

United States Department of the Interior  
National Park Service

For NPS use only

National Register of Historic Places  
Inventory—Nomination Form

received JUL 17 1987  
date entered AUG 13 1987

See instructions in *How to Complete National Register Forms*

Type all entries—complete applicable sections

1. Name

historic Southern Railway Passenger Depot

and or common Southern Depot

2. Location

street & number 701 South Broadway not for publication

city, town Lexington vicinity of

state Kentucky code 021 county Fayette code 067

3. Classification

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: vacant

4. Owner of Property

name Cincinnati, New Orleans & Texas Pacific Railroad Co.

street & number 701 South Broadway

city, town Lexington vicinity of state KY.

5. Location of Legal Description

courthouse, registry of deeds, etc. Fayette County Clerk's Office

street & number 162 East Main Street

city, town Lexington state Kentucky

6. Representation in Existing Surveys

title Kentucky Historic Resources Inventory has this property been determined eligible? yes  no

date January 1987 federal  state county local

depository for survey records Kentucky Heritage Council

city, town Frankfort state KY.

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

The Southern Railway Depot is a massive, two-story, Georgian Revival style brick structure situated at a very visible point on the crest of a rise on the west side of South Broadway, eight blocks west of Main Street in Lexington, Kentucky. Three blocks north of the Depot is the western boundary of the South Hill National Register District. The area between this district and further west of the Depot is principally commercial in nature, a major portion being tobacco warehouses. Across Broadway and east of the Depot is the Reynolds Building, formerly offices for the Reynolds Tobacco Company which now houses art studios for the University of Kentucky, whose main campus is situated two blocks to the south of the Southern Depot. Directly across South Broadway from the Depot is the three-story Scott Hotel, which was constructed in ca. 1900. It has been a lively example of a "railroad hotel", one of the few surviving examples of this once common building type.

The Southern Depot with its salmon/yellow brick and irregular plan and composition has over the years become a Lexington landmark (Photo #1). Its Georgian Revival style is accented by colossal two-story brick pilasters, each having Ionic stone capitals. These pilasters separate individual or groups of bays. The main entrance is through a massive frame portico which is two-tiered with monumental stone columns resting on brick piers supporting the entablature and pedimented porch roof. The second story porch balcony, which is taller than the first story porch, has lost its original balustrade (Photo #2). The porch architrave and cornice, with small dentils beneath its crown, joins the identical building cornice and repeats on all sides of the structure. The southeast corner of the building is a large, multi-bayed, round projection with pilasters and stone courses repeating the pattern found on the main mass (Photo #3). Along the west side of the building, there originally was a porte cochere sheltering a side entrance to the depot and a porch supported by Ionic columns on brick piers that extended along three sides of the building. The northern half of this porch is all that remains on the east side of the building. It is completely gone at the north end and is intact, although in bad condition, on the west side, running along the railroad tracks (photos #4,5,6). The window sashes, surrounded by original framing, are one-over-one and appear to be original. The long hipped roof is interrupted only by three chimneys and two vent stacks arising on the back half of the building. The roof is clad with asphalt shingles. At present many of the windows are covered with plywood which, along with a good roof, has prevented any major water damage to this vacant building. The only later exterior construction occurred in the 1940's after a train "jumped the tracks" and damaged the northwest corner of the building. It was rebuilt to the original design, although the new brick is plainly visible.

The public area of the first floor as shown on the original plans (see attached "original" plans - Exhibit A) has been changed over the years to accommodate the needs of declining railroad passenger service. The waiting room is now divided with a concrete block wall. The original metal columns with their glazed terra-cotta Ionic capitals, which were in the original waiting room, are still in place, although one is encased in the later wall which has divided this space. The entrances from the foyer into the Depot have been closed-in. The partitions creating the "colored waiting room, ticket office, men's rest-room and vault" have been removed and a concrete block wall built to create other usage for this space. Most of the original six-paneled doors are intact as is a majority of the wooden beaded-board wainscotting. It is assumed that the original terrazzo floor

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1906-08 **Builder/Architect** H. Herrington, Paul Anderson, Arthur Giannini

### Statement of Significance (in one paragraph)

The Southern Railway Passenger Depot is significant as a remarkably intact early twentieth-century Georgian Revival style railroad station. It has experienced very few architectural changes and is a Lexington landmark with its highly visible location on South Broadway. It has the dubious distinction of being the last major railroad station standing in Central Kentucky. According to a 1906 newspaper article, the building was designed by H. Herrington; it was constructed in 1906-08. As Herrington was not a local architect, it is assumed he was an architect with or under contract to the Queen and Crescent and Southern Railway Company. Paul Anderson, who was a professor of engineering at State College (later the University of Kentucky) was appointed supervising architect and Arthur Giannini was involved locally as the staff architect for the construction company, Hendricks Brothers. This imposing structure retains much of its original woodwork, floors, windows, and doors; and although some of the first floor interior space has been redesigned over the years, the main mass of the building is unaltered. The Southern Depot is a fine example of a railroad station built during the period when this mode of transportation flourished and its stations reflected the success of the industry.

Although we cannot find information on the architect H. Herrington, it is known that Professor Paul Anderson had a distinguished career as a teacher of architecture and engineering at State College, later the University of Kentucky. Arthur Giannini, a prominent local architect, was, according to his obituary in the Lexington Herald dated November 7, 1935, "architect for the City Bank building, the Old Courthouse (which burned), the Security Trust Company, the McClelland Building, Purcell's, the Southern Depot, and many other Lexington landmarks". These architects combined their talents to produce a large and imposing Colonial Revival building which has been a Lexington landmark since its construction. From the period shortly before and after the turn of the twentieth century, Lexington saw the beginning of the Colonial Revival style being introduced into the area, principally in residential construction. As far as can be determined, there were very few commercial or public buildings constructed in this revival style during this period. Most of the commercial buildings were still being designed after the Italianate style or the newer Beaux Arts school. The only other public building remaining in this Georgian Revival style is the 1906 Lexington Public Library.

Lexington, which is the second largest city in Kentucky and a county seat, has been involved with the railroad industry from the first half of the nineteenth century. From the 1830's, railroads were essential to the economic prosperity of Lexington, since it depended on them for the flow of agricultural goods, manufactured products, passengers, and later, coal. Kentucky's first railroad, the Lexington and Ohio Railroad Company, was incorporated in 1830 and was completed from Lexington to Frankfort in 1834. The Frankfort to Louisville section was not completed until 1852. Their depot was built in 1835 at Water and Mill Streets in Lexington, and the building was razed in 1959. The Southern Railroad was completed into Lexington in 1877, and that company built a depot near the site of the

## 9. Major Bibliographical References

Lancaster, Clay. Vestiges of the Venerable City. (Lexington: The Lexington-Fayette Co. Historic Commission, 1978, pp. 153-154).

Segoe, L. Comprehensive Plan for Lexington and its Environs. (Lexington: City Planning and Zoning Commission, 1931.)

(see continuation sheet)

## 10. Geographical Data

Acreeage of nominated property .27

Quadrangle name Lexington West, Kentucky

Quadrangle scale 1:24,000

### UTM References

A 

1	6	7	1	8	4	8	10	4	2	1	3	3	10	10
Zone		Easting				Northing								

B 

Zone		Easting				Northing								

C 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

D 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

E 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

F 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

G 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

H 

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

### Verbal boundary description and justification

SEE CONTINUATION SHEET

### List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

## 11. Form Prepared By

name/title Richard s. DeCamp, Executive Director

organization Lexington-Fayette Co. Historic Commission date April, 1987

street & number 253 Market Street

telephone (606) 255-8312

city or town Lexington

state Kentucky

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

*David L. Meyer*

title STATE HISTORIC PRESERVATION OFFICER

date 7-13-87

### For NPS use only

I hereby certify that this property is included in the National Register

Entered in the  
National Register

date 8-13-87

*John A. Brown*  
Keeper of the National Register

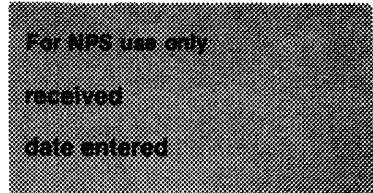
Attest:

date

Chief of Registration

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**



Southern Railway Passenger

**Continuation sheet** Depot, Lexington, KY.

**Item number** 7

**Page** 2

is still under the "indoor-outdoor" carpeting which is now in the former public areas of the Depot. The stairhall on the south side of the building has the original Colonial Revival style half-turn with landing staircase with a large square newel post, turned balusters and a closed stringer. The space in the back half of the first floor remains almost intact as originally designed.

The second floor, which housed the railway offices, has been relatively unchanged over the years. The main front room has the original doors to the porch balcony and off this space are two partially round rooms which conform to the round exterior design on the north and south side of the principal mass (photos 10,11). All these rooms and most of the others on this floor are covered with beaded tongue-in-groove panelling, much of it still unpainted. The long hall has offices which are partitioned by walls of wood panels and transparent glass above (Photo #12). Except for the two offices on the south side in which the paneling has been somewhat damaged, this floor is intact. A portion of the wall in an office at the northwest corner of the building is relaid in concrete block as a result of the train which hit that end of the building (Photo #13). The original wood floors are in place, although covered with vinyl tiles, as well as doors and window sash. The third floor houses the steel joist, rafters, and trusses.

Despite the deterioration due to neglect, it does not detract from the original appearance of this building. Even with the change in routing of South Broadway to accommodate a railroad underpass in front of the depot, the integrity of the site remains intact principally due to its location next to the still active tracks, which at the present time serves twelve freight trains per day. Plans are presently underway by private investors to do a certified rehabilitation of the Southern Depot for an adaptive re-use.

---

**Significance**

**Item number 8**

**Page 2**

---

present station. This building was gutted by a fire in 1906, although the new and old depots are shown on the 1907 Sanborn Insurance map. The downtown depot, Union Station, was designed by the architectural firm of Richards, McCarty and Bulford of Columbus, Ohio, in the Beaux Arts style to accommodate three of the four railroad lines that served Lexington. Located at the intersection of East Main Street and the Harrison Street Viaduct, Union Station was demolished in 1960. The four lines serving Lexington at that time were the L & N (Louisville and Nashville), the C & O (Chesapeake & Ohio), the Kentucky Central Railroad and the Southern Railway. The 1906-08 Southern Railway Passenger Depot is the only building remaining to attest to Lexington's association with this mode of transportation for over 150 years. The Southern Railway was the most important line in Lexington from the point of passenger train service and through freight movement. The Southern was the only railroad whose main line came through Lexington, all the others being branch lines. By 1930, the Southern had sixteen daily passenger trains operating in both directions over this line, attesting to the use and importance of the Southern Railway Depot.

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

date entered

Southern Railway

**Continuation sheet** Passenger Depot, Lexington, KY **Item number** 10-Verbal Boundary **Page** 2

The boundary of the Southern Railway Passenger Depot is shown as the thick-black line on the accompanying map entitled, "Preliminary Site Plan: Southern Railway Company". Included within these boundaries is the major portion of the proposed landscape and parking plans which features the proposed new entrance. This boundary includes enough of the railroad property to retain the principle visual impact of the building which is seen when traveling in a southeasterly direction on South Broadway. The benchmark (Point A) of the boundary is at the property line of new South Broadway and Hayman Avenue where it runs northwest for 110 feet to point B; it then runs for 80 feet to the southwest to point C; it then runs southeast along the edge of the railroad tracks for 120 feet to point D where it runs northeast for 125 feet to the point of origin (Point A).

---

**Major Bibliographical References**

**Item number** 9

**Page** 2

---

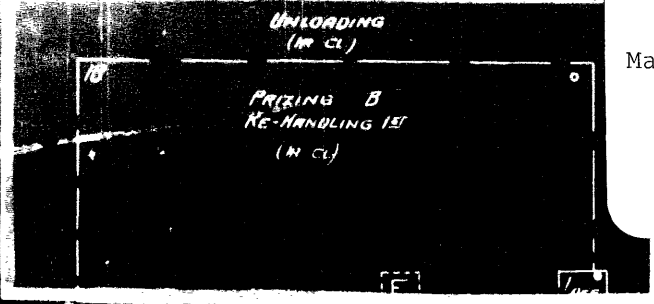
Newspaper articles, Lexington Herald, 8/23/06 and 3/10/08.

Southern Railway Passenger Depot  
Lexington, Kentucky

Sanborn Insurance Map  
University of Kentucky

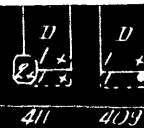
Date: 1907  
Scale: 1"=50'

Map 1 of 3



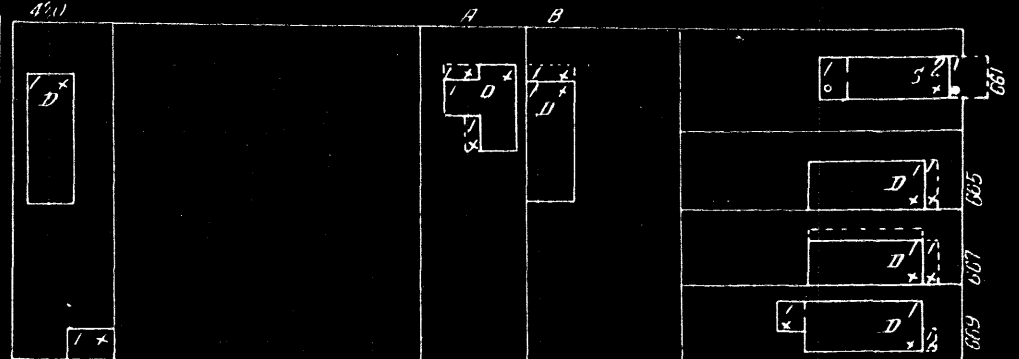
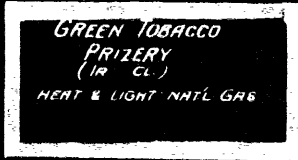
SILAS SHELBURN & SON - TOBACCO W. HO.

NIGHT WATCHMAN IN SEASON HEAT & LIGHT NAT'L GAS - NO FIRE APP'S



HAYMAN

AV.



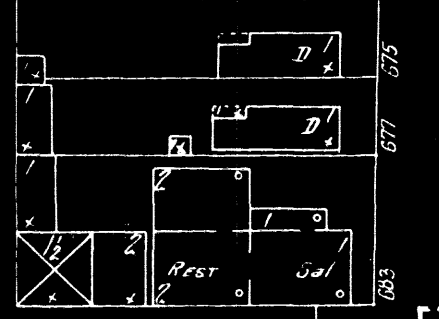
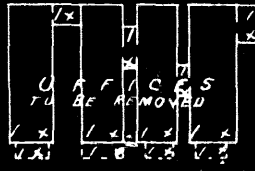
439

25'

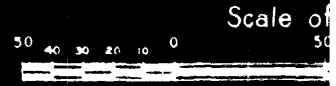
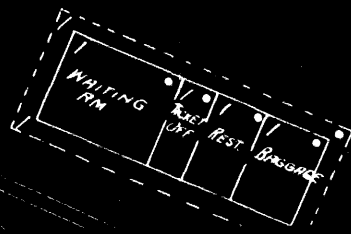
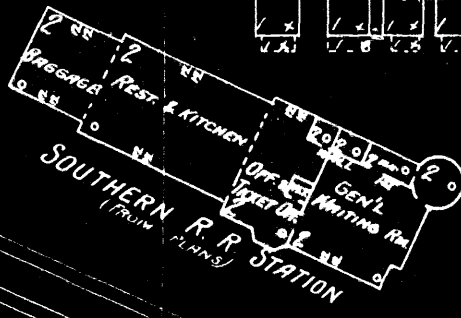
6

MAGAZINE

25'



ROOSEVELT



Scale of 1"=50'

Southern Railway Passenger Depot  
Lexington, Kentucky

Sanborn Insurance Map  
University of Kentucky

Date: 1934  
Scale: 1"=50'

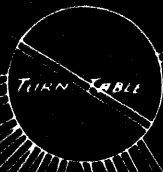
Map 2 of 3



213

CO. Fed.  
PRYOR W. HO  
N°16  
CAP'Y 1000  
HOUSHEDS

1000  
HO



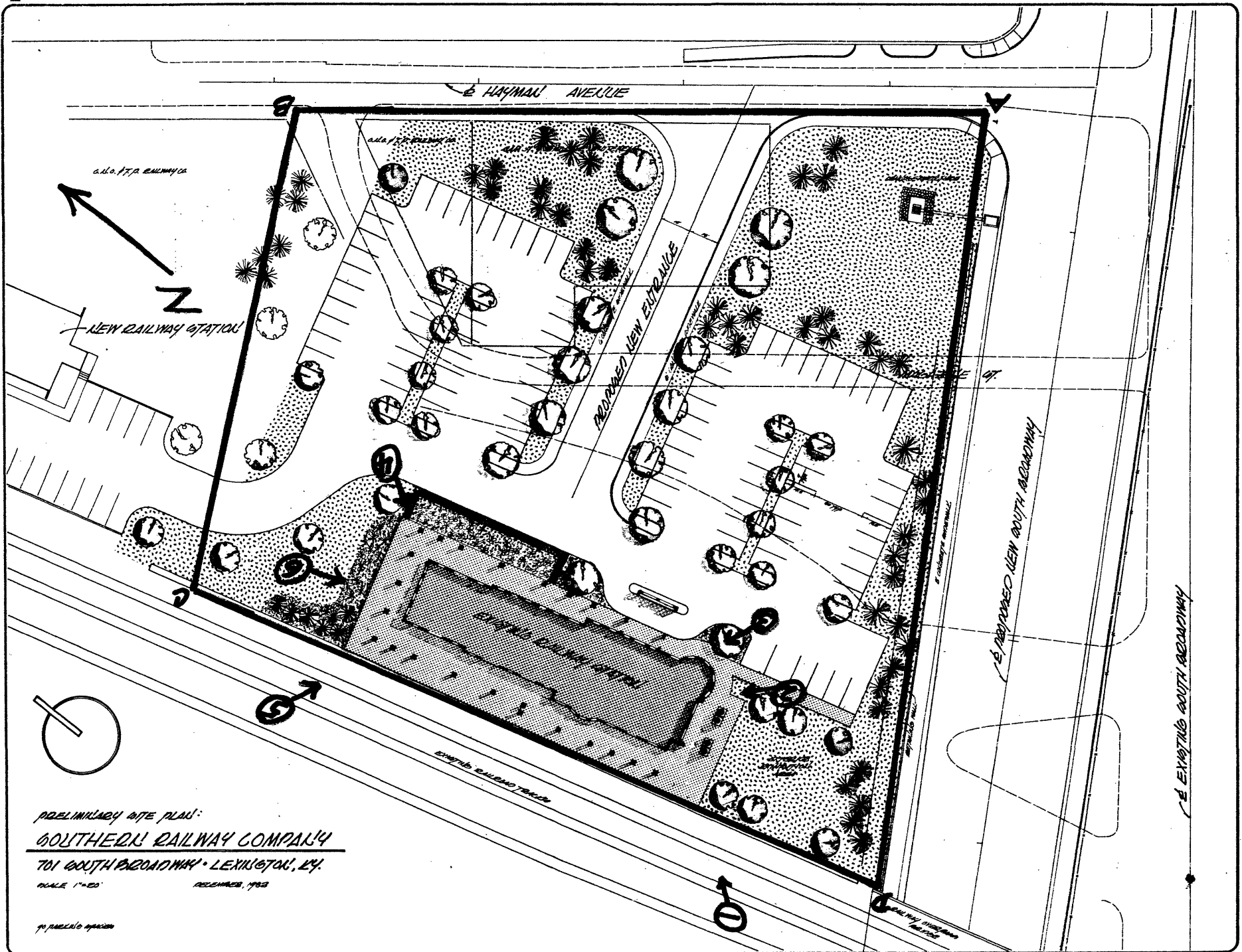
SOUTHERN RY SHOPS  
Admission Refused

AV. G. F. VAUGHN TOBACCO CO  
TOBACCO REDRYING & REMANUFACTURING

DRYER

WATCHMAN NO CLOCK  
AUTO SPRINKS IN  
KPS & NOSE AS SHOWN



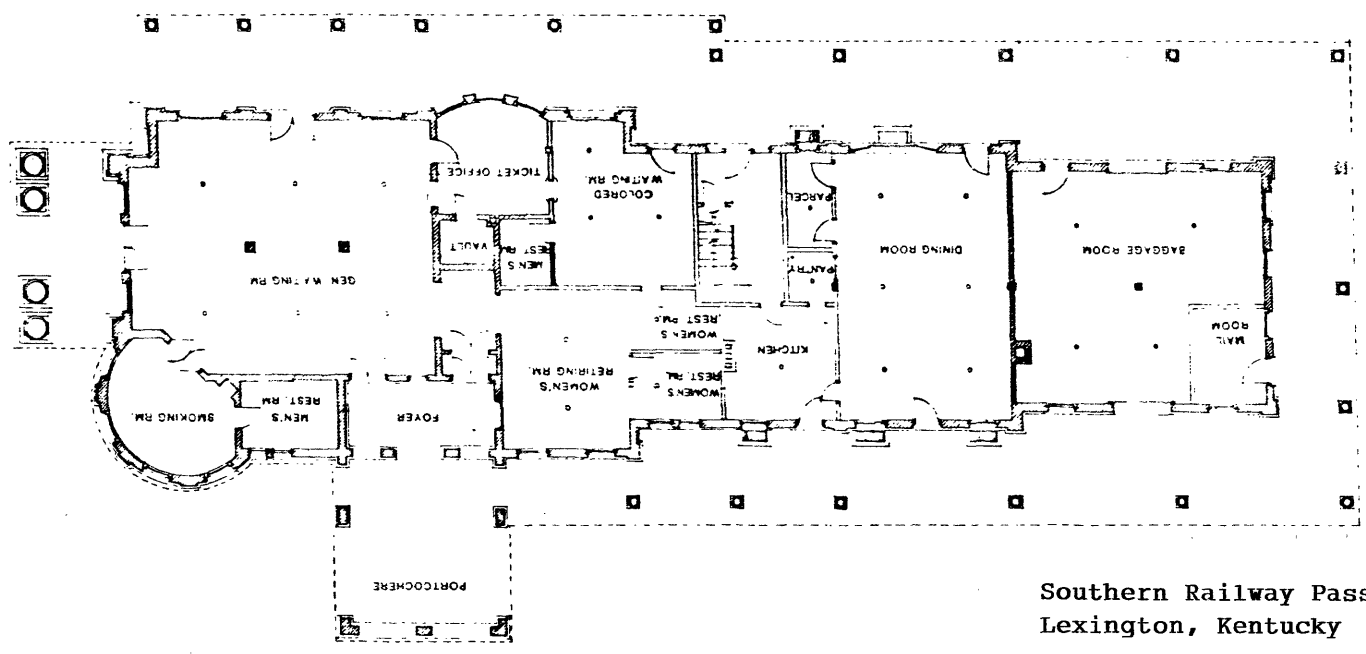


PRELIMINARY SITE PLAN:  
**SOUTHERN RAILWAY COMPANY**  
 701 SOUTH BROADWAY • LEXINGTON, KY.  
 SCALE 1"=20'      DECEMBER, 1953

PROPOSED SITE PLAN AND PHOTOGRAPHIC KEY  
 SCALE 1"=20'

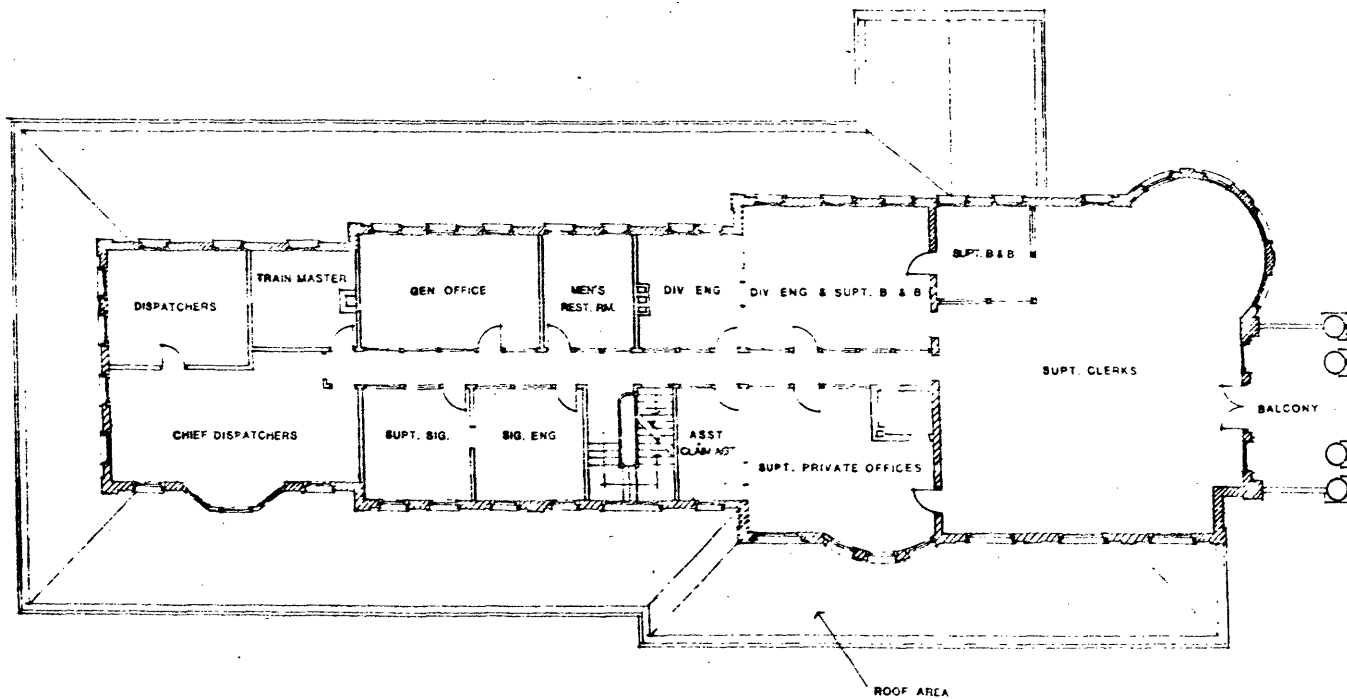
0 5 10 20

FIRST FLOOR PLAN (ORIGINAL)

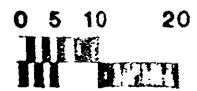


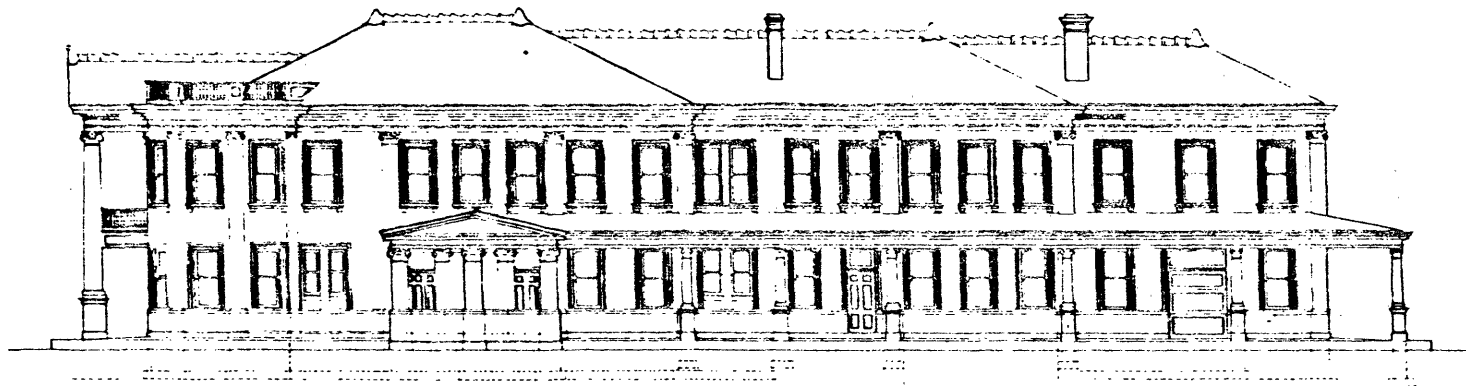
Southern Railway Passenger Depot  
Lexington, Kentucky

Exhibit A - First Floor Plan (Original)  
Second Floor Plan (Original)  
East, North, South Elevations  
Longitudinal Section and  
West Elevation



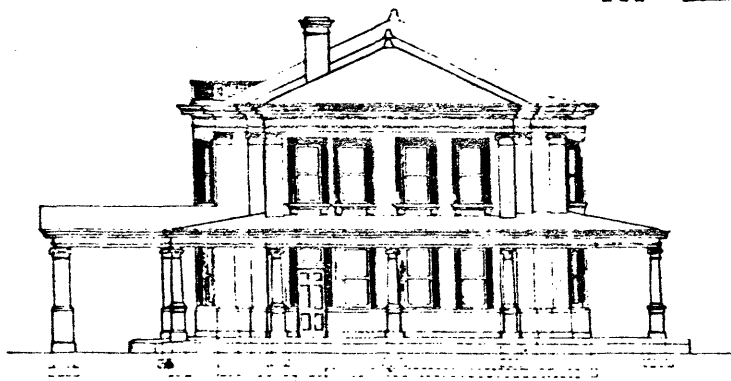
SECOND FLOOR PLAN (ORIGINAL)





EAST ELEVATION

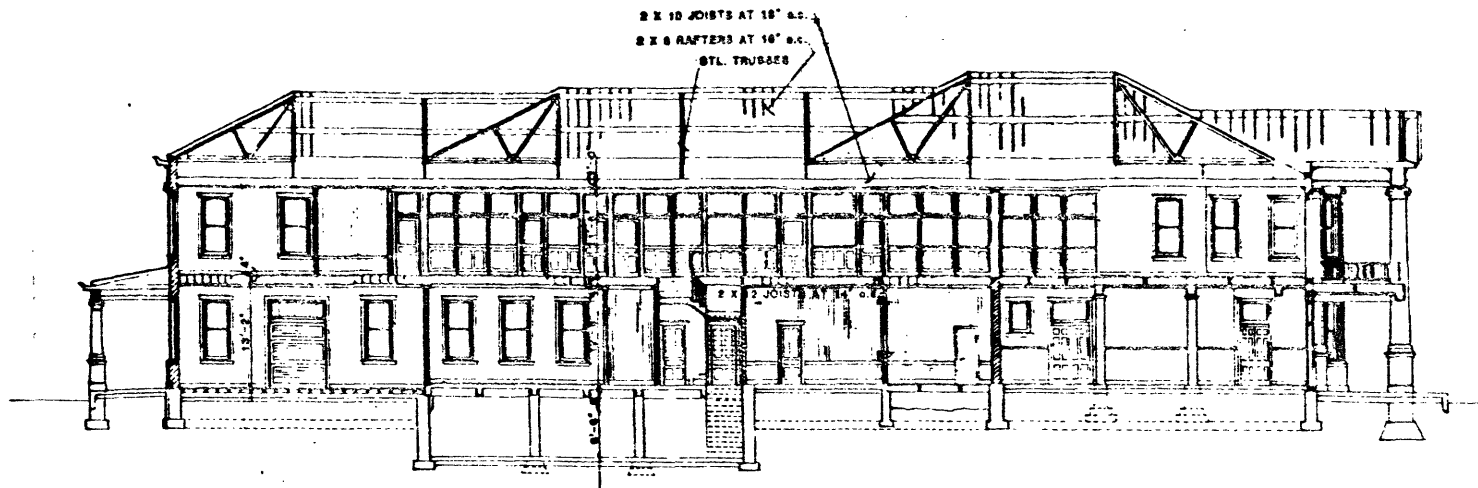
0 5 10 20



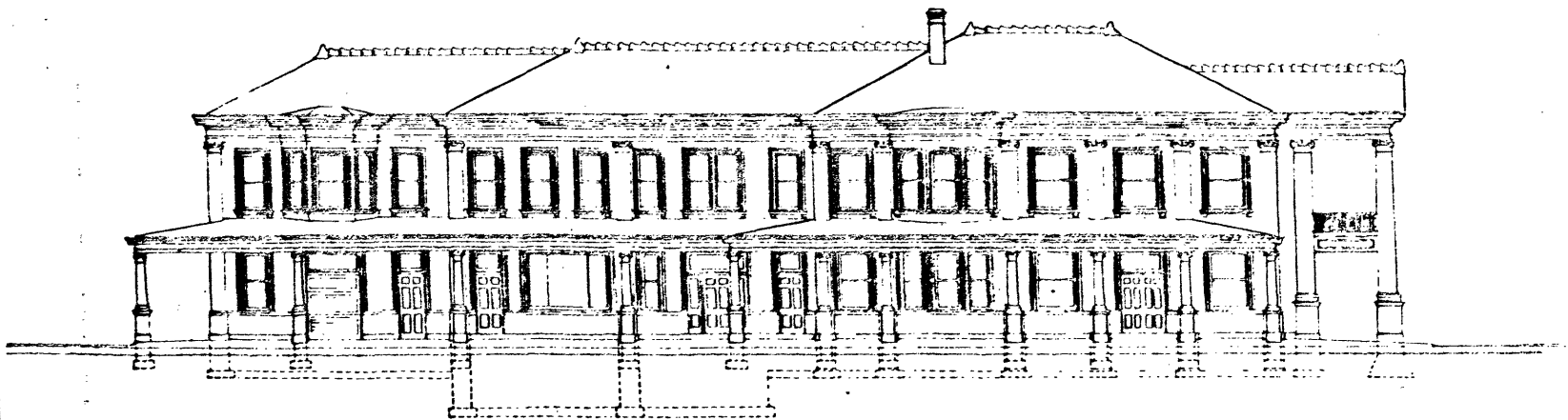
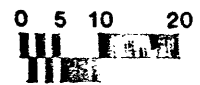
NORTH ELEVATION



SOUTH ELEVATION



LONGITUDINAL SECTION



WEST ELEVATION