

PH0660507

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JAN 16 1978
DATE ENTERED JUN 15 1978

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Corbin Louisville and Nashville Railroad Depot

AND/OR COMMON

Same

2 LOCATION

STREET & NUMBER

Lynn Avenue

NOT FOR PUBLICATION

CITY, TOWN

Corbin

CONGRESSIONAL DISTRICT

05

VICINITY OF

STATE

Kentucky

CODE
021

COUNTY

Whitley

CODE

235

3 CLASSIFICATION

*Senior Citizens Center

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

DISTRICT

PUBLIC

OCCUPIED

AGRICULTURE

MUSEUM

BUILDING(S)

PRIVATE

UNOCCUPIED

COMMERCIAL

PARK

STRUCTURE

BOTH

WORK IN PROGRESS

EDUCATIONAL

PRIVATE RESIDENCE

SITE

PUBLIC ACQUISITION

ACCESSIBLE

ENTERTAINMENT

RELIGIOUS

OBJECT

IN PROCESS

YES: RESTRICTED

GOVERNMENT

SCIENTIFIC

BEING CONSIDERED

YES: UNRESTRICTED

INDUSTRIAL

TRANSPORTATION

NO

MILITARY

OTHER: *

4 OWNER OF PROPERTY

NAME

City of Corbin

STREET & NUMBER

302 North Main Avenue

CITY, TOWN

Corbin

VICINITY OF

STATE

Kentucky

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Whitley County Courthouse

STREET & NUMBER

CITY, TOWN

Williamsburg

STATE

Kentucky

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Survey of Historic Sites in Kentucky (Supplement)

DATE

1975

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Kentucky Heritage Commission

CITY, TOWN

Frankfort

STATE

Kentucky

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input 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 L & N Depot (see photo 1) is on the east side of Lynn Avenue in Corbin, Kentucky. The City Hall is one block northwest, and the depot's location is on the fringe of the town's busiest section. This building, erected in 1908, faces east toward multiple railroad tracks running on a north-south axis, beyond which is a narrow, undeveloped strip.

An ample, two-story structure, the depot has a width of eighteen bays on the main (east) facade. Fenestration, however, is asymmetrical. The frame construction rests on a high concrete foundation, and due to the westward slope of the site, the basement is fully exposed at the rear (see photo 3).

Pavilions of slight projection, emphasized by paneled corner pilasters, are at either end of the east and west sides. A multi-hipped roof with French tiles and hip rolls covers the structure. The widely flaring eaves and a continuous boxed cornice are supported by long, narrow brackets. Protruding from the roof's center on the east is a flat-topped, hipped-roof dormer with four sash windows. A two-story, one-bay wing on the south (see photo 1) is also treated with corner pilasters and is capped with a tile-covered hipped roof that has flaring eaves of equal projection.

The centered entrance on the east is sheltered by a one-story porch. Its corner posts continue above the flat roof to a height of two stories. They and two additional posts uphold a second and higher shelter that extends to the railroad tracks (see photo 2).

To the immediate south is an open shelter composed of five king posts with brackets supporting a shed roof (see photos 1 and 4). Further south is the former L & N Express Office. Constructed in 1909, this is a one-story, eight-bay building that employs the same construction materials as the Depot (see photo 4).¹

The Depot is in fair condition externally. Its interior has been substantially altered to serve as a Senior Citizens Center.

¹Because of its deteriorated condition, the express office is not being included in the nomination.

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 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 1908

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The entry of the railroad into eastern Kentucky in the late 19th and early 20th centuries saw the founding and expansion of numerous towns in the region. The small community of Corbin (previously known as Lynn Camp), located in the southeastern section of the state in the foothills of the Appalachians, owes its development to the Louisville and Nashville Railroad, which extended its line from Livingston, Kentucky, to Corbin in 1882. By the later part of the century the town had become a hub from which four of the L & N's branches radiated, including the Cumberland Valley Division, the Knoxville Division, the Cincinnati Division, and the Louisville Division (Castner; Blair). The life of Corbin in many respects can be said to have revolved principally around the railroad, with the depot serving as a natural focal point of that activity.

The L & N, chartered in 1850, commenced regular operation of trains in 1859. After the Civil War, the company embarked upon a program of expansion through both construction and acquisition. The railroad was particularly interested in southeastern Kentucky, known to be rich in coal. Surveys were conducted during the war for the extension of the Lebanon branch into the area and by 1870 it had run a line as far as Livingston. By 1882, it had reached Corbin. A depot was likely constructed around that time.

"In April 1886," wrote John Tilford, former president of the L & N, "a start was made from Corbin, Kentucky, toward the coal fields of eastern Kentucky. This became the Cumberland Valley Division, the southern branch, eighty-seven miles, having been completed to Norton, Virginia in May 1891. That line was built through Cumberland Gap, the gateway used by Daniel Boone and other pioneers emigrating from Virginia over the Wilderness Trail to establish settlements in 'Kentuck'" (Tilford, p. 17). In the first decade of the 20th century, other lines were acquired or built that gave the railroad access to such coal-rich counties as Perry and Letcher (Ibid., pp. 18-19).

As the branches were extended by the L & N south and southeast, Corbin was to become important as a service center for the surrounding region. In 1891 the L & N

(continued)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Cotterill, R. S. "Early Railroading in Kentucky." Register of the Kentucky Historical Society. Vol. 17 (1919), pp. 55-62.

Herr, Kincaid A. Louisville and Nashville Railroad 1850-1963. Louisville: Public Relations Department, L & N, 1964 (originally published 1943).

(continued)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .17 acres

UTM REFERENCES

A

1,6	7,5,8	6,4,5	4,0,9,2,7,8,0
ZONE	EASTING	NORTHING	

B

ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

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

Gloria Mills, Historian; Daniel Kidd, Architectural Historian

ORGANIZATION

Kentucky Heritage Commission

DATE

November 1977

STREET & NUMBER

104 Bridge Street

TELEPHONE

(502)564-3741

CITY OR TOWN

Frankfort

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

Edward W. Melton

TITLE State Historic Preservation Officer

DATE 1-10-78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

Walter Cole

DATE

6-15-78

DATE

6-15-78

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NATIONAL PARK SERVICE

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Corbin Louisville and Nashville Railroad Depot

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purchased sizeable parcels of land in Corbin and shortly began construction of a roundhouse and other buildings, which were completed in 1893 and located a short distance from the depot (Herr, p. 119). Prior to that time, the mechanical facilities of the Cumberland Valley Division had been located at Shawnee, Tennessee. (Corbin still maintains a large locomotive shop complex for the maintenance of cars used in the coal field region.)

As the activities of the L & N in Corbin increased over the years, it became necessary to construct a more sizeable depot building to accommodate necessary additional office space. The present two-story depot was built in 1908. Additions were made in 1921 and 1928 (Castner).

Although passenger service to Corbin was discontinued in 1968, the L & N continued to operate divisional offices in the building until 1975, at which time it was sold to the city. The first floor of the structure is presently serving as headquarters for Corbin's Senior Citizens. Plans are being developed for alternative uses for the remaining space.

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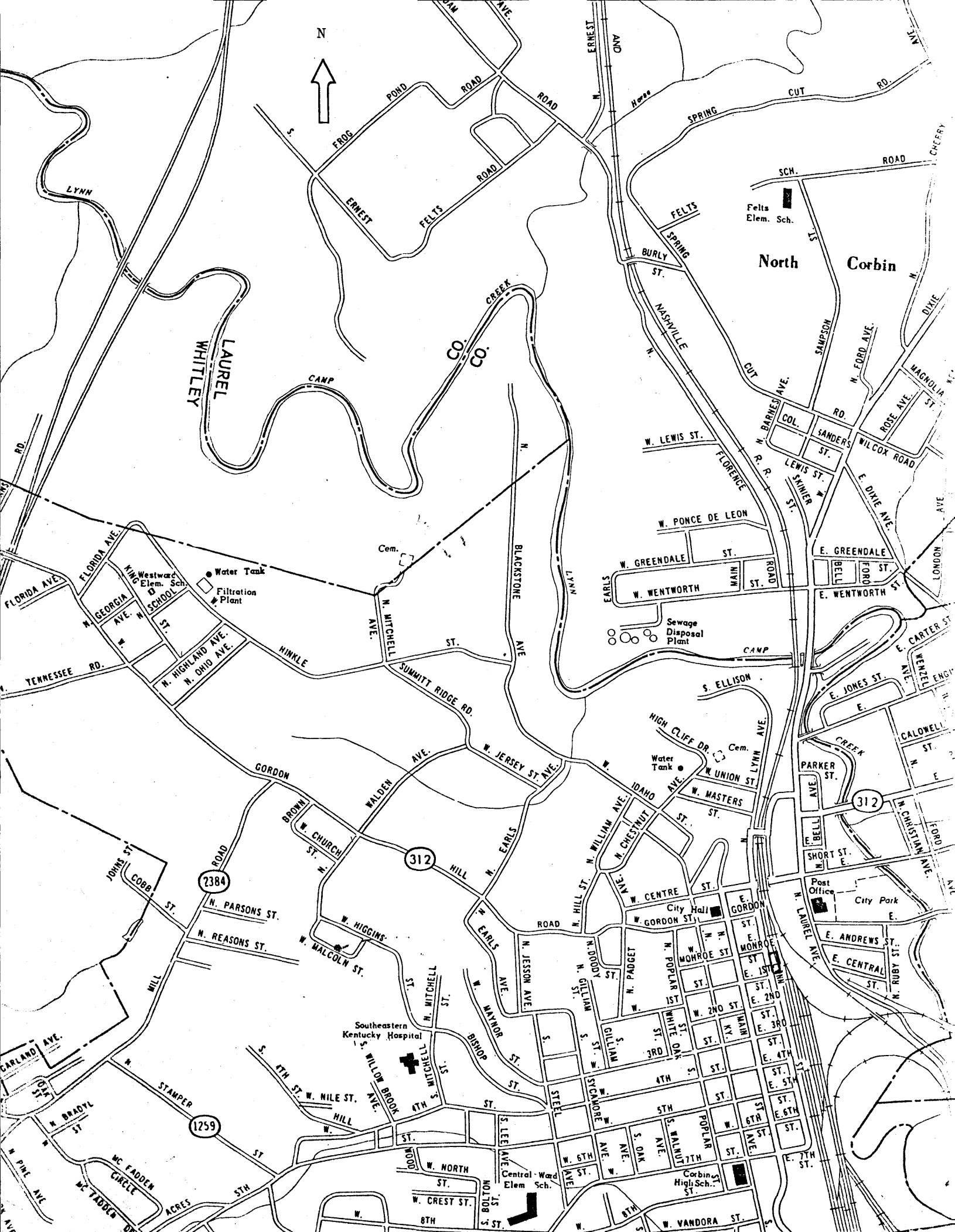
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Klein, Maury. History of the Louisville and Nashville Railroad. By the Author, 1972.

"L & N." (Pamphlet), 1950.

Tilford, John E. " 'L & N' Its First 100 Years." New York: The Newcomer Society in North America, 1951.

Additional information provided by Mr. Robert A. Blair, President of Cumberland Falls Preservation Association, Inc.; Charles Castner, L & N Public Relations Officer, Louisville; Mayor R. C. Miller, Corbin; Betty Joe Perkins, City Clerk.



Corbin L & N Depot JUN 15 1978
Whitley County JAN 16 1978
Kentucky

Kentucky Dept. of Transportation,
Bureau of Highways, Division of
Planning. 1" = 1000'

Map 2. Depot outlined in red.

CORBIN

AND
ENVIRONS

PREPARED BY

KENTUCKY DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS
DIVISION OF PLANNING

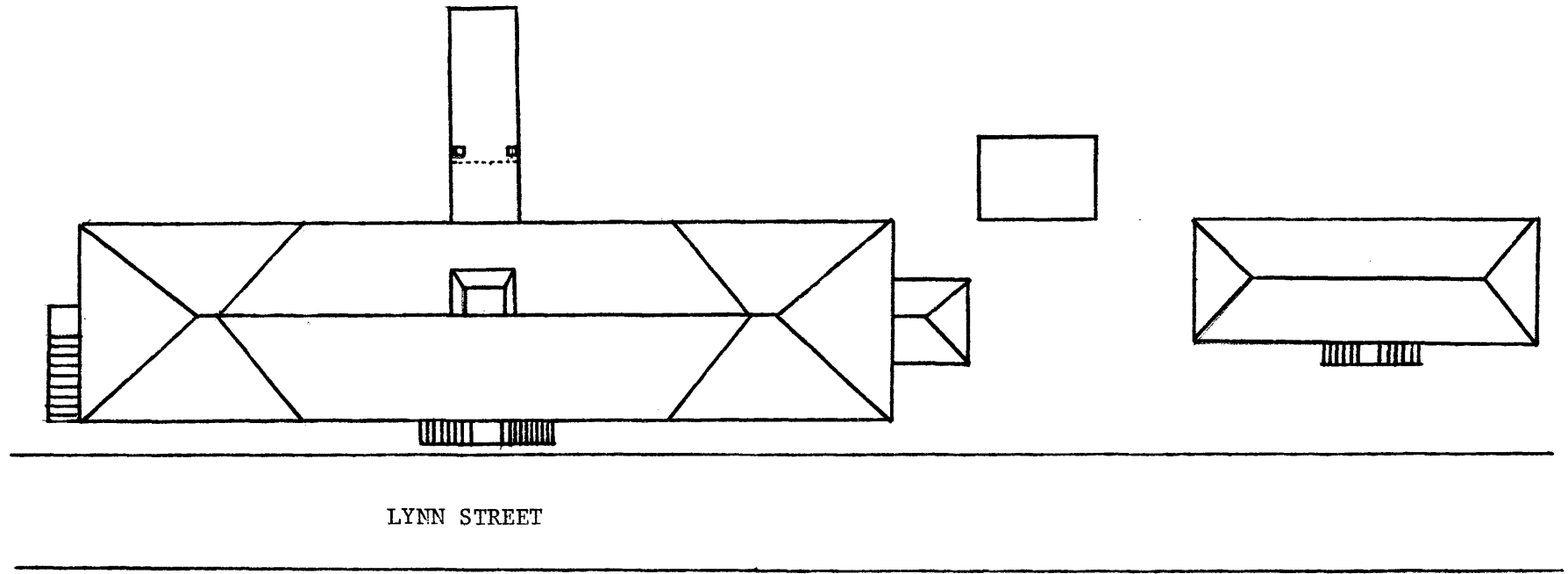
IN COOPERATION WITH

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



BASE - MAP BY U.S. GEOLOGICAL SURVEY

GENERAL LOCATION OF
CORBIN, KY. LONG. W. 85° 42' MAP COMPILATION BY:
F. G. TERRELL



L&N RAILROAD DEPOT
CORBIN, WHITLEY COUNTY, KENTUCKY

SITE LOCATION
NO SCALE



Corbin L & N Railroad Depot
Whitley County
Kentucky **JAN 16 1978**

Sketch Plan, 1977
Dan Kidd **JUN 15 1978**
No Scale.
Map 3. Site Location.