

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

## 1. Name of Property

historic name Chesapeake & Ohio Railway Depot Catlettsburg. KY

other names/site number BD-C-57

## 2. Location

street & number Junction of Division (26<sup>th</sup>) Street and Panola Street

NA
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 not for publication

city or town Catlettsburg

NA
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 vicinity

state Kentucky code KY county Boyd code 019 zip code 41129

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level(s) of significance:  
 national  statewide  local

Signature of certifying official/Title, SHPO Date \_\_\_\_\_

**Kentucky Heritage Council/State Historic Preservation Office**  
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official \_\_\_\_\_ Date \_\_\_\_\_

Title \_\_\_\_\_ State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register  determined eligible for the National Register
- determined not eligible for the National Register  removed from the National Register
- other (explain:) \_\_\_\_\_

Signature of the Keeper \_\_\_\_\_ Date of Action \_\_\_\_\_

Catlettsburg C & O Depot  
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**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply.)

**Category of Property**  
(Check only **one** box.)

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
1	0	buildings
		district
		site
		structure
		object
1	0	<b>Total</b>

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing)

**Number of contributing resources previously listed in the National Register**

NA

NA

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

**Current Functions**  
(Enter categories from instructions.)

TRANSPORTATION/rail related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

RECREATION AND CULTURE/museum  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

**Materials**  
(Enter categories from instructions.)

Prairie School  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

foundation: Stone  
walls: Brick (Buff Yellow)  
roof: Asphalt Shingles  
other: \_\_\_\_\_

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## 7. Narrative Description

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### Summary Paragraph

The Catlettsburg C & O Depot (BD-C-57) was constructed between 1897 and 1900 in Catlettsburg, seat of Boyd County, Kentucky. The property sits 4 blocks west of the mouth of the Big Sandy River, where it joins the Ohio River. The property also is adjacent to two interstate transportation corridors that run north-south through Catlettsburg: US 23/60 and CSX Railway. Much of Catlettsburg is sandwiched in the long strip of land lying between these 2 roads and the Big Sandy River.

### Character of the Site and History of Ownership

When the railroad was built thru Catlettsburg Col. Laben Moore granted right of way to them. Col. Moore was a congressman, an officer in the 14<sup>th</sup> Kentucky Regiment Union Army, and an attorney in Catlettsburg for many years. He was a son of Fredrick Moore, who laid out and founded the city of Louisa, Kentucky, the seat of the county immediately to the south.

The depot appears on the 1900 Catlettsburg Sanborn Fire Insurance map. The City directory of 1897 indicates the C&O Railroad was still using the original wooden depot that had been built by the Chattaroi Railroad in 1880, located about 125' north of the nominated building. When the new depot was finished, the old wooden depot had a large addition built on it and was used as a freight station for many years. It was destroyed by fire about 1964.

The C & O Depot stands at one end of Division Street, the main street defining the town's northern and southern halves. When this depot was built, steamboats were a regular feature stopping at Catlettsburg. The C & O Railroad saw benefit in having their impressive main building be seen from any point in the center of town.

Railroad passenger, mail, and express activity were curtailed at Catlettsburg in 1958. It is thought that a reversionary clause in the original transfer of the property's ownership would have provided for return of the property to the original owner's heirs once passenger trains ceased to serve Catlettsburg. Big Sandy passenger trains numbers 36 and 39, the last interstate passenger trains to operate in Kentucky, ceased to serve Catlettsburg in early 1958. The aforementioned heirs did not desire reacquiring the property, and arranged for the City to take ownership of it.

### Building Exterior Description:

The depot building measures 80' x 24', with eaves that extend 9' from the building. The building is situated on part of its original grounds, which measure 99.9' long and about 60' wide. All windows are original to the building; the window sashes are in good condition. At some point after the original construction, storm windows were installed. Four of the exterior doors are original; three of the former express and baggage area doors have been replaced, and are close replicas of the originals— their replacement occurred at undetermined time.

The exterior of the structure is very close to its original appearance, with no additions or major alterations. Some of the signage displayed on the structure is original. Some replica signage has been applied, based on careful research. The exterior paint scheme on the building today is the same as when the building was built. This nomination author has been familiar with the building for over 70 years, and can testify to the paint scheme being the same since the 1940s. From 1890 until 1923, the C&O Railroad employed a color scheme of yellow with maroon trim on its premier passenger train cars in the New York to Cincinnati, Ohio and Louisville, KY market. The wooden depots along these routes were painted to match these trains. It is thought that the buff colored brick and buff colored eaves with maroon trim on doors and windows used on the nine structures of this style the C&O built was compatible with the paint scheme of the wooden depots of the era.

There are no known records to review that would reveal how many times the roof has been replaced. In the 1950s it was dark asphalt shingles, the roof replaced in 2005 was light gray asphalt shingles. The current roof is asphalt shingles, selected for the color that is close to the roof color displayed on a 1907 post card view. The concrete platforms surrounding the building are original and in very good condition. The path of the original track can be discerned by reference to the cabooses, located just north of the depot, on the old roadbed.

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In the years 1927-30, the C&O undertook a massive rebuilding campaign. They relocated 3 miles of track in proximity to the Catlettsburg Depot, moving it to a site 110 feet from the depot, which required elevating the tracks about 8 feet above their level adjacent to the depot. Steps and a ramp were built to provide passengers access to the platform and porters to move mail and baggage. The attached aerial photograph gives a good view of the area surrounding the depot.

### **Building Interior Description:**

The interior of the building has had few changes made. Most notable is the removal of two partitions in the southward section of the structure about 1960, to create a room suitable for meetings, receptions and other functions. The partitions provided a separation between the men's waiting room, a baggage/mail room and a railway express office/storage room. These partitions could be replaced if the room ceased to be utilized for its present use. The original bead board ceiling in this area is now covered with ceiling tile. The bead board in this area was examined during the renovation and found to be severely damaged; future renewal of the bead board ceiling has been given priority as a future project.

The center section of the building housed the ticket office and in the early years. The railway and Western Union telegraph office were located in the operator's bay, facing the tracks. This position allowed the operator to see approaching trains and inspect them as they passed. The interior ticket sales windows exist as originally built, to serve both the men and women's waiting rooms. Future plans are to restore this office room as a ticket sales and telegraph office. Two restrooms are also located in this center section, with entrances serving both ends of the building. The two restrooms were remodeled in the mid-1940s, the tile floors are original, with all other parts dating to the 1940s.

The north end waiting room was used as a ladies' waiting room and is much as it was originally built. The bead board ceiling in this room remains visible and intact. With the exception of the Mt. Sterling Depot, none of the other of this style had segregated waiting rooms. Other than the rest rooms, the interior doors are original, as is the majority of the woodwork.

### **Changes to the Building over Time**

After ceasing to function as a railroad building, it became a youth center and women's club for a number of years. By 2004, the structure was in need of extensive roof repairs; and the heating system, plumbing, and electrical systems were worn out. The leaking roof had severely damaged the wide overhanging eaves. In 2005, Catlettsburg Main Street spearheaded a rehabilitation project, obtaining help from the city government, local corporations, and businesses. A host of dedicated volunteers and patrons rehabilitated the building, completing their work in October 2006.

The building has been carefully repaired to retain its original appearance. Since that time, it has served as a civic center/local historical and railroad museum. In 2010, a vintage railroad caboose was acquired and restored with plans for another vintage rail car to be used to house a growing collection of railroad items. These cars are located on a 100-foot strip of land leased from the local bank. This leased property was once a part of the railroad area surrounding the depot. Plans are also in the making to build an outdoor stage where concerts and other entertainment will be provided. The facility is operated by Catlettsburg Main Street under a long term leasing agreement with the city. A trust has been established that will insure long term maintenance of the facility. About 80 trains a day pass this location; it attracts "rail fans" who take photographs and watch trains go by. A railroad ambiance is maintained due to this location has become a "Crew Change" location for about ten trains daily. There were about 4500 visitors during 2011, plus an undetermined number that attended private parties, receptions, reunions, seminars and meetings in it. Labor Day is a homecoming and festive time in Catlettsburg, which usually attracts some 10,000 visitors. The facility is used that weekend as a hospitality center and is becoming a showcase of historic Catlettsburg.

The Chesapeake & Ohio Railway Historical Society of Clifton Forge, Virginia is establishing a "C&O History Trail" that will began at Newport News, VA and follow the C&O Route to Cincinnati, Ohio with a diverging route from Ashland to Lexington/Louisville, KY. The Catlettsburg C&O Depot will be a point of interest on the interpretative tour. A growing collection of local artifacts are displayed, notable among them are the original manuscripts of noted Kentucky author Billy C. Clark, a native of Catlettsburg.

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**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

**Areas of Significance**

(Enter categories from instructions.)

Architecture  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

Ca. 1900  
\_\_\_\_\_

**Significant Dates**

Ca. 1900  
\_\_\_\_\_  
1958  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

NA  
\_\_\_\_\_

**Cultural Affiliation**

NA  
\_\_\_\_\_

**Architect/Builder**

Chesapeake & Ohio Railway Co.  
\_\_\_\_\_  
\_\_\_\_\_

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

**Period of Significance**

The Period of Significance is the year of construction of the Depot, which follows National Register conventions for selecting a Period of Significance for an architecturally significant property.

**Criteria Considerations :** NA

**Statement of Significance**

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### Summary Paragraph

The Catlettsburg C & O Depot meets National Register Criterion C, and is significant in the area of Architecture. Its design quality is considered within the historic context, "Development of the Chesapeake and Ohio Railroad in East Kentucky, 1870-1940." The building is important as a very early instance on the C & O line, and perhaps in Kentucky in general, of Prairie School design. One feature of Prairie School residential design which translated well to the railroad depot function is broad overhanging eaves. Those eaves provided a comfort to passengers waiting at the depot in rain or in the heat of summer sunshine. Those writing about architectural aesthetics cite the style's wide eaves, as well as the association between style and a sense of home, as giving railroad depots a welcoming or embracing feel, a feeling which people in transit would long for. These positive associations with the style made the design very popular for depots constructed in the early 20<sup>th</sup> century. An intact depot in any Kentucky town would likely be eligible under Criterion A, for its part of the extremely important role that railroads played in local transportation, commerce, communications, and social affairs. This nomination acknowledges the tremendous transportation, economic, and social changes that the C & O Railway had upon Catlettsburg. However, this nomination will not claim that basis for eligibility, as it does not investigate those changes, and so, does not evaluate their particular significance to local affairs.

### Historic Context: Development of the Chesapeake and Ohio Railroad in East Kentucky, 1870-1940

Most of this historic context is taken verbatim from the Statement of Significance of Helen Powell's nomination of the Olive Hill C & O Depot, in Carter County, Kentucky (NR 1992, ID #92001487). In it, Powell looked at the design of depots found on the entire C & O network in eastern Kentucky, where the C & O had concentrated its Kentucky operations. Her nomination not only contained the context discussion, but also includes a Property Type discussion as well as Registration Requirements. The Olive Hill C & O Depot was a stand-alone nomination; while its context narrative, property type discussion, and registration requirement are noticeably parts of a Multiple Property Documentation Form, the nomination form did not lead to the listing of additional properties. The relative thoroughness of the work, however, has suggested itself as support for the listing of the Catlettsburg C & O Depot. The authors of the current document wish to recognize their dependence on the earlier nomination, and to acknowledge that they have borrowed heavily from it, omitting citations.

### Description of the property type

Helen Powell consulted the Survey files of the Kentucky Heritage Council (Kentucky's SHPO) for information on C & O depots in Kentucky, and found information on the Olive Hill Depot and twelve others in the 18-county region of Kentucky served by the Chesapeake and Ohio (C&O) Railroad. For the current project, the authors consulted the same survey files, and found at least 24 C & O depots had been recorded. These include:

#### Cited by Powell in 1992

<u>Survey #</u>	<u>Town</u>
LW-V-9	Vanceburg
FD-17	Allen
LR-J-9	Jenkins
BK-A-20	Augusta
CP-47	New Richmond
BH-9	Salt Lick
FD-29	West Prestonsburg
MM-MS-98	Mt. Sterling
RW-M-6	Morehead
MS-M-169	Maysville
PI-P-44	Pikeville
BD-A-24	Ashland
JO-P-29	Paintsville
BH-502	Preston

#### Not cited by Powell and/or recorded since 1992

<u>Survey #</u>	<u>Town</u>
BD-A-62	Ashland
BD-C-57	Cattlettsburg
BH-502	Preston
CK-W-253	Winchester
CP-83	Silver Grove
CP-N-172	Newport
CR-15	Hitchins
CR-OH-5	Olive Hill
FD-28	Lackey
FD-P-11	West Prestonsburg
JF-CB-602	Louisville

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### **C & O Railroad: Line Expansion in Kentucky**

Between 1880 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 crossed Greenup, Lewis, Mason, Bracken, and Campbell Counties, and 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 reach coal southeast Kentucky.

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 of the outside to the managers 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 (BH-502); 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 wooden rectangular building on the east side of South Maysville Street, 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 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 Map shows the passenger waiting room and freight combined in a wood building. Between 1908 and 1914, a brick passenger station was built (RW-M-6) 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 (BD-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 bold architectural statements. They signal the railroad's interest in courting passenger traffic with a visual language expressing high cultural values. These messages only served to further indicate the depot as the actual port of entry into a city.

By the mid-twentieth century, the era of rail transport had passed for most Americans. Passenger service was discontinued due to sagging ticket sales, a victim of competition from automobiles. The railroad responded by concentrating 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.

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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.

### 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, design, and materials; if they retain these 3 factors, they will be said to possess integrity of association, and thus be eligible. A depot meeting criterion C must retain integrity of materials and design; if a depot retains those 2 integrity factors, it will be said to possess integrity of feeling, and thus be eligible.

Integrity of **location** is of primary importance to the historic associations at the heart of Criterion A. The siting of the railroad, and especially the place of its depot, generally caused the rest of the town to organize around those transportation features. Commercial places, industrial places, and general travel routes, all were reshaped for decades in Kentucky towns after the railroad arrived. This primacy of spatial organization in a town went unchallenged until the middle of the 20<sup>th</sup> century, when the personal automobile and well-built roads gave Americans greater individual choice on movement through a town. The location of depots will often be proposed to be moved, usually by the rail company who owns tracks adjacent to it; these buildings are seen as a risk of liability loss, due to accidents which could injure or kill someone on the railroad. If a depot must be moved to prevent its demolition, great consideration must be given to the new location's appropriateness, and ability to allow the building to tell its story. Some locations can be so inappropriate, that losing the integrity of location alone would cause an eligible depot to lose its eligibility.

Integrity of **setting** is defined, at a minimum, by the presence of adjacent railroad tracks. In places where the rail line has been abandoned, but a depot remains standing, care should be taken to identify the existence of the rail grade as a corridor through the town. Many elements of a depot's setting are within the property itself, and can be missing, such as passenger sheds. An intact historic setting of a depot can enhance its ability to tell its story. Since most of the railroad depots recorded in Kentucky no longer have the passenger shed, its absence will not render the buildings ineligible. Care can be taken in the interpretive material, which tells the story of the property, to acknowledge those features of the property's internal setting which have changed or have been removed.

The integrity of **materials** will exist in a property as long as the majority of historic building fabric remains. If deterioration is so extensive, that new materials must be installed in a rehabilitation project to save the property, integrity of materials can remain if the new materials match the kind and the shape of the historic materials, such as inserting new wood siding of equal profile to the historic wood siding. Care should be taken to repair historic wooden windows instead of replacing them, though the impact of window replacement, on the assessment of the integrity of materials, and thus upon eligibility under Criterion C, shall be evaluated on a case-by-case basis when that replacement has occurred.

The integrity of **design** will exist in a depot property if the overall design remains. It is possible for some design alteration to have occurred yet the evaluation that the overall design remains, but such a case requires careful justification. 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. 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 of 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.

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.

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### **Brief History of Catlettsburg's Development**

From the earliest days of Catlettsburg's settlement, local people took advantage of the town's location at the confluence of two major waterways, the Ohio and Big Sandy Rivers. Flatboats were floated to the town with products of the area. Some trade goods were sold immediately at Catlettsburg, while others went downriver, as far as Cincinnati, where both the goods and the boat were sold—the boats being dismantled and the wood used for construction. Steamboats made their appearance on the Big Sandy River in 1837, supporting greater trade for Catlettsburg and Cincinnati merchants.

After the Civil War, the demand for timber and coal of the valley continued to escalate. The river boats serving the valley were small, and service to the area was seasonal, confined to when river levels were high. All-weather roads were few. Catlettsburg's location at the confluence of two major rivers enabled it to rise as a major business and banking center of eastern Kentucky.

Demands for railroad service between Catlettsburg and the central region of Kentucky were heard as early as 1852, but were not achieved until 1880. When the railroad penetrated the area, it gave constant, economical, and reliable transportation service. This only enhanced Catlettsburg's commercial prominence, and allowed many natural resources within the entire valley to be exploited. In the 1880s timber sales in Catlettsburg amounted to a million dollars a day. The influx of money, workers, goods, and travelers supported a more cosmopolitan community environment than other eastern Kentucky towns experienced. This gathering of interests and outsiders allowed some activities less typically found in other county seats of eastern Kentucky. Locals recall that Front Street was known as "Whiskey Row," with an estimated twenty six saloons on it. The railroad station rapidly overtook the Wharf as the Gateway to the Big Sandy Valley, with hundreds of people arriving and leaving daily. About twenty passenger trains stopped at Catlettsburg daily. By 1912 the Prohibition movement had succeeded in getting most of eastern KY and southern West Virginia to vote to become dry. Tales are told that when prohibition went into effect nationally, Catlettsburg remained an oasis of liquor trade, with trains designated as "bootlegger specials" arriving and departing the Catlettsburg station. The express shipment receipts at Catlettsburg were claimed to exceed the C&O's express receipts at Cincinnati during that era.

### **Evaluation of Significance within the context of "Development of the Chesapeake and Ohio Railroad in East Kentucky, 1870-1940"**

The Catlettsburg C & O Depot is significant for exhibiting the Prairie Style at an early time in Catlettsburg and in all of Kentucky. A search of the Kentucky Heritage Council's survey database for this project revealed 163 properties in the state surveyed as having Prairie Style. Of those, 6 were listed individually on the National Register, and another 65 were listed within districts.

The total group of 163 entries were divided into groups by date of construction this way:

- 1875-1899: 1
- 1900-1924: 113
- 1925-1949: 41
- 1950-1974: 8

The employment of Prairie Style in Kentucky most often during the first 3 decades of the 20<sup>th</sup> century conforms to the style's national presence, with many of the houses appearing toward the end of the first decade of the 20<sup>th</sup> century. This was the time when Frank Lloyd Wright began to popularize his distinctive use of the style on houses in the Chicago area. One of the Kentucky Houses listed individually, Jesse Ziegler house in Frankfort (FR-F-4, NR 1976, ID # 76000885), was built in 1912.

The authors of this nomination consulted the nominations for the 6 listed Kentucky properties identified as Prairie Style, and found 4 of them not to be that style at all. Some of the houses mislabeled as Prairie Style were probably done so because they contain a smattering of Craftsman Style features, leading the survey form

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preparer to guess Prairie Style. This raises the question: How many of the remaining 163 entries are also mis-identified? For instance, the authors had to wonder how many entries in the entire survey database, entered under other style codes—particularly Craftsman or Bungalow—might be considered relevant to a statewide study of Prairie Style? Given that most of the sites picked, to sample Kentucky's instances of the style, turned out to be poor candidates to illustrate the style, it makes the Catlettsburg C & O Depot all the more valuable, because it is much closer in design to textbook examples of the style. It was constructed before 1910, which is early relative to the other instances of the style in Kentucky. Also, its design and construction by the railway, at a time when people were unfamiliar with the style altogether, must have left a strong impression of the railway as a conveyor of cultural ideas, of exotic delights, of modernity.

### **Evaluation of the Integrity of the property's Significance in light of its physical condition**

Using the registration requirements, the Catlettsburg C & O Depot meets the eligibility test for a property that qualifies for the Register under Criterion C, it possesses integrity of materials and design, the factors said to lead to an integrity of feeling, which is required for eligibility under Criterion C. The building has been well rehabilitated after suffering neglect for several years after being taken out of service. Its main change are windows, but those do not greatly alter the ability to see its basic design excellence. The vast majority of its interior and exterior features, which convey the design significance, are intact.

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### **9. Major Bibliographical References**

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

**C&O History Society Archives and Publications – Clifton Forge, VA.**

**Ashland Daily Independent, Various articles by Bob Kennedy and G. C. Ratliff 1952 – 1963**

**The Big Sandy Valley, William Ely, 1887**

**Catlettsburg Centennial Brochure 1949**

**Tracks, Chesapeake & Ohio Magazine, July 1948, article "Time Tamed Front Street" James A. Wallen**

**Unpublished Article, Railroad Development in Eastern Kentucky, Frank T. Branham, 2006**

**Catlettsburg City Directory 1897-98 Wiggins**

**C&O History Magazine, Published Article – Passenger Trains on The Big Sandy, Frank T. Branham January 2003**

**Chesapeake & Ohio Standard Structures, Thomas W. Dixon Jr. 1991**

**Chessie's Road Turner, Dixon, Huddleston 1993 revised from first publishing 1956**

**A History of Transportation in The Ohio Valley, Charles Henry Ambler, 1930**

**The Big Sandy News, Louisa, KY 1885-1910 various news items on microfilm @Ashland Public Library**

**Sanborn Maps, Various Dates, Ashland Public Library**

**Ghost Railroads of Kentucky Elmer G. Sulzer 1967- 1968**

**Big Sandy Herald, Catlettsburg, KY November 12, 1872**

Catlettsburg C & O Depot  
Name of Property

Boyd County, Kentucky  
County and State

**Chesapeake & Ohio Standard Structures, Thomas W. Dixon Jr. 1991**

**Notes and Various Records of William H. Caines, C&O Bridge and Building Construction and Maintenance Foreman - 1887 to 1943 Mr. Caines was involved in construction and maintenance of the depots between Elkhorn City – Ashland – Lexington area during his years with the C&O. Maternal grandfather of this compiler.**

**Records of Frank T. Branham, retired Train Control Supervisor C&O – CSX 1955 to 2000. Familiar with all depots between Lexington – Ashland – Elkhorn City, KY during passenger train era. After curtailment of passenger service many of the depots came under my jurisdiction for use as offices and equipment storage.**

<input type="checkbox"/> preliminary determination of individual listing (36 CFR 67 has been requested)	<input type="checkbox"/> State Historic Preservation Office
<input type="checkbox"/> previously listed in the National Register	<input type="checkbox"/> Other State agency
<input type="checkbox"/> previously determined eligible by the National Register	<input type="checkbox"/> Federal agency
<input type="checkbox"/> designated a National Historic Landmark	<input type="checkbox"/> Local government
<input type="checkbox"/> recorded by Historic American Buildings Survey # _____	<input type="checkbox"/> University
<input type="checkbox"/> recorded by Historic American Engineering Record # _____	<input type="checkbox"/> Other
<input type="checkbox"/> recorded by Historic American Landscape Survey # _____	Name of repository: _____

Historic Resources Survey Number (if assigned): \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** Less than 1 acre  
(Do not include previously listed resource acreage.)

**UTM References**

**Catlettsburg quad**

**Coordinates expressed in NAD 27: zone 17 / 360384 east / 4253101 north**

**Coordinates expressed in NAD 83: below**

1 <u>17</u> <u>360 388</u> <u>4253 308</u>	3 _____
Zone Easting Northing	Zone Easting Northing
2 _____	4 _____
Zone Easting Northing	Zone Easting Northing

**Verbal Boundary Description**

Boundary lines of the area proposed for listing are established by CSX Valuation Map and Survey Map dated 5/16/91 of adjacent KY Farmers Bank property. Former C&O Depot property owned by City of Catlettsburg property line is an irregular polygon, whose perimeter measures 99.19' x 90' x 160' x 60'. Catlettsburg Main Street has long term leases on this property and a strip of adjacent property owned by KY Farmer's Bank that measures 15' wide x 470' long on the west side of the property. The purpose of this ground is for placement of vintage railroad cars. The Boyd County Property Valuation Administrator's map has a note, stating that the Plat Drawing of KY Farmers Bank contains a more accurate description of the property's dimensions than the PVA map. Plat Drawing of KY Farmers Bank and C&O Depot are property attached as exhibit 1, as is the pertinent part of CSX's Valuation Map, which is attached as exhibit 2.

**Boundary Justification**

This area is the area that historically contained the significant resource. It is the proper area to display the property's architectural qualities.

Catlettsburg C & O Depot  
Name of Property

Boyd County, Kentucky  
County and State

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### 11. Form Prepared By

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name/title Frank T. Branham, Director

organization Catlettsburg Main Street Inc.

date January 29, 2012

street & number 2500 Broadway P.O. Box 441

telephone 606 922 2541

city or town Catlettsburg

state KY

zip code 41129-0441

e-mail [Branham7474@roadrunner.com](mailto:Branham7474@roadrunner.com)

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### Additional Documentation

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Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- 
- 
- **Continuation Sheets**

- **Additional items:** (Check with the SHPO or FPO for any additional items.)  
Interior Floor Plan Sketch – Not to Scale  
Exhibits 1 and 2 and 3: property plats

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### Photographs:

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Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

**Name of Property: Chesapeake & Ohio Railway Passenger Station**

**City or Vicinity: Catlettsburg,**

**County: Boyd**

**State: KY**

**Photographer: Frank T. Branham**

**Vintage File Photographs; Catlettsburg Main Street Archives**

**Current Building Pictures; “ “ “ “ “**

**Date Photographed: 1907 to 2012**

**Description of Photograph(s) and number:**

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Catlettsburg C & O Depot  
Name of Property

Boyd County, Kentucky  
County and State

---

**Property Owner:**

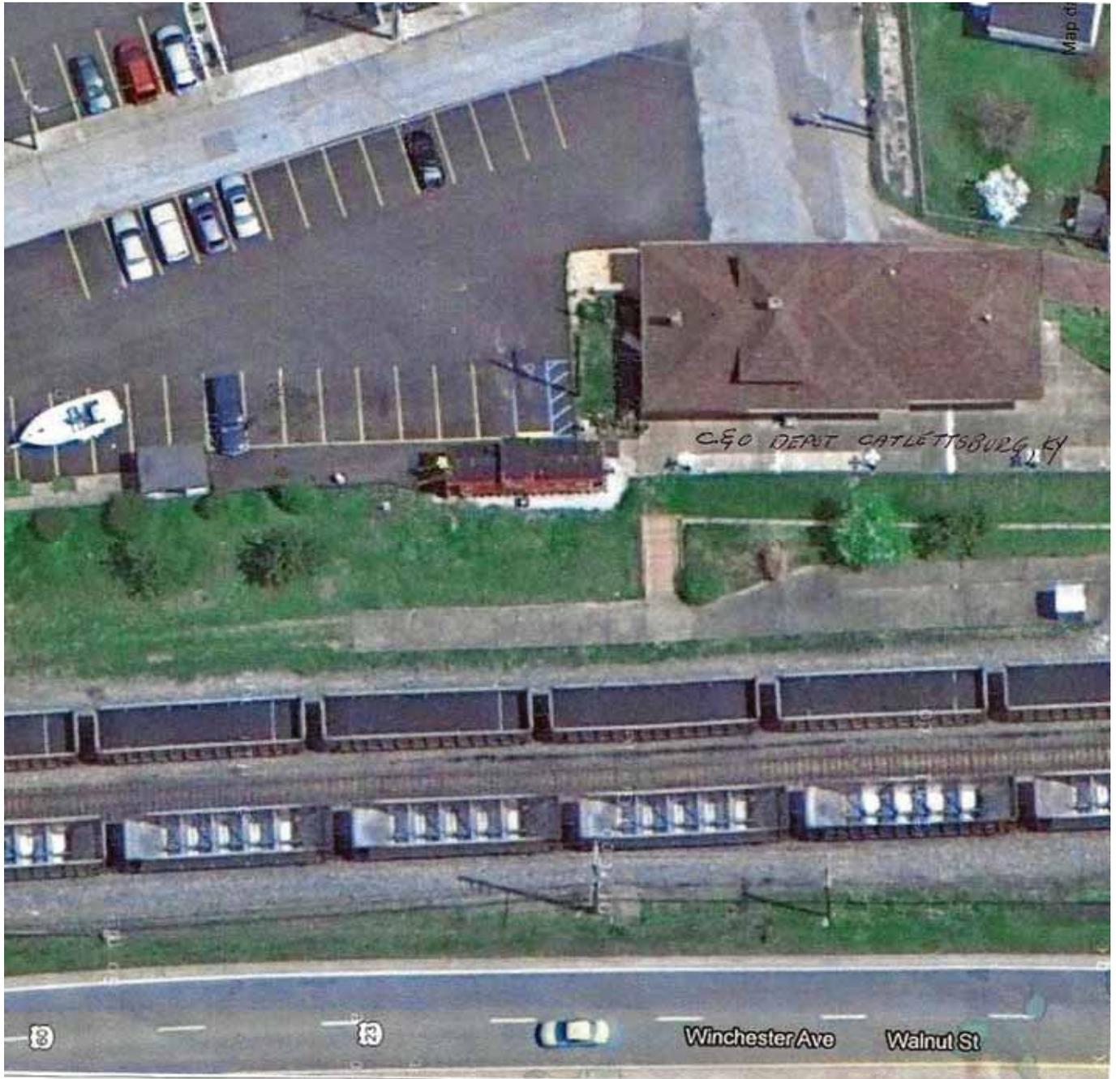
(Complete this item at the request of the SHPO or FPO.)

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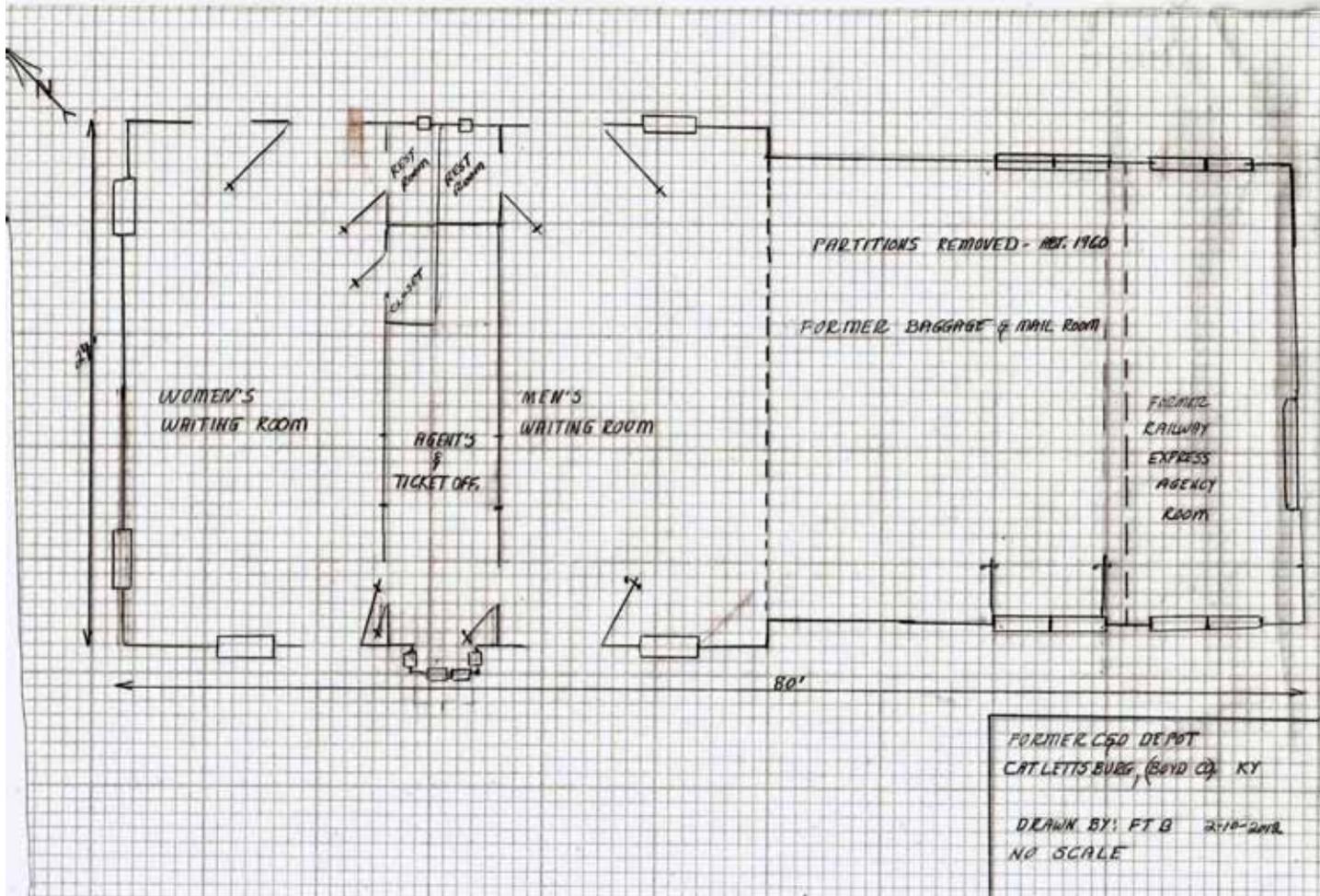
name City of Catlettsburg  
street & number 2501 Broadway telephone 606 739 4533  
city or town Catlettsburg state KY zip code 41129

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

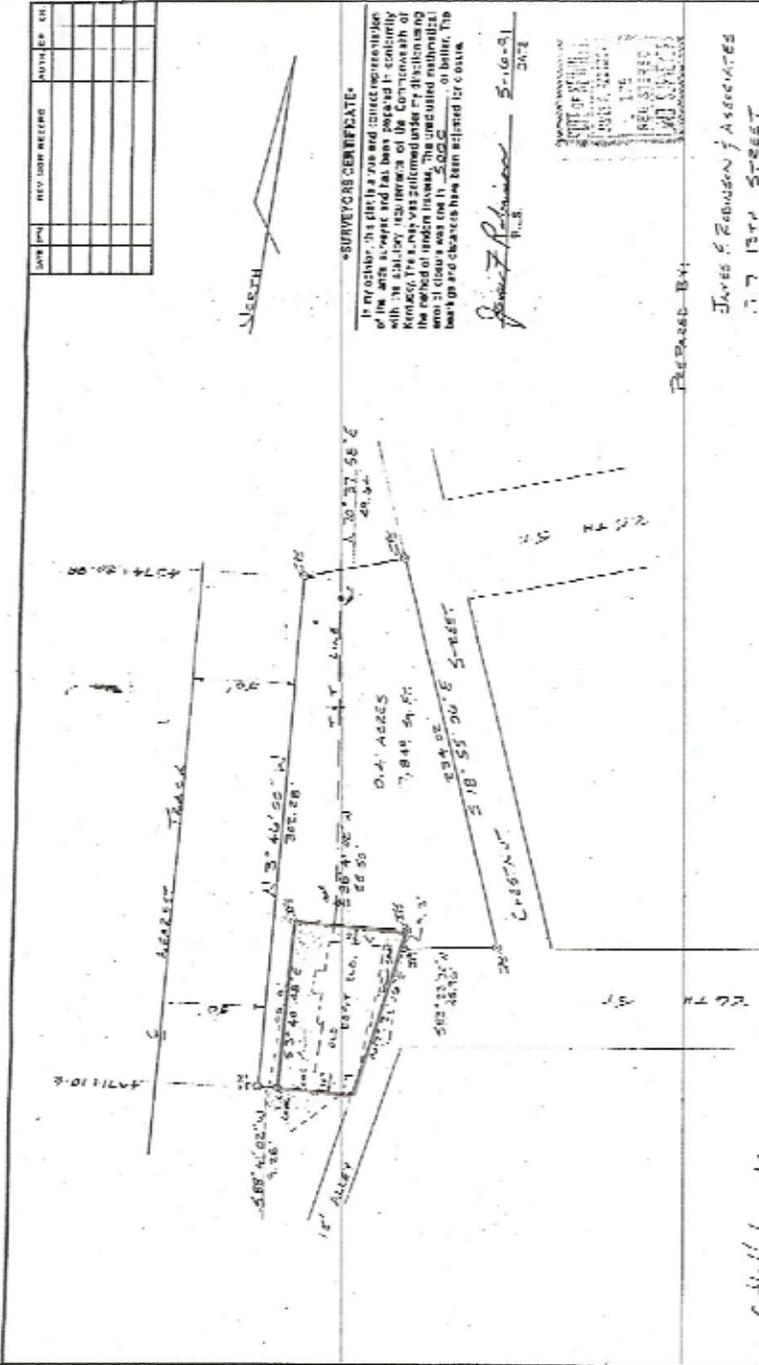
**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



Aerial View of Catlettsburg's C&O Passenger Station and surrounding grounds.



DATE	REVISED	REVISIONS	NOTED BY	DATE



North

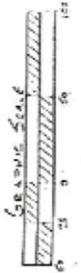
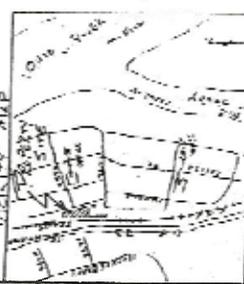
**\*SURVEYORS CERTIFICATE\***  
 In my office, this plat is a true and correct representation of the work accepted and has been prepared in conformity with the statutory requirements of the Commonwealth of Kentucky. The work was performed under the direction and supervision of the undersigned, the official authorized to practice as a surveyor in the State of Kentucky, or better. The work is not shown here than required for a case.

James F. Robinson  
 P.L.S.  
 5-16-91  
 3072



Prepared By:

James F. Robinson & Associates  
 17 13th Street  
 Ashland, Kentucky 40003  
 (606) 325-2411



TOLERANCES	A PART OF THE OLD CONSTRUCTION PROPERTY TO BE LOANED TO KENTUCKY SAVINGS BANK
DATE	5-16-91
BY	JAMES F. ROBINSON
STATE	KENTUCKY
NO.	3072
DATE	5-16-91
BY	JAMES F. ROBINSON
STATE	KENTUCKY
NO.	3072

Exhibit 1.

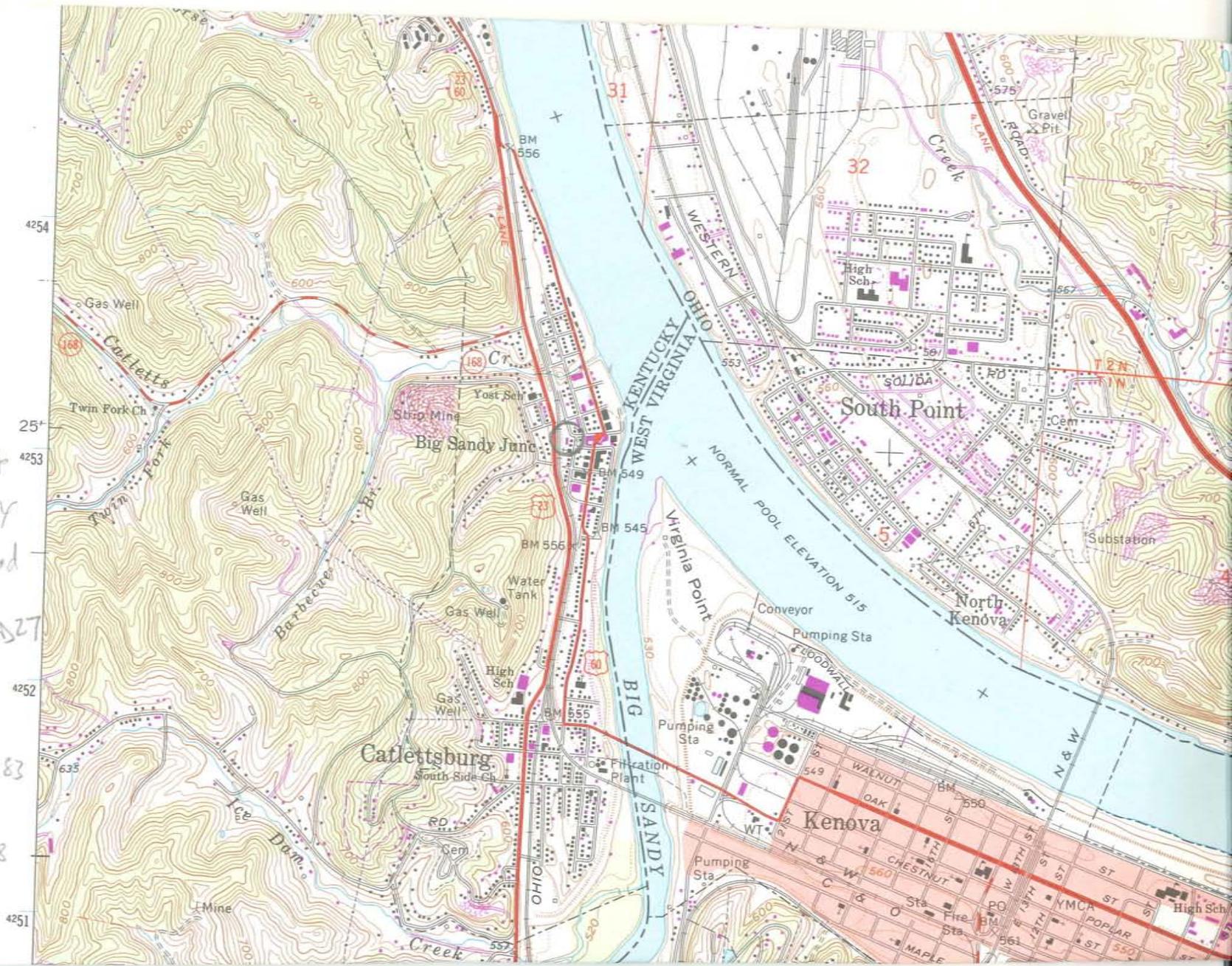




Catlettsburg  
G & O Depot  
Boyd County, Ky  
Catlettsburg quad  
Zone 17  
coordinates in NAD27

Easting 360 384  
Northing 4253 101

coordinates in NAD83  
Easting 360 386  
Northing 4253 308



**Description of Photograph(s) and number:**  
1 of \_17\_. See Following Pages



**1907 View of Trackside Building**



**2011 View of Building (Former Trackside)**



Division St.)

2011 View of Building (From



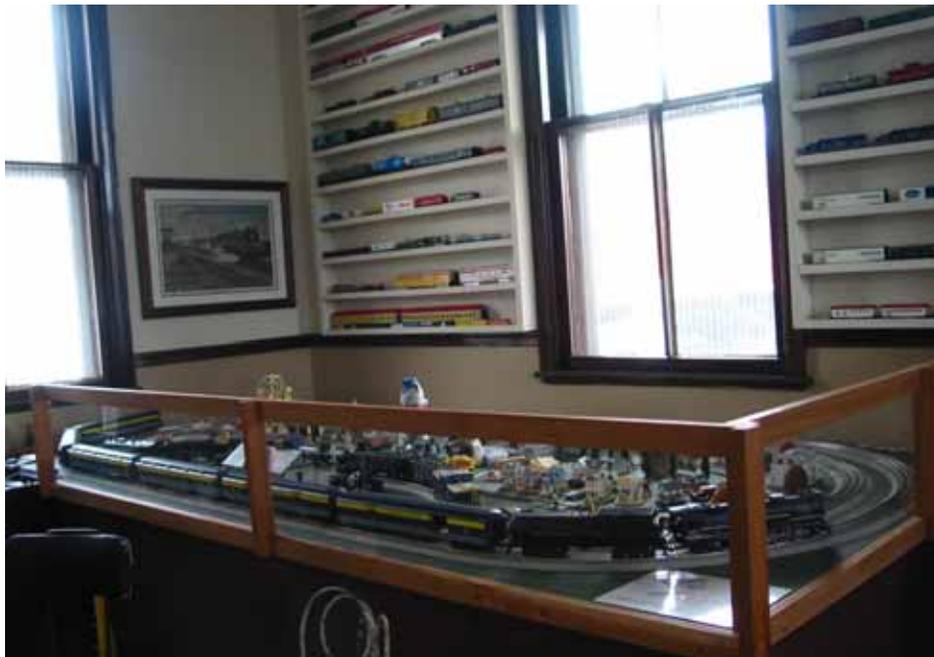
Structure

2011 View North End of



waiting room  
ticket/telegraph office

Interior, former women's  
looking into the



women's

North West Corner – former  
waiting room



room

North Corner, former women's waiting



Trackside Exit Door

Former Womens waiting room -



Restroom



South room, looking to south exterior

wall



Looking to west corner of south room.



Looking to north corner –south room  
Benches are original to building



from south room

Ticket Windows Viewed



Sales Drawer Cabinet

Stationary and Ticket

telegraph office.

Located in ticket &



Room

Trackside Entrance – South



to depot

Caboose – located adjacent

Chesapeake and Ohio R. R. Passenger and Freight Depots, Catlettsburg, Ky.

