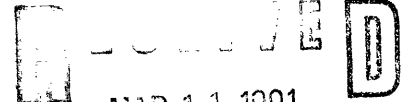


United States Department of the Interior
National Park Service



National Register of Historic Places
Multiple Property Documentation Form

NATIONAL
REGISTER

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a). Type all entries.

A. Name of Multiple Property Listing

Mount Sterling, Kentucky Multiple Resource Area

B. Associated Historic Contexts

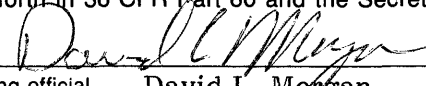
Industry and Transportation in Mt. Sterling, 1870-1940
Residential Architecture of Mt. Sterling, 1880-1940

C. Geographical Data

See continuation sheet

D. Certification

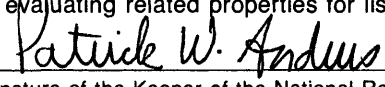
As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.


Signature of certifying official David L. Morgan

3-6-91
Date

State Historic Preservation Officer, Kentucky Heritage Council
State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.


for Signature of the Keeper of the National Register

4-23-91
Date

E. Statement of Historic Contexts

Discuss each historic context listed in Section B.

See continuation sheet

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**National Register of Historic Places
Continuation Sheet**

Mount Sterling, Kentucky
Multiple Resource Area

Section number C Page 1

Introduction and Organization

The multiple property group for Mt. Sterling is organized with reference to two contexts: Industry and Transportation in Mt. Sterling, 1870-1940 and Residential Architecture of Mt. Sterling 1880-1940. These contexts are preceded by a geographic description of Mt. Sterling.

Geographical Information

Mt. Sterling, the county seat of Montgomery County, has a population of 5,820 and is located on Hinkston Creek approximately 45 miles east of Lexington in the Outer Bluegrass region of Kentucky. US 460, the major north-south thoroughfare of Mt. Sterling, intersects Interstate 64 just north of the city limits and proceeds south to become North Maysville Street. The commercial district of Mt. Sterling is located at the intersection of North Maysville Street and Main Street (US 60), Mt. Sterling's major east-west thoroughfare. In the center of the commercial district is the courthouse square which contains late nineteenth and early twentieth century buildings. North and west of the commercial district is a residential neighborhood, known as the Northwest Historic District, containing late nineteenth and early twentieth century dwellings. South of the commercial district, between Main Street and Hinkston Creek is an area which was once the industrial focus of Mt. Sterling. The railroads, mills, stockyards, lumberyards, and other enterprises were located here during Mt. Sterling's period of growth in the late nineteenth century. Few of these historic resources remain and the area is predominately vacant land. To the east of the commercial district is a mixture of commercial enterprises and an enclave of late nineteenth century residential development described in greater detail here as the East Mt. Sterling District.

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Continuation SheetSection number E Page 1 Mt. Sterling, Ky.
Multiple Resource AreaCONTEXT; INDUSTRY AND TRANSPORTATION IN MT. STERLING, 1870-1940

The town of Mt. Sterling was founded in 1794, but its greatest period of population growth and industrial expansion occurred during the late nineteenth century. Prior to 1872, when Mt. Sterling was connected to Lexington by the Elizabethtown, Lexington and Big Sandy Railroad (E.L. & B.S.) transportation was difficult and slow, restricted to privately-owned turnpikes (Boyd, p. 119). Manufacturing enterprises were limited to a tan yard, hemp factory, blacksmiths, and short-lived woolen and cotton mills (Boyd, p. 19). The prohibitive costs of moving both raw materials and finished goods retarded the growth of industry in Mt. Sterling.

The E.L. & B.S. Railroad was completed to Ashland, Kentucky in 1881, where it intersected the Chesapeake and Ohio Railroad. Access to the railroad reduced transportation costs for the local merchants and attracted customers from the surrounding counties to Mt. Sterling.

With establishment of the E.L. & B.S. railhead at Mt. Sterling, farmers found it more economically feasible to drive livestock there than to Paris for shipment to central Kentucky and Cincinnati. Cattle shipping became so prosperous that the Mt. Sterling Cattle Pens, built in 1892, were described as the largest in the state. There were also smaller operations for hogs, mules, and sheep established in the vicinity of the railroad south of West Main Street and north of Hinkston Creek.

Another railroad, the Newport News and Mississippi Valley (NN & MV) came to Mt. Sterling in 1879 and built a passenger depot and freight house currently demolished. In the 1890's, both the NN & MV and the E.L. & B.S. were purchased by the Chesapeake and Ohio Railroad (C & O). In 1910, the Chesapeake and Ohio Railroad built new passenger and baggage depots in Mt. Sterling (MM-MS-98 and 99).

The siting of the railroad shifted the orientation of those travelling to Mt. Sterling from overland roads on the town's north side via North Maysville and east/west on Main Street, to the south, near the location of the depot. The area adjacent to the railroads south of Locust along South Sycamore and South Queen became a warehouse district with a concentration of wholesale enterprises, stock yards and lumber yards. It was here that raw materials from the surrounding counties were processed and shipped to central Kentucky.

In 1870, Mt. Sterling's manufacturing capacity was limited to a single grist mill and several blacksmiths. During the period from 1870 to 1900, the manufacturing censuses for Montgomery County and the Sanborn Insurance Maps for Mt. Sterling show increasing numbers

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Continuation SheetSection number E Page 2 Mt. Sterling, Ky.
Multiple Resource Area

of distilleries, flour mills, planing and saw mills in Mt. Sterling with relatively little change in the number of blacksmiths and grist mills in the county. This increased industrial activity provided new jobs, supported merchants, clerks, and tradesmen in the commercial district, and fueled the building boom associated with the East Mt. Sterling Historic District.

Of the late nineteenth century industries established in Mt. Sterling as a result of rail connections, only Monarch Mills (MM-MS-262) survives today. The four distilleries which processed the local hops, corn, and rye into whiskey did not survive prohibition: Mitchell and Hoffman (1870); James Anderson Distillery (1870); J.H. McBrayer Distillery (1890) and Howe and Thompson. Grist mills were established to grind wheat and corn into meal and flour: Mt. Sterling Roller Mill (1870), Badger and Company Roller Mills (1880), Climax Mills (1890), Monarch Mills (1895). Planing and saw mills processed the logs from eastern Kentucky into lumber. Part of the lumber was used in Mt. Sterling for the local building boom and the remainder shipped via railroad to other sections of the state. Saw Mills include: Campbell and Bryant Planing Mill (1870); Robertson and Tyler's Star Planing Mill and Plow Handle Factory (1890); Fitzpatrick and Burton Saw and Planing Mill (1886); and the Barrett Brothers Saw Mill (1886). There were also three businesses for the slaughtering and meat packing listed in the 1880 manufacturing census. Three other manufacturing enterprises were in operation for a short time at the turn of the century: The Mt. Sterling Woolen Mills (1890), Kentucky Bluegrass Seed Company (1907), and a broom factory (1905).

The Novelty Lunch Box Factory was founded by J.C. Enoch in 1888. The company later produced work gloves as well as lunch boxes. In 1901, Enoch Manufacturing company was incorporated by J.C. Enoch and two of his sons. The Enoch Manufacturing Building was built on North Queen Street circa 1914.

As a wholesale center, Mt. Sterling businesses also received finished goods from other Lexington and other manufacturing centers, stored them and distributed them via the railroad to the rural counties between Mt. Sterling and Ashland. The 1886, 1890, and 1895 editions of the Sanborn Insurance map for Mt. Sterling show increasing numbers of warehouses clustered in the vicinity of the railroad to store a variety of goods: N.H. Trimble Grocery and Warehouse; R.M. and T.K. Barnes Warehouse; S.S. Gaitskill Grain and Tobacco Warehouse; J.S. Berry Tobacco Warehouse; T.D. Cassidy Coal and Feed; B.F. McCormick and Son Lumber Co.; Barnes and Trumbo Coal and Feed; McKee Marble and Granite Co. In the 1901 and 1908 editions of the Sanborn Maps, there are fewer additional warehouses

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Mt. Sterling, Ky.
Multiple Resource Area

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and by the 1929 edition the number of warehouses is seen to be declining. The only area in which Mt. Sterling grew after the turn of the century was related to the tobacco market. With its three tobacco warehouses (Continental Tobacco [1901], American [1908], and Growers [1931]), Mt. Sterling became the eighth largest loose-leaf tobacco market in the state.

Additional research is needed to fully document the factors involved in the decline of Mt. Sterling's industries in the vicinity of the railroad in the twentieth century, but several factors may have contributed to it. The increasing use of trucks for the transport of wholesale and retail goods gave the wholesale groceries, lumber yards, and other industries more flexibility in their choice to locate on cheaper, larger tracts of land outside the city limits away from the railroad. On a regional level, Mt. Sterling's industries seem to have competed unsuccessfully with Winchester, the county seat of Clark County, located approximately 30 miles to the west between Mt. Sterling and Lexington. A comparison of the Sanborn Maps for the two towns after the turn of the century shows Winchester continuing to expand its industrial capacity as Mt. Sterling is declining. While Mt. Sterling's industrial and transportation-related landscape shows signs of change and decline shortly after the turn of the century, 1940 was selected as an end date for the historic context to provide the widest range possible in the consideration of eligible resources. Additional research on industries in the county might yield additional nominations of historic resources related to industry and transportation.

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Continuation SheetSection number E Page 4 Mt. Sterling, Ky.
Multiple Resource AreaCONTEXT; RESIDENTIAL ARCHITECTURE OF MT. STERLING 1880-1940

Mt. Sterling's first residences were located on one to two acre tracts fronting on the community's major thoroughfares Main Street, Richmond Street, and North Maysville. (See attached map for the locations of major streets and areas of town.) Through the first half of the nineteenth century, the original tracts along these thoroughfares were divided and lots sold to wealthy farmers, retail business owners, and professionals such as bankers, lawyers, and doctors. Mt. Sterling's commercial growth and physical expansion were slow during this period due to the town's location on the periphery of the Bluegrass region coupled with the poorly maintained turnpikes.

The situation changed between 1870 and 1890 when the population doubled in two decades as a result of Mt. Sterling's new role as the railhead for the surrounding counties. There were new employment opportunities for middle class workers associated with retail goods, lumber, live stock, milling, and wholesale distribution of groceries, coal and grain. Four saw and planing mills were established in the area adjacent to the railroad. They included Campbell and Bryant (1870), Fitzpatrick and Burton (1886), Barnett Brothers (1886), and Robertson and Tyler (1890). These factories turned logs shipped from surrounding counties into materials for construction of houses during the building boom.

Several of Mt. Sterling's citizens quickly took advantage of the real estate opportunities and the market for in-town lots. In 1880, William Samuels bought an undeveloped tract of land east of North Maysville Street on the south side of East High Street and divided it into residential lots. North of Samuel's development, William O. Harrison, R.A. Mitchell, and Nannie White created Harrison and North Queen Streets by subdividing large tracts into relatively small lots with frontages of 60 feet and depths of 140 feet. Setbacks from the street average 15 feet.

After the subdivision of the land, the lots were transferred several times, a pattern which was new in Mt. Sterling at the time, but became a common real estate practice in the twentieth century. Over a period of months, the lots were sold directly to real estate speculators and builders like B.F. McCormick, owner of a lumber yard, who, within a year or two, built houses on the lots and then sold them directly to the middle class workers.

Most of the buyers of the houses in the subdivided areas near East High Street were listed in the 1900 census as white collar workers: teachers, printers, stenographers, insurance agents, salesmen, barbers, librarians, and dental assistants. A number of

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Mt. Sterling, Ky.
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railroad-related occupations are also listed including freight clerk, railroad conductor, and railroad engineer. There were also artisans in the neighborhood, such as a saddle and harness maker, blacksmith, and small business owners such as grocers and tobacco merchants.

The houses built by or for the people living in what is proposed as the East Mt. Sterling District in the late nineteenth century, were predominantly one-story, weatherboarded T-plans with minimal ornamentation. The fifty-eight T-plans make up fifty-three percent of the buildings surveyed within the proposed district. According to the Sanborn Insurance Maps for Mt. Sterling, most of the gable-roofed, T-plans were in place by 1890.

West of North Maysville, residential development was also occurring with the extension of West High Street, Clay, and North Sycamore, an area included in the Northwest Residential District which was listed on the National register in 1989. Most of the dwellings built in this vicinity for merchants, wholesalers, and other business owners were two-story, brick and weatherboarded T-plans. These houses differ from those being built in the areas developed by Samuels, Harrison, and White or the East Mt. Sterling District by having greater floor space, having more extensive architectural ornamentation, and being sited on larger lots, a reflection of the greater prosperity of the merchant class. The average lot size here was 80 by 200 with setbacks from the street averaging 50 feet compared to the 60 by 140 lots with 15 foot setbacks on North Queen and Harrison.

Shortly after the turn of the century, industrial and commercial growth in Mt. Sterling slowed, discouraging the development of new residential areas. Most of the twentieth century building activity filled vacant lots which remained from the late nineteenth century expansion.

West of North Maysville Street, the twentieth century dwellings were typically American Foursquares with references to classical styles in their ornamentation. The foursquares found in the East Mt. Sterling District tended to have less ornamentation than those found in the Northwest Historic District. A rectangular building form with the entry in the gable end is more prevalent in the East Mt. Sterling District than other sections of Mt. Sterling.

Some bungalows are found in both the Northwest District and the East Mt. Sterling District, but are a distinct minority in both sections of Mt. Sterling.

For a more complete description of the several house types, please refer to the section on the dwelling property type.

F. Associated Property Types

I. Name of Property Type _____

II. Description

III. Significance

IV. Registration Requirements

See continuation sheet

See continuation sheet for additional property types

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

See continuation sheet

H. Major Bibliographical References

See continuation sheet

Primary location of additional documentation:

- | | |
|--|---|
| <input checked="" type="checkbox"/> State historic preservation office | <input type="checkbox"/> Local government |
| <input type="checkbox"/> Other State agency | <input type="checkbox"/> University |
| <input type="checkbox"/> Federal agency | <input type="checkbox"/> Other |

Specify repository: Kentucky Heritage Council

I. Form Prepared By

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Continuation SheetSection number F Page 1Mt. Sterling, Ky.
Multiple Resource AreaPROPERTY TYPE NAME; MILL BUILDINGS
CONTEXT; INDUSTRY AND TRANSPORTATION IN MT. STERLING 1870-1940Description

Early nineteenth century industries were sited, by necessity, near a power source. For example, Patten's hemp walk in Mt. Sterling was located along Hinkston Creek. Mt. Sterling's two railroads were built along the creek in the early 1870's as well, possibly taking advantage of available land, accessible water, and level terrain.

In the late nineteenth century, Mt. Sterling industries such as flour mills, tobacco warehouses, foundries, and saw and planing mills were concentrated in a five block area north of the railroads and Hinkston Creek and south of Locust, between South Sycamore and South Queen. The number of industries in the area peaked between 1880 and 1900 and declined thereafter. One finds from examination of Sanborn Insurance maps that in 1886 there were 14 industries; in 1890, 10 industries; in 1895, 13 industries; in 1901, 8 industries; in 1908, 11 industries; in 1914, 6 industries; and in 1929, 7 industries. During this same period, 1886-1929, the Sanborn Maps show four or fewer industries in Mt. Sterling in areas other than the vicinity of the railroad.

For many of the late nineteenth century industries, the power source is noted as a coal-fired engine. Proximity to the railroad was advantageous for access to fuel, warehouses, and transportation while the nearby creek was used for the disposal of waste.

Today the railroad tracks have been removed and no buildings have been left standing in the area along Hinkston Creek except for the Chesapeake and Ohio Railroad passenger and baggage depots (MM-MS-98 and 99) and Monarch Mill (MM-MS-262). The decline of production facilities in this area can be explained by several factors. Products manufactured by the many of the industries in the late nineteenth century are no longer used. New industries in Mt. Sterling are either located on the bypass or adjacent to the interstate to accommodate truck transportation. Truck transportation also helped nationalize markets formerly dominated by local producers.

The Monarch Milling Company is the only remaining milling complex in Mt. Sterling and was compared to other mill structures in the Bluegrass region from the late nineteenth and early twentieth century which are listed on the National Register. Examples include the Garrard Mill (Gd-L-15) built in 1901 in Garrard County, Kentucky and listed on the National Register in 1984 and the Byrnes and Lewis Grain Elevator (Fa-NS-350) built in

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Mt. Sterling, Ky.
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Lexington, Kentucky and listed on the National Register as a contributing building in Northside Historic District in 1979. These mill buildings are characterized by extensive square footage to accommodate the large machinery used to process grain and storage of both finished and raw materials. Both are three-stories with a gable roof and have a rectangular, barn-like form. As in the case of the Monarch Milling Company, they are located in an area adjacent to railroad tracks.

Unlike the frontage of retail buildings which are designed to display merchandise and attract customers, the architectural ornamentation on the mills examined is minimal or non-existent. The mill building's purpose is to shelter the milling equipment which comprises the company's major investment.

Alterations to the mill buildings examined appear small in comparison with the scale of the building and reflect the agricultural and functional characteristics of the building instead of aesthetics. The original wood exterior of the Garrard Mill and the Byrnes and Lewis Elevator have been covered with corrugated metal for additional protection from the weather and awnings added over the windows and entrances. In both the Garrard Mill and Monarch Milling Company, a one-story addition housing the office has been made to the street frontage of the building.

Mill Buildings: Significance

The mill complex on the south end of Mt. Sterling is significant for what it tells us about the expansion and decline of industries in Mt. Sterling during the period from 1870 to 1940. The first building associated with the mill complex was built on the site exclusively to process grain and return it to the local farmer for his own use. The mill expanded in the late nineteenth and early twentieth centuries with the construction of storage facilities and an office. During this period, the mill's business grew as a result of Mt. Sterling's role as the processor of raw materials from surrounding counties as facilitated by expansion in the transportation network in the region. When industrial activity declined in this part of Mt. Sterling, the mill ceased to serve the regional market and returned to its original local agricultural focus. It has remained on the original site and retained its buildings, but has not expanded since the late 1920's. As the only remaining mill complex, it is the only source of information about construction techniques and materials used for this type industry during the period of significance in what was a thriving manufacturing center.

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Mill Buildings: Registration Requirements

Late nineteenth and early twentieth century mill buildings are eligible under National Register criterion A, and must retain integrity of location through their relationship to transportation systems. The essence of industrial buildings are their forms, which are related to the accommodation of equipment for production and space for storage. Because of this an integrity of design must exist as defined by the retention of the historic number of stories, and the absence of additions which change the scale of the building. The addition or removal of awnings or simple porches which cover entrances or connect units of the complex will not destroy the integrity of design. Since architectural detailing was not usually an important factor in the identification of the mill building, changes to windows and doors which are consistent with the simplicity of the building do not compromise the building's integrity of feeling.

Changes to windows, roof, and doors, especially the application of architectural detailing to make the building look more domestic, will compromise the building's integrity of feeling. Materials used to replace or cover the original exterior must be consistent with alterations made to other mills during the period of significance as in the case of the corrugated metal which was applied to the exteriors of both wood and brick mills in the early twentieth century for additional protection against moisture. Application of corrugated metal after the period of significance will also meet registration criteria because of its historical association with buildings of this type. Application of lapped aluminum or vinyl siding will not meet the criteria because of its association with domestic rather than industrial buildings.

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Continuation SheetSection number F Page 4 Mt. Sterling, Ky.
Multiple Resource AreaPROPERTY TYPE NAME; RAILROAD DEPOTS
CONTEXT; INDUSTRY AND TRANSPORTATION IN MT. STERLING 1870-1940Railroad Depots: Description

The Chesapeake and Ohio Passenger and Baggage Depots (MM-MS-98 and 99) are the only remaining buildings in Mt. Sterling associated with the railroads. These buildings were compared to the twelve depots noted in the survey files of the Kentucky Heritage Council in the 18 county-region in Kentucky served by the Chesapeake and Ohio (C&O) Railroad. Between 1886 and 1892, the C&O Railroad leased and then bought the Elizabethtown, Lexington and Big Sandy Railroad connecting Lexington through Clark, Montgomery, Bath, Rowan, Carter counties to Ashland, in Boyd County, Kentucky. At the same time the company initiated the construction of a railroad on the south side of the Ohio River from Ashland west to Covington, Kentucky south of Cincinnati. The Ohio River route which crossed Greenup, Lewis, Mason, Bracken, and Campbell Counties was completed in 1889. Between 1890 and 1910, the C&O bought local rail lines and built others from Ashland south through Lawrence, Johnson, Floyd, Letcher and Perry counties to access the southeastern coal region.

One of the earliest C&O depots recorded in the Kentucky Heritage Council files is the Vanceburg Depot (LW-V-9) built in 1890. It is a rectangular building with horizontal weatherboarding and a gable roof with wide, bracketed eaves. The form and materials were repeated on the depots at Allen (FD-17) and Jenkins (LR-J-9). The facade facing the railroad tracks has a polygonal bay window to afford better visibility for the management inside the building.

The depot at Augusta (Bk-A-20), dating circa 1903, is similar in form, but has wood board and batten instead of horizontal weatherboarding. Board and batten was used on four other depots: New Richmond (Cp-47); Preston and Salt Lick (Bh-9); and West Prestonsburg (Fd-29). These buildings described above typically contain all of the depot functions, passenger waiting room, freight, and baggage in separate rooms under one roof.

From the information in the survey files, the Passenger and Baggage Depots at Mt. Sterling appear to be the first of a series of brick depots built by the C&O in the region between 1908 and 1929. On the 1895 Sanborn maps for Mt. Sterling, the C&O depot is shown as one large, wood, rectangular building on the east side of South Maysville Street or across the street from the present passenger depot. The 1895 depot contained a waiting room,, baggage, and freight. When two new brick buildings to house the

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passenger and baggage depots were built in 1910, the wood building on the east side of South Maysville Street became the freight depot. The passenger and baggage depots were connected by a "passenger shed" or an open porch-like structure which provided weather protection for the passengers between the train and the depots.

The separation of the depot functions into different buildings and the use of stylistic features from popular national styles to ornament the buildings seems to coincide with the C&O Railroad's increased interest in passenger business in the early twentieth century. Through purchase of existing rail lines and construction of new ones, the C&O eventually connected Chicago, Indianapolis, St. Louis, Cincinnati, Washington, and New York. The heavy passenger traffic generated during the 1894 World's Fair encouraged the railroad to upgrade its passenger services through the purchase of parlor, buffet, and observation rail cars and more investment in the appearance of the depots.

In Morehead, the 1908 Sanborn Maps show the passenger waiting room and freight combined in a wood building. Between 1908 and 1914, a brick passenger station was built (Ro-M-9) which is very similar to the one in Mt. Sterling in its use of the Prairie style.

Georgian Revival detailing was used for the brick depots in Maysville (Ms-M-169) in 1918; Pikeville (Pi-P-44) in 1923; Ashland (Bo-A-24) in 1926; and Paintsville (Jo-P-29) in 1929. These stations feature Flemish bond brickwork, entrance porticos with corinthian columns, keystones over the windows. These buildings make architectural statements that signal the railroad's interest in passenger traffic and identification of the depot as the official entry to the city.

In the mid-twentieth century, passenger service was discontinued due to competition from automobiles and the railroad's concentration on the transport of bulk materials. Many railroad depots, once landmarks in the towns served by the C&O have disappeared. Four of the depots documented in the survey files, Winchester, West Prestonsburg, Preston, and Salt Lick, have been demolished since they were recorded. The Vanceburg depot has been moved from its original site.

The "passenger sheds" composed of wood roofs supported by iron posts and usually shown on the Sanborn maps have been removed on most of the twentieth century depots. The survival rate of the separate baggage and freight depots is difficult to determine because they are not usually mapped or described on the survey form. This lack of information could mean either that they are no longer standing or were overlooked in the initial survey.

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Mt. Sterling, Ky.
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Since the architectural detailing was an important factor in the design of the early twentieth century railroad depots, retention of the stylistic elements is important as is the retention of the pattern of doors and windows.

Railroad Depots: Significance

Railroad depots can be eligible under Criterion A or C. The early twentieth century railroad depots of the C&O Railroad in Kentucky demonstrate the interest of the railroad in the comfort of its passengers through the construction of separate buildings for potentially noxious functions such as the handling of baggage and freight. The stylistic ornamentation of the passenger depot also shows the railroads interest in image-building via architecture. Often the railroad depot was the only example of the style in the rural communities served by the C&O. The building containing the passenger waiting room was designed in a residential scale and detailed with stylistic elements popular on a national level for residential design.

Two styles were used during the era in Kentucky. The Prairie style was used for the Mt. Sterling and Morehead depots, and the Georgian Revival style used for the Pikeville, Paintsville, Maysville, and Ashland stations. The Pikeville, Ashland, and Maysville depots are listed on the National Register.

Registration Requirements

Railroad depots can be eligible under criterion A or C. For criterion A, the twentieth century railroad stations must retain their integrity of location. They must also demonstrate the separation of depot functions, a concept espoused by the C&O in its railroad depots of the era. Additions which obscure the original form of the building will cause it not to meet registration criteria.

Since most of the railroad depots recorded in the Kentucky Heritage Council files no longer have the "passenger shed", the absence of the shed will not render the buildings ineligible.

Under criterion C, they must retain the materials, scale, and feeling of the style for which they were built. Since the architectural detailing was an important factor in the design of the early twentieth century railroad depots, retention of the stylistic elements is important as is the retention of the pattern of doors and windows.

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PROPERTY TYPE NAME: DWELLING
CONTEXT; RESIDENTIAL ARCHITECTURE OF MT. STERLING 1880-1940

Dwelling: Description

Information on the building forms and ornamentation of the pre-1940 residential architecture of Mt. Sterling was gained through survey work done for the Northwest Residential District and the East Mt. Sterling Historic District.

Most of the early nineteenth century dwellings, of which a few brick and virtually none of the weatherboarded examples remain, were one-story, three-bay, hall-parlor plan buildings located on thoroughfares, in this case Main, Maysville, or Locust Streets, within a couple of blocks of the courthouse square. One and two-story, single-pile, central passage dwellings were also being built during the period. By the mid-nineteenth century, the central passage plan was more popular than the hall-parlor. The entries of these dwellings is often highlighted with Greek Revival detailing including pilasters, side lights and transoms, and in some cases, covered by a pedimented portico.

The central passage plan's use was not limited to the mid-nineteenth century, but continued to be employed in the late nineteenth and early twentieth century. Its ornamental stylistic elements from national styles help distinguish houses during certain periods. Construction of dwellings in Mt. Sterling seems to have slowed considerably during the Civil War and the years immediately following.

When construction of houses began again in the 1870's during the building boom fueled by the Mt. Sterling's railroad, the single-pile T-plan replaced the central passage plan as the most common one for dwellings. In the T-plan, one of the flanking rooms of the central passage plan has been jogged forward to create a T-bar with the roof ridge lines of the gables perpendicular to one another. Most of the 123 T-plan dwellings surveyed to date in Mt. Sterling are one-story and two-story, weatherboarded, three-bay, and gable-roofed. (See the Reis House, #45 in the East Mt. Sterling District [photograph 1]). There are some examples of brick T-plans in the Northwest Residential District, but none in the East Mt. Sterling District.

In most examples of the T-plan, a shed or flat-roofed porch covers the dwelling's entrance and one bay of the main facade. There are, however, some examples of two-tiered porches on brick T-plans in the Northwest Residential District. Ornamentation is usually confined to brackets on the porch posts or along the building cornice, and sawn decorations or spindle work in the porch

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frieze. Windows are elongated and in the more elaborate examples of the form, capped with hood moldings. Some T-plans have polygonal bays with cut-away gables and ornamental sawn cross braces. A variation of the T-plan form uses parallel roof ridges in an offset instead of using perpendicular roof ridges to create a "T". (See the T.J. Ratliff House, #43 in the East Mt. Sterling District [photograph 3]).

In the early twentieth century, double-pile T-plans were built with a pyramidal roof at a point where perpendicular gables intersect. Most of the 30 pyramidally-roofed T-plans surveyed to date have wrap around porches. Detailing on the pyramidally-roofed T-plans includes classical elements, Tuscan porch columns, and stained glass. (See the E.E. Jones House, #7 in the East Mt. Sterling District [photograph 4]).

Several late nineteenth century dwellings in the Northwest Historic District ornament the T-plans with an eclectic choices of stylistic details from the Italianate and Queen Anne styles. Entry towers, conically roofed projecting bays, multi-textured facades, and wrap around porches are combined on these dwellings.

Another dwelling form which was used less often than the T-plan is the cross-gable plan. In the cross-gable plan, the roof ridge lines are equal in length and perpendicular to one another to form a shape more similar to a plus sign than a "T". The main facade is more likely to have two-bays instead of the three-bays commonly found on T-plans. In both the Northwest and East Mt. Sterling Districts, the two-story cross-gable plan is more common than the one-story version. (See the O'Rear House, #28 in the East Mt. Sterling District [photograph 8]).

After the turn of the century, the American Four Square became a popular dwelling form. Most of the 60 Four Squares surveyed to date are one or two-story, hipped roof, two or three-bay square buildings with simple attached porches. Individual examples vary in regard to the amount of ornamentation used. Decorative elements are derived from the classical or colonial revival styles. Four Squares frequently were built to fill in lots created during the late nineteenth century expansion of Mt. Sterling.

Bungalows are a relatively rare building form in Mt. Sterling. A total of 22 were surveyed in both the Northwest and the East Mt. Sterling District. They are one-and-one-half stories, weatherboarded or brick with a side-gabled roof. Ornamentation is restrained and limited to brackets or exposed rafters ends along the eaves. Porch posts are battered or made of tapered boxed wood elements.

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In the East Mt. Sterling District, there are 16 examples of two-bay rectangular plan dwellings which have the gable-end to the street. The majority of these were built in the 1930's. Some have porches ornamented with tapered wooden porch posts set on brick plinths and exposed rafters beneath the roof eaves, while others have no ornamentation.

Dwelling: Significance

Mt. Sterling's dwellings are important for showing the combination of local influences, such as construction materials and urban development, with influences outside of the region, such as the ways in which local builders used elements from national styles to ornament the building forms. The availability of building materials from the saw and planing mills, and the impact of the railroad fueled a building boom in the late nineteenth century. The building forms popular in certain eras occur in both the Northwest District and the East Mt. Sterling District. Small dwellings were built with minimal ornamentation to be affordable for middle class home owners in the East Mt. Sterling District while larger more elaborate dwellings were built for professionals in the Northwest District.

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Dwelling: Registration Requirements for Individual Listings:
Criteria A and B
Site Considerations

The dwelling must retain an integrity of location to be eligible under criteria A or B. That is, it must be the site at which the events occurred which make the site significant. Dwellings which have been moved from the site where the significant events took place will not meet registration criteria.

The dwelling must retain the relationship to the site which it had during the period of significance to be eligible for listing. Factors to be considered in assessing this relationship, the integrity of setting, are reductions of setbacks from roadways, property lines; the addition of other buildings to the site after the period of significance; grading practices which have changed the elevations or nature of the land surrounding the dwelling, such as the introduction of parking lots; views from the building to public thoroughfares as well as views from the public thoroughfares to the dwelling.

Setting is important because it conveys many of the builder's decisions concerning aesthetics and the functional configuration of the site.

Building Considerations

Additions must preserve the building's integrity of design to an extent that they do not obscure its architectural form viewed from the main public view of the building. Buildings with additions which do obscure the architectural form from the main approach will not meet registration requirements.

Additions not visible from the main approach must reflect the scale of the architectural form in height, roof shape, and size of openings for windows and doors of original dwelling to meet registration criteria. Materials used on the exterior of the addition must be similar in texture and color to that of the main block of the dwelling to meet registration criteria. The square footage of the addition(s) must not be greater than or equal to the square footage of the dwelling during the period of significance.

If historically the porch was an important element of the subject house's design, then it must retain its original architectural form and similar materials. Otherwise the porch must be present, but can be enclosed or altered in terms of roof line and materials.

If the original exterior fabric is brick or stone, those materials must be visible. If the original exterior fabric is wood weatherboarding, then the application of aluminum siding or vinyl

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siding can be allowed if the application does not change the size, shape, and location of doors and windows.

Registration Requirements for Individual Listings: Criterion C
Site Considerations

The dwelling must possess an integrity of location for which it was designed. Dwellings which have been moved from the site for which they were built lose information in regard to orientation, views, approach, all which may have been significant design considerations.

The dwelling must retain the relationship to the site which it had during the period of significance. Factors to be considered for their impact on integrity of setting include reductions of setbacks from roadways, property lines; the addition of other buildings to the site after the period of significance; grading practices which have changed the elevations or nature of the land surrounding the dwelling, such as the introduction of parking lots; and views from the building to public thoroughfares as well as views from the public thoroughfares to the dwelling.

Building Considerations

"Architectural form", a phrase below, refers to the dwelling's configuration during the period of significance.

Additions are only acceptable if they preserve an integrity of design. Successful additions must be placed so that they do not obscure the architectural form of the building from its main public view. Buildings with additions which do obscure the architectural form from the main approach will not meet registration requirements.

Successful non-historic additions must reflect the scale of the architectural form in height, roof shape, and size of openings for windows and doors of original dwelling. Materials used on the exterior of the addition must be similar in texture and color to that of the main block of the dwelling and must preserve an integrity of material and workmanship found on the historic structure. The square footage of the addition(s) must not be greater than or equal to the square footage of the dwelling during the period of significance.

If the porch was an important element of the architectural form, it must be present. Enclosure of the porch on the main facade will cause the building not to meet registration requirements. Porches must retain roof shape, but can reflect change in terms of materials, such as the replacement of a wood floor with concrete, provided that the original stone or brick foundation is retained. Wood posts may be replaced, provided that the replacement material

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retains the same form and scale as the original posts.

If the original exterior fabric is brick or stone, those materials must be visible. If the original exterior fabric is wood weatherboarding, then the application of narrow aluminum siding or vinyl siding which retain the scale of the weatherboarding is generally not allowed. If the architectural style during the period of significance is usually found with ornamentation, but that ornamentation subsequently has been removed from the dwelling, then the dwelling would not meet the registration criteria.

Registration Requirements for Dwellings in Districts: Criteria A and B

Site Considerations

Because the acreage of most districts is primarily setting, integrity of that factor increases in importance. The dwellings must retain site integrity by demonstrating the same relationship to one another and any other site elements that they had during the period of significance. The lot sizes, the spaces between buildings, the setbacks of buildings from the street and the street widths must be the same as it was during the period of significance. Vacant lots where dwellings stood during the period of significance will be considered non-contributing. Vacant lots which were vacant during the period of significance will be considered contributing. Dwellings which were not standing during the period of significance will be considered non-contributing dwellings. Dwelling sites which have been severely impacted through new uses will be considered for their impact on the district, and may be considered non-contributing elements.

Building Considerations

The impact of addition on the integrity of design for buildings in districts must be considered. The architectural form of the dwelling must be visible from the main public approach or view of the building. Additions on the rear of the building that do not obscure the architectural form of the building from the street will be acceptable.

If porches were present during the period of significance, a porch of the same dimensions must be retained to meet registration criteria. Changes in porch materials will not disqualify a dwelling in a district. Changes to the porch in combination with three other exterior changes visible from the street will render a dwelling in a historically significant district non-contributing. Otherwise the porch must be present, but can be altered in terms of roof line and materials.

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If the original exterior fabric is brick or stone, those materials must be visible. If the original exterior fabric is wood weatherboarding, then the application of aluminum siding or vinyl siding is generally allowed.

Buildings within the district will be determined non-contributing if they exhibit alterations in all three of the categories listed above: additions, porches, and exterior fabric. Changes in all three categories after the period of significance will give the building a modern appearance resulting in a loss of integrity of materials, design, and feeling.

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The dwellings must retain site integrity by demonstrating the same relationship to one another and any other site elements that they had during the period of significance. The lot sizes, the spaces between buildings, the setbacks of buildings from the street and the street widths and relative grades must be the same as it was during the period of significance. Vacant lots where dwellings stood during the period of significance will be considered non-contributing. Vacant lots which were vacant during the period of significance will not be considered non-contributing. Dwellings which were not standing during the period of significance will be considered non-contributing. Dwellings which have been converted to uses which have necessitated significant site disturbance will not be considered contributing.

Building Considerations

"Architectural form" refers to the dwelling's configuration during the period of significance.

Additions must be placed so that they do not obscure the architectural form of the building from the main public approach or view of the building. Buildings with additions which do obscure the architectural form from the main approach will not meet registration criteria.

Additions not visible from the main approach must reflect the scale of the architectural form in height, roof shape, and size of openings for windows and doors of original dwelling to meet registration criteria. Materials used on the exterior of the addition must be similar in texture and color to that of the main block of the dwelling to meet registration criteria. The square footage of the addition(s) must not be greater than or equal to the square footage of the dwelling during the period of significance.

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If the porch was an important element of the architectural form, it must be present. Porches must retain roof shape, but can reflect change in terms of materials such as the replacement of a wood floor with concrete provided that the original stone or brick foundation is retained. Wood posts may be replaced, provided that the replacement material retains the same form and scale as the original posts.

If the original exterior fabric is brick or stone, those materials must be visible. If the original exterior fabric is wood weatherboarding, then the application of narrow aluminum siding or vinyl siding which retain the scale of the weatherboarding is allowed for up to 50% of the buildings in the district. If the architectural style during the period of significance is usually found with ornamentation which has been removed from the dwelling, then the removal of all the detailing from more than fifty percent of the buildings in the district would create a situation in which the district would not meet the registration criteria.

The arrangement of windows and doors on the main facade must be the same as it was during the period of significance. Windows which have been converted to doors or vice versa and the closing of windows and doors after the period of significance will render a dwelling non-contributing if the dwelling also exhibits changes in the porch, exterior fabric, and additions.

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The survey of Mt. Sterling's historic resources began in the late 1970's when 150 properties were inventoried by Kentucky Heritage Council staff members.

In 1980, the Commercial Historic District, which includes the courthouse square and commercial buildings on North Maysville, East and West Main Streets, a total 63 buildings, was documented and listed on the National Register. In 1987-1988, the Kentucky Heritage Council provided matching funds to the Montgomery County Landmark Association for the nomination of approximately 250 residential properties in an 18-block area along West Main and North Maysville Streets. The area was listed on the National Register as the Northwest Residential District in 1989. The following two sites have also been listed on the National Register individually: The Church of the Ascension (MM-MS-62) in 1979 and the Keats Tabernacle Methodist Church (MM-MS-134) in 1983.

In 1989, the Kentucky Heritage Council awarded a matching grant to the Montgomery County Landmark Association to survey all unlisted resources in Mt. Sterling. In the fall of 1989 after a on-site windshield survey conducted by Karen Hudson, the KHC survey coordinator, the author of this document, and members of the Montgomery Landmark Association, the scope of the project was reduced to a survey of the buildings in the vicinity of East High Street, Harrison and North Queen Streets and to prepare a multiple property National Register nomination for a district and individual properties which meet National Register criteria, but which were located outside of any of the existing districts.

The survey of the proposed district followed the guidelines set forth by the Kentucky Heritage Council. For all pre-1940 buildings and structures within the project area, a KHC inventory form was completed and each property documented by black and white photography. A total 124 properties were inventoried during the survey, including 70 properties not previously surveyed.

An aerial photograph at a scale of 100 feet to the inch of the proposed district area along East High, North Queen, and Harrison was obtained from the Department of Transportation. The main buildings, outbuildings, and streets were traced onto vellum and street addresses, survey numbers, and National Register district numbers applied to create a base map.

The author also used several historical documents to assess changes in buildings, the earliest such work being the 1879 Beers and Lanagan Map of Mt. Sterling and Montgomery County. The 1929 Sanborn Insurance Maps were cross-referenced with the 1886, 1890, 1895, 1901, and 1908 Sanborn Maps to note when given buildings are first shown and subsequent changes in form. A 1931 map of Mt.

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Sterling's buildings drawn by Adolph Dietz was also used as a reference. The date in which a building first appears on one of these maps is noted on the individual survey form and on the Source Summary included in Section 7 of the East Mt. Sterling District.

The major sources for Mt. Sterling history are listed in the bibliography in Section H. Carl M. and Hazel M. Boyd's History of Mt. Sterling was consulted to construct an outline of the historical context for Mt. Sterling. Very little has been written about the development of the North Queen-Harrison Avenue area, the area proposed for listing.

To construct the history of the district and individual sites proposed for listing, the consultant and members of the landmark association began to trace the deeds on as many of the properties as possible. The names of individual owners were then cross-referenced with the late nineteenth and early twentieth century census manuscripts on microfilm at the University of Kentucky and Boyd's History of Mt. Sterling to learn the occupations of the people living in the proposed district so that the people could be related to the historical trends for Mt. Sterling.

From the Property Valuation Administrator's Office in the Montgomery County Courthouse, the current owners of the properties to be surveyed were obtained. Most of the properties' original owners were traced through the deeds. The grantor, grantee, and the price of the property transfer were noted on deed research forms which are attached to the survey forms. Helene Perkins, Alice Kilpatrick, Kate Prewitt, and John Prewitt, volunteers from the Montgomery County Landmark Association, did the most of the title searches.

The field work was done after a study of the Sanborn Maps and the late nineteenth century subdivision plats from the courthouse, and a review of the literature for themes. The approximate dates of the construction and the original configuration of the dwellings were known so that physical changes could be documented and the veracity of the current residents tested. Information about residents, developers, and occupations was gained as the deed and census research proceeded.

Within the proposed district, photographs were taken of the main facade of every principal building and outbuildings which appeared to be greater than 50 years of age. The photographs were keyed to the survey forms and a 3x5 copy attached to each form. The building types documented during the survey were described and categorized in a survey report for the Kentucky Heritage Council.

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