

PH0503509

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY
RECEIVED AUG 31 1977
DATE ENTERED MAR 29 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

Baughman's Mill and Stanford Railroad Depot ~~Historic District~~

AND/OR COMMON

Same

2 LOCATION

STREET & NUMBER

Depot and Mill Streets

NOT FOR PUBLICATION

CITY, TOWN

Stanford

CONGRESSIONAL DISTRICT

05

STATE

Kentucky

VICINITY OF

CODE
021

COUNTY

Lincoln

CODE

137

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER: Vacant

4 OWNER OF PROPERTY

NAME

L & N Railroad/Baughman's Mill Inc.

STREET & NUMBER

908 West Broadway/208 Mill Street

CITY, TOWN

Louisville/Stanford

VICINITY OF

STATE

Kentucky

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Lincoln County Courthouse

STREET & NUMBER

CITY, TOWN

Stanford

STATE

Kentucky

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Survey of Historic Sites in Kentucky and (Supplement)

DATE

1971 and 1973

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Kentucky Heritage Commission

CITY, TOWN

Frankfort

STATE

Kentucky

7 DESCRIPTION

CONDITION

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Situated in the southern region of the Bluegrass, Stanford remains the county seat of Lincoln County, one of the three original counties of Kentucky. The community is located equidistant between Louisville to the northwest and Cumberland Gap to the southeast, each approximately one hundred miles away. The surrounding topography is most appealing; consisting of high, rolling tablelands. Located near the L & N tracks stand two interesting structures which constitute this small historic district. The Stanford depot and Baughman's mill represent a more active period of railroading and commercial ventures within this community.

Serving the community since 1911, the existing Louisville and Nashville Railroad Depot is located at Mill and Depot Streets. The structure is of frame construction and is basically rectangular in shape. Constructed on a gentle slope, the depot rests on a red brick foundation laid in common bond. The front side or that side facing the tracks is at grade, while the rear foundation wall extends upwards approximately eight feet from the pavement on Depot Street. The solidarity of this rear wall is broken only by openings for two doors and a window in the central section, and a third door at the eastern end of the structure (see photo #1).

The architecture of this one-story depot is characteristic of the more highly stylized L & N railroad depots constructed just after the turn of the century. Although somewhat longer, the design of the Stanford depot is basically similar to the Shelbyville L & N depot, which was placed on the National Register on June 20, 1975. The basic rectangular plan of the Stanford depot is broken only by the extension of the Stationmaster's office. Although not the typical bay window so commonly seen on railroad depots, this extension toward the tracks served the same function, that of allowing railroad personnel within the depot to obtain a better view of approaching and departing train operations.

The exterior of the entire depot has been treated uniformly on all sides with an attractive combination of narrow tongue-and-groove paneling and weatherboarding. The bottom portion of all exterior walls are covered with a relatively standard width of matchboard paneling which extends to window sill level. Beneath this vertical paneling is a wide horizontal baseboard which extends the entire perimeter of the depot (see photo #1). Extending from window sill level to the level of the window lintels, the structure is covered with standard weatherboarding. Above this vertical matchboard paneling resumes as a wallcovering (see photo #2). This is an interesting treatment requiring extra construction time for the sole purpose of appearance only. The lines of the sill and lintel are delineated along all four facades by decorative horizontal bands of moulding. The horizontal continuity of the central band of weatherboard is broken primarily by the placement of long, narrow windows. Doors for both freight and public access also cut through the weatherboard however. Windows are double hung with lights arranged in a four-over-four pattern. The vertical lines of these windows are further accented by the placement of moulding strips which flank

(continued)

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 checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES Depot: 1911, Mill: 1880 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The mill and depot complex represent two facets of Stanford's past which are now virtually nonexistent. Flour is no longer milled here and railroad passenger service has been discontinued. The primary significance of the depot lies in its specific type of architecture and the fact that the small town railroad depot is rapidly disappearing from the American scene. It has been estimated that 20,000 railroad stations are still standing in the United States, which is less than one-half of those remaining twenty years ago (United States Department of the Interior, 1974:2). Railroads across the country now view these facilities as liabilities, having no real use for them following the rapid decline of passenger service. They are being lost at an alarming rate. Constructed in 1911 at an original cost of \$11,939, the Stanford depot must be seen as a vestige of a once prosperous operation of passenger service on the L & N railroad. This building allowed a new mobility for the local residents and was a central point of cultural activities for the county seat community.

The division of the railroad serving Stanford was completed in 1866. Prior to this, during the period of construction of the extension east of Lebanon, General Ambrose E. Burnside was in command of the Federal forces in Kentucky. He would make a contract between himself and the railroad for a supply of tools and labor to be used at stipulated prices. The Civil War would directly affect this arrangement, leaving the railroad to proceed with its construction as best it could without governmental assistance. Once complete, local residents were soon to witness thousands of tons of coal being hauled out of the eastern Kentucky coalfields and distributed throughout the county.

The Stanford L & N Depot remains as another of a quickly disappearing vestige of an earlier period on the Louisville and Nashville railroad and the culmination of rail passenger service in the State.

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9 MAJOR BIBLIOGRAPHICAL REFERENCES

Gideon, Sigfried. Space, Time and Architecture. Cambridge: Harvard University Press, 1973.

McKee, Harley J. Introduction to Early American Masonry. Washington: National Trust for Historic Preservation, 1973.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2 acres

UTM REFERENCES

D	1,6	70,637,0	4,15,608,0	A	1,6	70,651,0	4,15,61,0,0
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
B	1,6	70,651,5	4,15,607,5	C	1,6	70,638,0	4,15,601,2
	ZONE	EASTING	NORTHING		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

Rick Wilson, Historic Archaeologist

ORGANIZATION

Kentucky Heritage Commission

DATE

December 1976

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

Eldred W. Weston

TITLE State Historic Preservation Officer

DATE

8/29/77

FOR NPS USE ONLY

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

ATTEST:

W. Whittaker
Walter Cole

DATE

3 29 78

KEEPER OF THE NATIONAL REGISTER

DATE

3.26.78

KEEPER OF THE NATIONAL REGISTER

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CONTINUATION SHEET

ITEM NUMBER 7

PAGE 2

both sides of each (see photo #2). The central section of the depot is extended approximately one foot to the rear, and displays four pairs of such windows with two spaces independently in the middle. Two windows are placed at the eastern end, while the structures corresponding western end has both a door and a non-uniform window. The facing of the door is fashioned from narrow, tongue-and-groove paneling arranged at an opposing 45 degree angle from the central vertical axis, creating a herringbone effect. Superimposed over this paneling is standard flat trim arranged in a fashion which creates the appearance of four rectangular recessed panels. Unusual is the window at this end, for although it is framed from the standard sill-to-lintel level with vertical moulding, it extends only from the level of the lintels down to the level of the top of the aforementioned door. This window is divided into four equal vertical lights, which at the present remain broken (see photo #1).

The trackside facade displays more complexity than any of the other three as a result of its basic necessary functions. One must view this facade as the side where almost all activity took place, and where the depot was able to serve its primary objective. To the east of the advanced Stationmaster's office was the general waiting room, having interior dimensions of 22' x 26', and the ladies' waiting room, at the far eastern end of the depot, measuring 18' x 21'. The ladies' waiting room is currently used as an office and has a large freight door at the eastern end. Between this door and another further west is a single window, similar to those used throughout the rest of the depot. Two windows are present at the front of the Stationmaster's office, while two pairs flank each side of the panel door leading into what was originally the Negro waiting room. To the west of this section is the baggage room measuring 18' x 22'. A freight door and three independent windows interrupt the horizontal lines of the clapboard on this section of the facade.

Adding a great deal of charm and visual interest is the gable-on-hip red tile roof which is supported by stylized brackets under the eaves. The end gables are extended over the hip and contain louvered vents arranged in a semi-circular pattern and divided by a recessed rectangular panel (see photo #2). This characteristic also occurs over the hip on the Stationmaster's office but is not divided (see photo #3). Ornate red barrel tile is used on all roof angles and on the central ridge. Two brick chimneys break through the roof and are corbelled outward. The entire perimeter of the depot roof has a gutter which has been disguised to look like a fascia board. Downspouts drop from this gutter at five random locations.

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ITEM NUMBER

7

PAGE

3

Overall, the Stanford L & N Depot is very attractive--the railroad's buff color predominating, offset by the red tile roof and white trim.

Located just southwest of the railroad depot, stands the Baughman mill, a three-and-one-half-story brick structure laid up in American bond. Situated close to the railroad tracks for convenience of shipping, the flouring mill is located above Main Street on a small street which would later be named for the mill.

Resting on a brick foundation, the major mill building measures 40 feet by 35 feet, having a full basement and an attic with considerable space. The eastern or gable end has three bays, while the facades which run parallel to the ridgeline have four (see photo 4). The wall is punctuated on the gable ends with vertical bands of advanced brick at the corners and between the bays. The exterior brick wall is load bearing and the interior space has been intermediately supported and divided into different floors by massive chamfered posts. On the southeast corner of the structure is a massive, industrial brick chimney which is flush with the wall planes and extends slightly above the ridgeline.

The gable roof is covered in raised-seam metal with overhanging eaves having no ornamentation (see photo 5). Windows have lights arranged in a six-over-six pattern with rock-faced stone sills and segmental window heads. On the eastern, gable end facade there are arched label molds formed by advanced courses of brick.

To the rear, or west of the mill is an interesting arrangement of secondary structures, all interconnected and covered in various forms of their metal sheathing, the majority of which are corrugated (see photo 5). Original primary functions were grain storage, in addition to the grain elevator present. This elevator is the box-like tower located in the center of Photo 5, from where the grain was dropped into bins below. The bins contained sloping floors leading to an auger at the bottom. The auger created a constant motion of the grain as a precaution against mold and rotting which might occur if the grain were left undisturbed.

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CONTINUATION SHEET

ITEM NUMBER 7

PAGE 4

The portions to the west of the brick structure, once for grain storage, are currently used for the storage of fertilizer.

The mill and its adjoining sections remain as a typical example of late 19th century industrial architecture in America. The exterior of the structure remains virtually unaltered although shed-like frame additions have been added at the eastern end (see photo 4).

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CONTINUATION SHEET

ITEM NUMBER 8

PAGE 2

To the southwest of the depot stands Baughman's Mill, a typical example of late 19th century industrial architecture in America. Architecturally based upon three strong 19th century sources in varying degrees, the Mill has retained its integrity as a statement of young industrial architecture. First, Baughman's Mill has the plain-faced masonry surfaces and the simple false roof of all early factory architecture in England and America, thereby unabashedly announcing the strength of its utilitarian purpose. A second source is reflected in the segmental-arched windows and label molds which are allusive to the eclectic stylistic borrowing that were rampant in late 19th century domestic building. A third and important allusion is visible in the grid-like fenestration and vertical visual emphasis of the advanced brick piers. This strong statement is a response to the rising importance of multi-storied, steel-framed industrial buildings which had already supplanted load-bearing masonry as a support system among factory and commercial structures. Because the linear skeletal structures were becoming the accepted characteristic of industrial architecture, builders of the traditional masonry counterparts such as the Baughman's Mill expressed the same grid-like regularity on the principal facades. In these fundamental ways, the Baughman's Mill is an expression of three important 19th century building traditions.