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Nat. Register of Historic Places
National Park Service

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property

historic name Morehead Chesapeake and Ohio Railway Freight Depot

other names/site number RWM-6

Related Multiple Property NA

2. Location

street & number 130 East First Street | NA | not for publication

city or town Morehead | NA | vicinity

state Kentucky code KY county Rowan code 205 zip code 40351

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ 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 _X_ 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** _X_ **local**

Applicable National Register Criteria:

__A __B _X_C __D

Signature of certifying official/Title **Craig Potts/SHPO** 12-18-15 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 2-12-2016 Date of Action

5. Classification

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

- [x] private
- [ ] public - Local
- [ ] public - State
- [ ] public - Federal

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

- [x] building(s)
- [ ] district
- [ ] site
- [ ] structure
- [ ] object

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

Contributing	Noncontributing	
1	0	buildings
		district
		site
		structure
		object
1	0	**Total**

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

NA

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION/rail related

Current Functions
(Enter categories from instructions.)

RECREATION AND CULTURE/museum

7. Description

Architectural Classification
(Enter categories from instructions.)

Stick style, Prairie style

Materials
(Enter categories from instructions.)

foundation: Stone and timber
walls: Wood board and batten
roof: Metal
other:

Narrative Description

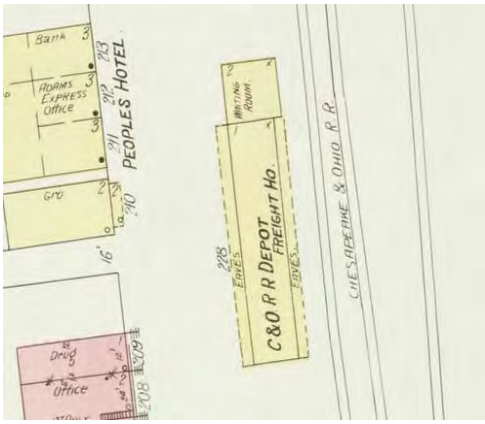
Summary Paragraph

The Morehead (Kentucky) C & O Freight Depot (RWM-6) was constructed about 1881 by the Elizabethtown, Lexington and Big Sandy Railway in Morehead, seat of Rowan County. The Elizabethtown, Lexington and Big Sandy Railway was acquired by the C & O Railroad about 1900. The property sits on First Street and adjacent to Wilkinson Boulevard which is the US 60 Bypass through Morehead. The bypass follows the C & O railway bed which was abandoned about 1982.

Character of the Site and History of Ownership

When the railroad was built through Morehead, the property was acquired by deed from Colonel John Hargis, Benjamin Martin and other early settlers. Colonel John Hargis helped lay out the county square and was an influential entrepreneur of the city.

The Freight Station appears on the 1908 Sanborn Fire Insurance map. It served as a passenger depot as well as a freight depot until about 1910 when the brick passenger depot was built about 200 feet to the east. The Freight Depot's original wooden structure is very intact.



1908 Sanborn map detail

Aerial photo. Passenger depot in center, freight depot at right

After the C&O abandoned the line, it was purchased by E. C. Barker for use as a storage building for his business, Big Store Furniture located across the street. The building was deeded to his son, Jeff Barker, in 1992 from his mother's estate. Jeff Barker is the current owner of the building.

Under the ownership of Jeff Barker, the building housed two retail businesses, Freight Station Liquors and a swimming pool supply, until 2013. There was a small addition of a drive-through window on the south side near the current Wilkinson Boulevard as well as a small block storage room next to the drive- through. The building remains otherwise in the same floor plan as built in 1881.

Building Exterior Description

The freight station measures 21.5' x 107.5' with an overhang of 6' the full length on both sides of the building. The former passenger area of the building measures 26.5' x 23'. A second floor above this part of the building served as housing for railroad employees. A 5' full-length dock exists on the freight station next to First Street. The dock on the Wilkinson Boulevard side was removed when the liquor business was installed.

North and East sides

East and South sides (east side along the road)

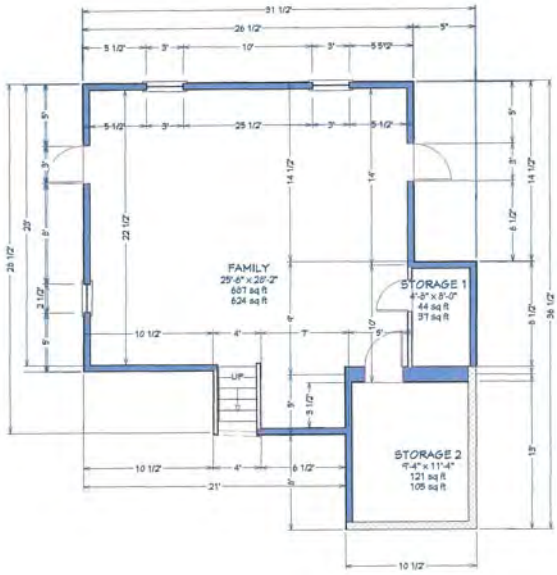
Building Interior Description

The interior of the building has been changed very little. The original flooring in the passenger depot area was overlaid with tongue and groove yellow pine. The flooring throughout the freight station is original and may have been repaired in worn areas over time. We do not know when if it was ever changed or repaired. A unique feature of the freight depot is a functional platform balance scale which weighs up to 8,000 pounds.

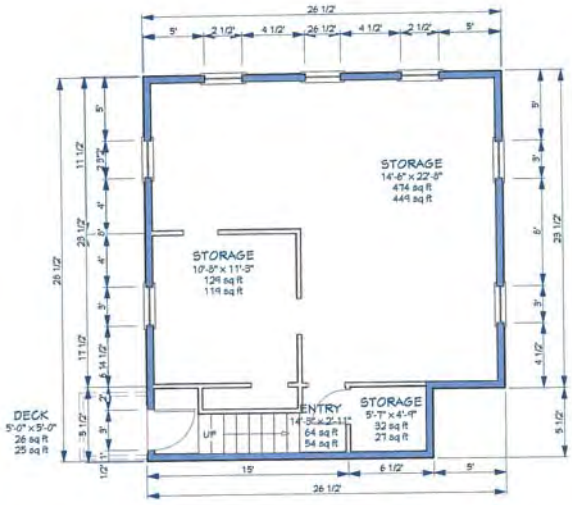
C & O Freight depot in 1980

Changes to the Building Since the Period of Significance

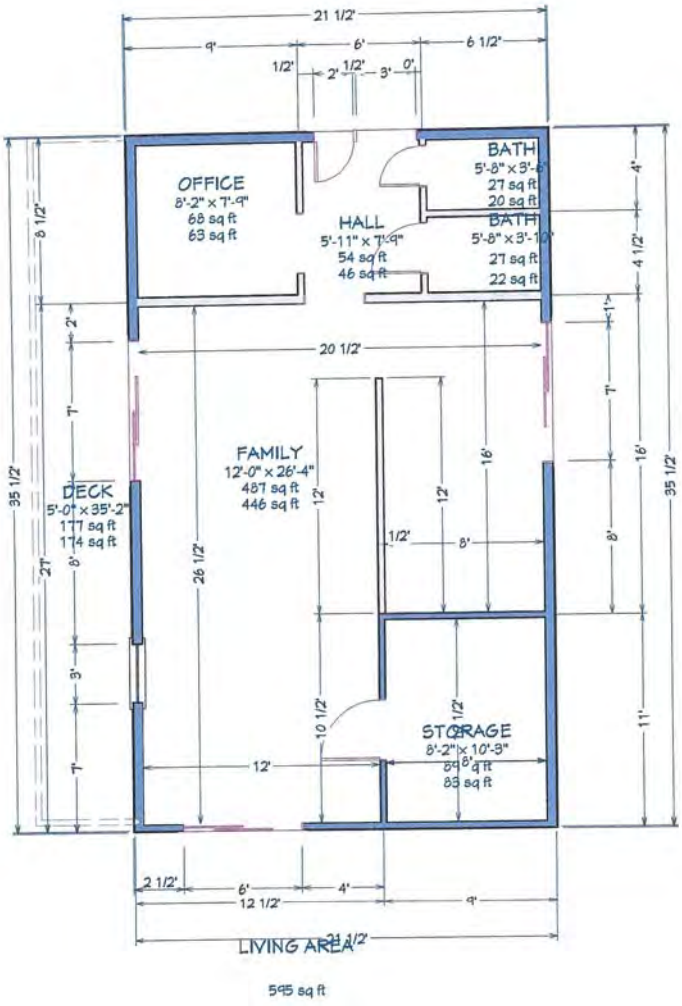
The major change to the building came during the the current owner's tenure, where an addition was placed on the building and a drive-through window installed. These changes happened after 1992. The original roof was replaced with a metal roof at an unknown year, between 1982-1992. The interior walls were covered by rough-cut dimensional lumber, in a board-and-batten arrangement, and varnished. Cardboard has been installed between the wall studs as insulation.



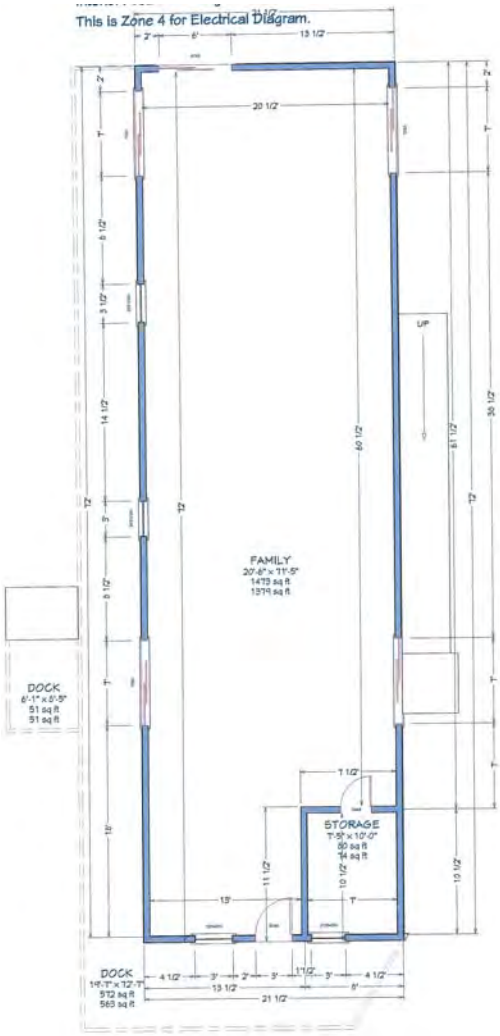
First floor plan of Northern end of building



Second floor, Northern end of building



Floor plan, middle portion of freight depot



Floor plan, Southern end of building

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.
- [x] 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.

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.

Areas of Significance

(Enter categories from instructions.)

Architecture

Period of Significance

Ca. 1900

Significant Dates

Ca. 1900

Significant Person

(Complete only if Criterion B is marked above.)

NA

Cultural Affiliation

NA

Architect/Builder

Unknown

Period of Significance (justification)

The Period of Significance is a single year, 1900, the year when the depot was acquired by the Chesapeake and Ohio Railroad, and became a significant design that could influence future C & O Railroad depot design.

Criteria Considerations: NA

Statement of Significance

Summary Paragraph

The Morehead (Kentucky) C & O Freight Depot (RWM-6) meets National Historical Criterion C, as a type of construction, a C & O RR depot. The historic context of the architecture of the C & O RR line was first developed in the Olive Hill C & O Depot in Carter County, Kentucky (NR 1992, NRIS92001487), and expanded in a the Catlettsburg C & O Depot nomination (2012, NRIS 12000446). This nomination will adapt the historic context of the Catlettsburg Depot. The freight depot is in its original location and played an extremely significant role in local transportation, commerce, communications and social affairs of Morehead and Rowan County. This nomination acknowledges and relies on the tremendous transportation, economic and social changes brought about by the C & O Railroad in our area. The property has been determined eligible for National Register listing within a federal agency action, sometimes known as a Section 106 action.

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

(This historic context narrative and integrity discussion is taken verbatim from the nomination of the Catlettsburg, Kentucky, Chesapeake and Ohio Railway Depot, by Frank Branham. Because that context does not reside in a Multiple Property Documentation Form, it will be repeated here.)

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

Survey #	Town
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

Not cited by Powell and/or recorded since 1992

Survey #	Town
BD-A-62	Ashland
BD-C-57	Cattletsburg
BH-502	Preston
CK-W-253	Winchester
CP-83	Silver Grove
CP-N-172	Newport
CR-15	Hitchins
CR-OH-5	Olive Hill

RW-M-6	Morehead	FD-28	Lackey
MS-M-169	Maysville	FD-P-11	West Prestonsburg
PI-P-44	Pikeville	JF-CB-602	Louisville
BD-A-24	Ashland		
JO-P-29	Paintsville		
BH-502	Preston		

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.

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 20th 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.

Brief History of Morehead's Development

Morehead was named the county seat of Rowan County, Kentucky, when formed in May of 1856. The town itself was not incorporated until January, 1869. There were no major streams and the only major roadway in the county was the Midland Trail which ran from Ashland to Lexington. During the years before the Civil War, there were less than 300 residents in the town of Morehead. Farming and timbering were the main occupations.

Because Morehead lay roughly equidistant from Catlettsburg and Lexington, the railroad provided the town with development opportunities. The railroad, which came through about 1880, created constant, economical, and reliable transportation service. The main street of town was Railroad Street where most early businesses located. Logging, farming, construction and other businesses attracted many people to the town.

Evaluation of the Architectural Significance of the Morehead C & O RR Depot within the historic context "Development of the Chesapeake and Ohio Railroad in East Kentucky, 1870-1940"

The Morehead C & O Depot is significant for its original construction about 1881. It is one of the few original depots which still survive. The depot is the oldest business building located in Morehead and Rowan County. Its design by the railway allows easy identification as an early passenger and freight depot. With the retraction of passenger use of the railroad, and general scaling back of freight rail traffic, communities are no longer as fully organized around the railroad that linked each town to national markets. The existence of depots in communities provide a welcome sign of a once -important business, transportation, and social medium. Morehead's C & O Depot is important for helping usher the town from its middle-19th-century roots into a more modern era.

Evaluation of the integrity of the Significance of the Morehead C & O RR Depot in Light of its Current Physical Condition

Using the registration requirements, the Morehead C & O Depot meets the eligibility test for a property that qualifies for the National Register under Criterion C. It possesses integrity of materials and design, the factors which lead to an integrity of feeling. Integrity of feeling is the basic integrity factor which supports a property's eligibility under Criterion C. The building has been well rehabilitated after being taken out of service and suffering several years of neglect. Broken windows have been repaired and entrance doors replaced with metal doors. The vast majority of its interior and exterior features are intact.

9. Major Bibliographical References

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

The Big Sandy Valley, William Ely, 1887

Rowan County News, Centennial Edition, May 10, 1956

The Kentucky Encyclopedia, John E. Kleber, 1992

Morehead Memories, Jack D. Ellis, 2001

Days of Anger, Days of Tears, Fred Brown and Juanita Blair, 1980

The Tolliver – Martin Feud, William T. Tolliver and Emma L. Tolliver, 2006

Sanborn Maps, 1908 and 1914, University of Kentucky Digital Library

Previous documentation on file (NPS):

____preliminary determination of individual listing (36 CFR 67 has been requested)
____previously listed in the National Register
_x_previously determined eligible by the National Register
____designated a National Historic Landmark

Primary location of additional data:

____State Historic Preservation Office
____Other State agency
____Federal agency
____Local government
____University

Morehead Chesapeake and Ohio Railroad Freight Depot — Rowan County, Kentucky
Name of Property — County and State

____recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____recorded by Historic American Landscape Survey # _____

____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____RWM-6_____

10. Geographical Data

Acreage of Property Less than one acre

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____

1. Latitude: 38 10 53.185850 Longitude: 83 26 0.258791

UTM References
Morehead Quad
UTM Coordinates calculated via ArcGIS Explorer
Datum (indicated on USGS map):

[X] NAD 1927 Zone: 17 Easting: 286862.27 Northing: 4228534.87
[X] NAD 1983 below

	Zone	Easting	Northing		Zone	Easting	Northing
1	17	286867.63	4228740.91	3			
2				4			

Verbal Boundary Description
Being "Parcel A" consisting of 0.123 acres as depicted on the survey of Richard S. Staggs, registered land surveyor #317, dated March 11, 1992 a copy of which attached hereto. Being Tract 1 of a deed of conveyance dated 6 September, 2007, recorded in the County Court Clerk's office, Rowan County, Kentucky, in Deed Book 227, Pages 148 – 152.

Boundary Justification
The area proposed for listing is the area that has historically been associated with the depot, as evidenced by deeds found in the Rowan County Court Clerk's office, Morehead, KY

11. Form Prepared By

name/title Gary D. Lewis, President
organization Rowan County Historical Society date October 1, 2015

Morehead Chesapeake and Ohio Railroad Freight Depot — Rowan County, Kentucky
Name of Property — County and State

street & number 302 East 2nd Street telephone 606-356-2209
city or town Morehead state KY zip code 40351
e-mail Glewis51@windstream.net

Photographs:

Information that is common to all photographs:

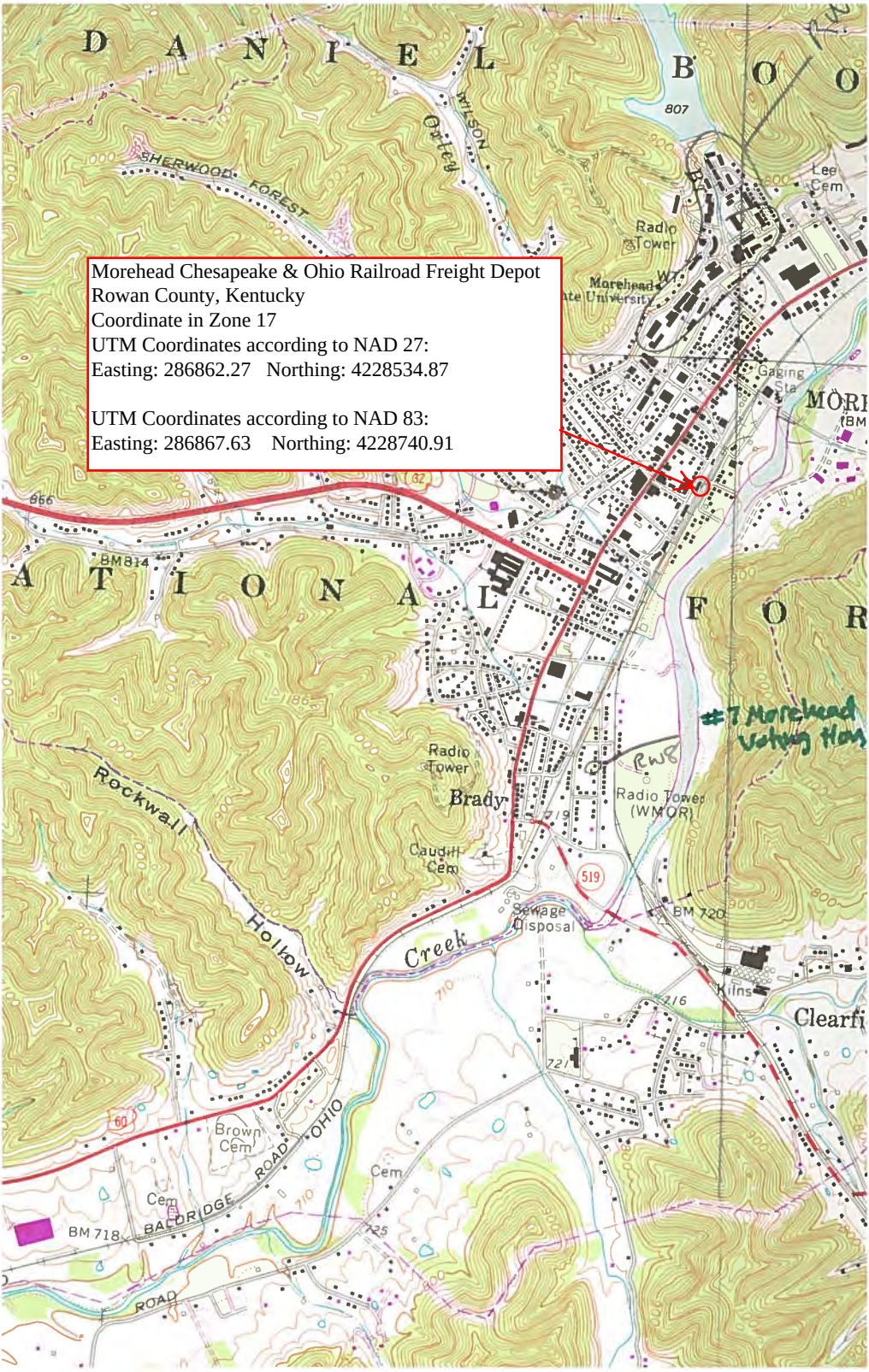
Name of Property:	**Morehead Chesapeake and Ohio Railway Freight Depot**
City or Vicinity:	**Morehead**
County:	**Rowan**
State:	**Kentucky**
Photographer:	**Gary Lewis, Rowan County Historical Society** **Vintage Photograph: Rowan County Historical Society Archives**
Date Photographed:	**2015, except photo 5, which was shot in 1980**

Description of Photograph(s) and number:
All digital images labeled as follows: KY_Rowan County_C & O Freight Station

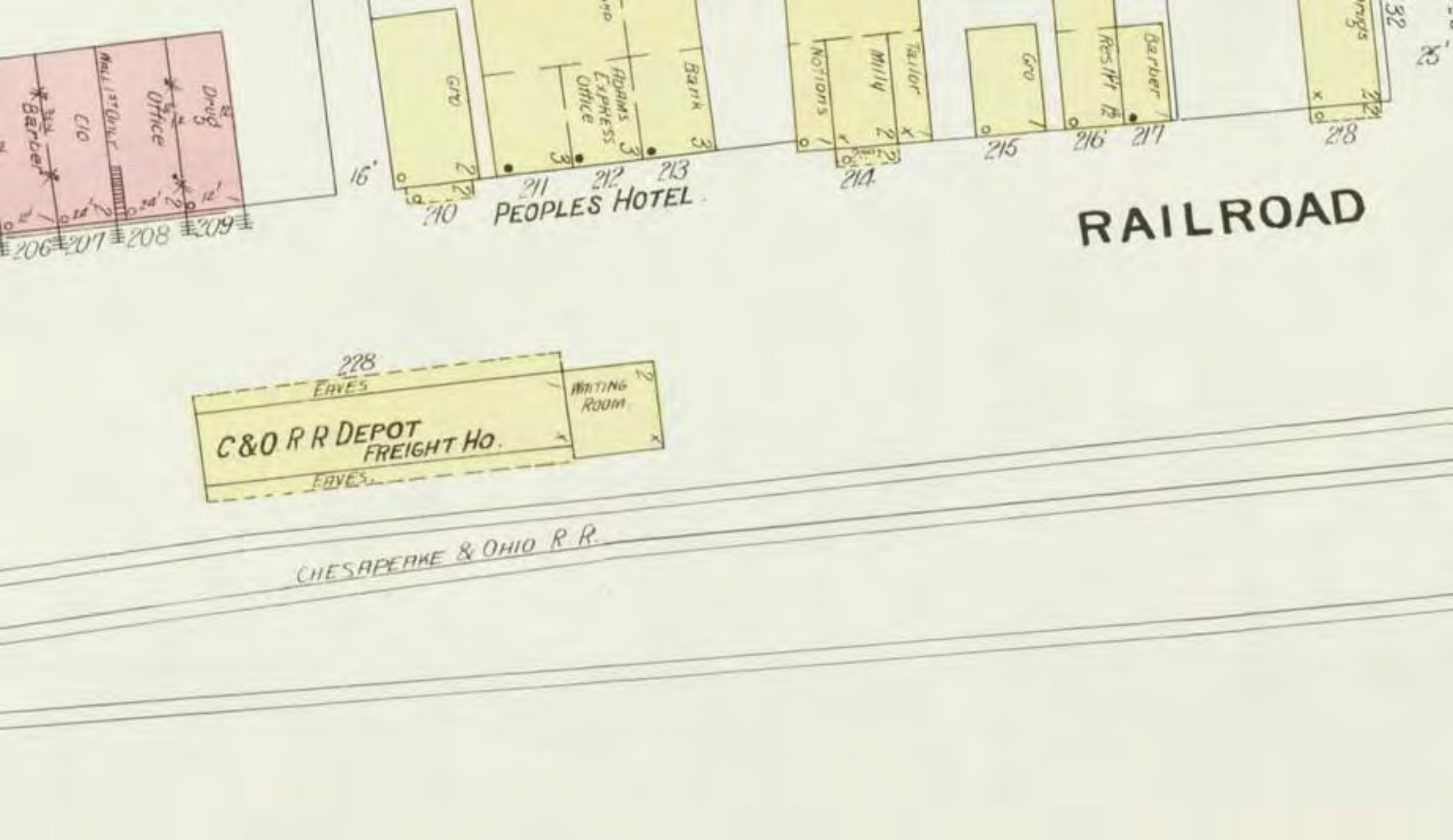
1. **north end of building; view is to the south southwest**
2. **western side of building; view is to the south southeast**
3. **south side of building; view is to the north northeast**
4. **eastern (track) side of building; view is to the west southwest**
5. **(1980) eastern (track) side of building; view is to the southwest**

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

name Jeff Barker
street & number 1041 East Main Street telephone 606-784-8445
city or town Morehead state KY zip code 40351


Morehead Chesapeake & Ohio Railroad Freight Depot
Rowan County, Kentucky
Coordinate in Zone 17
UTM Coordinates according to NAD 27:
Easting: 286862.27 Northing: 4228534.87
UTM Coordinates according to NAD 83:
Easting: 286867.63 Northing: 4228740.91
#7 Morehead Valley Hom
D A N I E L B O O
SHERWOOD FOREST
WILSON
Radio Tower
Morehead State University
Lee Cem
Gaging Sta
A T I O N A L F O R
Radio Tower
Brady
Radio Tower (WMOR)
Caudill Cem
Rockwall Hollow
Creek
Sewage Disposal
BM 720
Kilns
Clearfi
Brown Cem
OHIO ROAD
Cem
BALDRIDGE ROAD
BM 718
ROAD

SANBORN MAP COMPANY
POPULATION 1000
PREVAILING WINDS S-E
WATER FACILITIES NONE
NO STEAM & NO HAND ENGINE
NO INDEPENDENT HOSE CART
NO HOOK & LADDER TRUCK
MOREHEAD
ROWAN COUNTY
KENTUCKY
JANUARY
SCALE 50 FT. 1908 TO AN INCH
11 BROADWAY, NEW YORK.
COPYRIGHT 1908 BY THE SANBORN MAP COMPANY
3 SHEETS
24
1
NOTE:
No water facilities.
No fire apparatus.
COURT
TROMBO
COREY
AV.
MAIN
THIRD
RAILROAD
ALLEY B (ARBIT)
ALLEY A (ARBIT)
SUN
WILSON
AV.
FAIRBANKS
PEOPLES HOTEL
C&O R R DEPOT
CHESAPEAKE & OHIO R.R.
KEY
FIRE WALL 6 IN. ABV ROOF
METAL CORNICE
FIRE WALL 12 IN. ABV ROOF
WOOD CORNICE
FIRE WALL 18 IN. ABV ROOF
FRAME PARTITION
OPENING WITH IRON DOOR
" " "STANDARD" IRON DOOR
WINDOWS & IRON SHUTTERS
WINDOW - 1ST STORY
WINDOWS 1ST & 3RD STORIES
" 2ND & 4TH "
STABLE
BUILDINGS COLORED YELLOW ARE FRAME
" " RED BRICK
" " BLUE STONE
" " GRAY IRON
" " BROWN ADOBE
" " GREEN SPECIALS
INDICATE RELATIVE HEIGHTS
FIRE STATION, AS SHOWN ON KEY MAP
ALTERNATE STREET NUMBERS ARE ACTUAL
CONSECUTIVE STREET NOS ARE ARBITRARY
BAPTIST CHURCH
Scale of Feet.
Tenement House
Office
Bakery
Photo
Soft Drinks
Police Court
Post Office
D.G.
Ware Ho.
Furniture
D.G.&Gro
Bank
Ice Ho.
Drugs
Barber
Rest'rt
Gro
Tailor
Milly
Notions
Dining 2nd
Adams Express Office
Livery
Poultry Ho.
Cobbler
Drug Office
Clo
Jeweler
Pool Room
Produce Office
Meat
Gents
Vac
Cont'y
Wine Gro.


Barber
CIO
Mail 1st Floor
Office
Drug
206
207
208
209
16'
GRO
210
211
212
213
PEOPLES HOTEL
Adams Express Office
Bank
Notions
Mill
Tailor
214
215
GRO
216
217
Res 1st Fl
Barber
218
Rings
32
228
EAVES
C&O R R DEPOT
FREIGHT HO.
EAVES
WAITING ROOM
CHESAPEAKE & OHIO R R
RAILROAD

FREIGHT STATION

FREIGHT STATION
FASTENAL
CAR WASH

FREIGHT STATION
JLG LIFT

RAILROAD
CROSSING