on the 6:30 train for Ashland. The depot served the Pikeville community until recent years when rail service was terminated. In the early 1980s the tracks were removed when a new route by-passing downtown was completed. The City of Pikeville, the new owner, intends to refurbish the building for use as City Hall.

45. Description and House Plan (Continued)

Approximately 150 feet to the southwest of the depot is the Pikeville baggage terminal. A slightly smaller-scale version of the depot, it was constructed as part of the same project in 1923. It utilizes the same brickwork, corner quoins, and pedimented gable roof as the depot. The roofing material for both buildings is slate. The baggage terminal has four bays on the long side, with windows in the central bays and large doors on either end. Most of the windows are now boarded over and the doors and door frames have been removed from the terminal.

The Pikeville depot and baggage terminal have experienced some loss of integrity. The removal of the tracks, and the long canopy which connected the buildings and provided shelter to waiting passengers, together with the temporary boarding up of some windows results in a loss of setting and some loss of materials. However, the two buildings retain integrity of location, design, workmanship, feeling and association of sufficient degree to warrant listing in the National Register.

The nominated area contains two contributing buildings.