

United States Department of the Interior
National Park Service

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NATIONAL REGISTER

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. 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. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Olive Hill C&O Depot
other names/site number CR-OH-5

2. Location

street & number south side of Railroad St. not for publication
city, town Olive Hill vicinity
state KY code KY county Carter code 043 zip code 41164

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>1</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u> </u>	<u> </u> objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: NA
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

David L. Morgan
Signature of certifying official David L. Morgan, State Historic Preservation Officer Date 9-18-92
Kentucky Heritage Council, State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Entered in the National Register.
Delores Byers 10/29/92
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
TRANSPORTATION/ rail-related

Current Functions (enter categories from instructions)
COMMERCE/TRADE: financial institution

7. Description

Architectural Classification
(enter categories from instructions)

LATE 19th & 20th CENTURY AMERICAN
MOVEMENTS/ Prairie School

Materials (enter categories from instructions)

foundation concrete
walls brick

roof terra cotta
other _____

Describe present and historic physical appearance.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)
Architecture
Transportation

Period of Significance
1900-1910

Significant Dates
1910

Cultural Affiliation
NA

Significant Person
NA

Architect/Builder
NA

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

9. Major Bibliographical References

Carter County Bicentennial Committee. Carter County History: 1838-1976.

Kentucky Heritage Council Survey Files. Frankfort, Ky.

Sanborn Insurance Maps for Mt. Olive, Ky. 1920.

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:
Kentucky Heritage Council

10. Geographical Data

Acreage of property less than one acre

UTM References

A

1	1	7
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3	0	9	7	8	10
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4	2	4	1	1	2	0
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Zone Easting Northing

B

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Zone Easting Northing

C

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

D

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See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Helen C. Powell

organization H. Powell and Co., Inc. date 3/24/92

street & number Suite 201 2230 Idle Hour Center telephone (606) 266-5351

city or town Lexington state KY zip code 40502

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Continuation Sheet

Section number 7 Page 1

Olive Hill C & O Depot (Site #CR-OH-5)
Carter County, Kentucky

7. Description

The Olive Hill C&O Depot (CR-OH-5) was constructed in 1910 and designed in the Prairie style of the period. The buildings' exterior design and detailing have not been altered and retain their original architectural character. The depot is a rectangular light brown brick building with a low hip roof which has an extended overhang on all four sides. The roof is covered with terra cotta tile. A small bay window section is prominent on the south side of the building which once faced the railroad. Sandstone has been used as an accent for the lintels and sill of the doors and windows. Most of the windows are large and rectangular with 2/2 glazing with some small square ones which are also 2/2.

The depot is sited on a platform raised approximately five feet above the elevation of Railroad Street. Between December 1989 and February 1990, the depot was totally renovated for use as a bank by the First National Bank. The exterior brickwork was cleaned and repointed and repairs made to the roof, doors, and windows. On the interior, the ceilings were retained and both the plaster and trim were repaired. All repairs meet the Secretary of the Interior's Standards for rehabilitation.

The original interior was divided into five sections which included two waiting rooms, a ticket office, rest room area, and a baggage room. The ceilings are made from two-inch tongue and groove wooden boards. Interior walls are covered with a material similar to that used on the ceiling and also have a board and batten wainscot on the top and bottom. Large ten-inch baseboards are used throughout the building.

During rehabilitation, minor changes were made to the floor plan. The following changes in use and subdivisions of space occurred: the baggage room contains the bank teller area and two small restrooms; the larger waiting room serves as the bank lobby while the other waiting room is subdivided into two offices and a lounge; the ticket office includes an office and a hallway; the restroom is now the vault.

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Olive Hill C & O Depot (Site #CR-OH-5)
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Integrity Statement

The Mt. Olive C&O Depot retains the integrity of design and materials, association, and location. It has lost the integrity of setting through the replacement of the railroad tracks by parking lots and the addition of a free-standing hip-roofed pavilion covering the drive-through banking operations on the east side of the depot during the 1989-1990 renovation. Under Criterion A, integrity of setting is not necessary for the registration of railroad depots.

North of the depot across Railroad Street are brick commercial buildings of downtown Olive Hill. The buildings date from the 1920's after to a fire which destroyed most of the commercial district of Olive Hill. To the east and south, are parking lots associated with the bank. On the west is a grassy area maintained as a park. Because the railroad tracks have been removed from bank property on the south and the pavilion added on the east, these areas are not included as a part of the nominated area because they do not meet the National Register age criteria and do not have the associations upon which the nomination is based.

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Olive Hill C & O Depot (Site #CR-OH-5)
Carter County, Kentucky

PROPERTY TYPE NAME; RAILROAD DEPOTS
CONTEXT; DEVELOPMENT OF THE CHESAPEAKE AND OHIO RAILROAD IN EAST
KENTUCKY 1870-1940

Railroad Depots: Description

The Olive Hill Depot is the only remaining building in Olive Hill associated with the railroad. This building was 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), ca. 1903, is similar in form, but has wood board and batten siding instead of horizontal weatherboarding. Board and Batten siding 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 (MM-MS-98 and 99) 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

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Section number 7 Page 4 Olive Hill C & O Depot (Site #CR-OH-5)
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the 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 order columns, and 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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Olive Hill C & O Depot (Site #CR-OH-5)
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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.

Registration Requirements

Railroad depots can be eligible under Criterion A or C. Under Criterion A, the twentieth century railroad stations must retain their integrity of location. They must also retain an integrity of design, materials, and association. Integrity of association will exist when the depot's interior allows a viewer to see that the building performed its various functions within separated spaces. Additions which obscure the original form of the depot or which are incompatible with the design and scale of the building will result in an assessment that the structure does not possess integrity.

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 railroad's 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 Olive Hill, Catlettsburg, 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.

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Olive Hill C & O Depot (Site #CR-OH-5)
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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 retain an integrity of design and materials, association as demonstrated by 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 depot or which do not reflect the design and scale 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 and pattern of doors and windows is important in preserving the integrity of design.

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Section number 8 Page 1

Olive Hill C & O Depot (Site #CR-OH-5)
Carter County, Kentucky

8. Significance

The Olive Hill C & O Depot (CR-OH-5) is significant under National Register Criteria C for architectural design and A for its association with an important industry, the Chesapeake and Ohio Railroad and with an important process, local transportation. The structure is an excellent example of the railroad depot property type identified in the context *Development of the Chesapeake and Ohio Railroad in East Kentucky, 1870-1940*. The Olive Hill C & O Depot served as the entry to the town of Olive Hill when the railroad was the means of transportation for most people. The buildings' exterior design, with its low profile, emphasis on horizontal lines, use of earth colors in the brick and trim, make it significant as the only example of the Prairie style on a pre-1940 public building in Olive Hill.

The Olive Hill C&O Depot is a good example of the railroad depot property type because it retains its integrity of location, materials, design, feeling and association. According to the survey files of the Kentucky Heritage Council, the depots in Olive Hill (CA-OH-5), Mt. Sterling (MM-MS-99), and Catlettsburg (Bd-C-57) are the only four examples of the Prairie style applied to railroad depots by the Chesapeake and Ohio Railroad on their lines in Kentucky.

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Continuation SheetOlive Hill C & O Depot (Site #CR-OH-5)
Carter County, KentuckySection number 10 Page 1**10. Geographical Data**Acreage of property: 4800 square feet or .11 acre

USGS Quad. Olive Hill

UTM Reference

<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
17	309780	4241120

Verbal Boundary Description

From a point in the southwest corner of the intersection of Railroad Street and Plum Street, then west 144 feet along the south right of way of Railroad St. to a point of beginning (A); then south 60 feet to a point (B); then west 80 feet to a point (C); then north 60 feet to a point (D); then east 80 feet to the point of beginning (A).

Boundary Justification

The boundary has been drawn to include all of the architecturally significant resources associated with the Olive Hill Depot. The boundary excludes areas which do not contribute to our understanding of the site. On the east and south, the boundary excludes parking lots and the modern drive-through pavilion; on the west the boundary excludes a park; and on the north the boundary excludes commercial buildings associated with downtown Olive Hill.

The boundary contains one contributing building.

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Olive Hill C & O Depot (Site #CR-OK-5)
Carter County, Kentucky

Section number PHOTOS Page 1

Olive Hill C&O Depot
Photograph Descriptions

Photograph #1

Olive Hill Depot: South side of Railroad Street
Photographer: Helen C. Powell/Consultant
Date: January 1992
Negative location: Kentucky Heritage Council
View: From the northwest looking southeast and showing the north
and west facades of the depot

Photograph #2

Olive Hill Depot: South side of Railroad Street
Photographer: Helen C. Powell/Consultant
Date: January 1992
Negative location: Kentucky Heritage Council
View: From the southwest looking northeast and showing the west and
south facades of the depot

Photograph #3

Olive Hill Depot: South side of Railroad Street
Photographer: Helen C. Powell/Consultant
Date: January 1992
Negative location: Kentucky Heritage Council
View: From the south looking north and showing the south facade and
modern pavilion on the east side of the building

TYGART STREET

NOT TO SCALE



Olive Hill C & O Depot (Site #CR-OH-5)
Carter County, Kentucky

LAWN

PARKING LOT

PLUM STREET

ROOF OUTLINE OF
DRIVE-THRU

DRIVE-THRU
ADDITION

OLIVE HILL C&O DEPOT
BUILDING

GRAVEL FILL

NATIONAL REGISTER
BOUNDARY

LAWN

PLANTER

LAWN

148'
RAILROAD STREET

PLANTER

PLANTER

80'

60'

B

C

A

D

