UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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SEE IN	ISTRUCTIONS IN <i>HOW T</i> TYPE ALL ENTRIES (
NAME				
HISTORIC				
	Henderson Louisville	and Nashville Rai	1road Depot	
AND/OR COMMON				
	Same		e e e e e e e e e e e e e e e e e e e	
LOCATION	1,			
STREET & NUMBER				
	300 Clark Street		NOT FOR PUBLICATION	
CITY, TOWN			CONGRESSIONAL DISTRI	СТ
	Henderson	VICINITY OF	2	
STATE		CODE	COUNTY	CODE
	Kentucky	021	Henderson	101
CLASSIFICA	ATION			
CATEGORY	OWNERSHIP	STATUS	PRESI	ENT USE
DISTRICT	PUBLIC	OCCUPIED	AGRICULTURE	MUSEUM
XBUILDING(S)	XPRIVATE	XUNOCCUPIED	COMMERCIAL	PARK
STRUCTURE	ВОТН	WORK IN PROGRESS	EDUCATIONAL	PRIVATE RESIDENCE
SITE	PUBLIC ACQUISITION	ACCESSIBLE	ENTERTAINMENT	RELIGIOUS
OBJECT	IN PROCESS	XYES: RESTRICTED	GOVERNMENT	SCIENTIFIC
	BEING CONSIDERED	YES: UNRESTRICTED	INDUSTRIAL	_TRANSPORTATION
		NO	MILITARY	X_OTHER: vacant
OWNER OF	PROPERTY			Vacant
NAME Land: c/o	Mr. R. A. Irvine, V. 1, 233 North Michigan	ice-Pres. for Real	Estate, Illinois C	Central Gulf
	dg: c/o Mr. K.C. Duf		The second secon	Railroad,
,	P.O. Box 3229	O, Louisville, Kent	ucky 40232	•
CITY, TOWN			STATE	
	<u> </u>	VICINITY OF	E.M. 48 00	
LOCATION	OF LEGAL DESCR	IPTION		
COURTHOUSE,				
REGISTRY OF DEEDS, ET	rc.			
STREET & NUMBER	Henderson Co	ounty Courthouse		
	,,,			
CITY, TOWN		······································	STATE	
	Henderson		Kentucky	42420
REPRESENT	TATION IN EXIST	ING SURVEYS	-	·
TÎTLE		IIIO DON VIIIO		
IIILE	Commence of Higheria	Sites in Kentucky		
	Survey of Historic a			
DATE	Survey of Historic S			
DATE	1979	FEDERAL _X	STATECOUNTYLOCAL	
DEPOSITORY FOR SURVEY RECORDS	1979		STATECOUNTYLOCAL	
DEPOSITORY FOR			STATECOUNTYLOCAL	



__EXCELLENT

__GOOD

X FAIR

CONDITION

__DETERIORATED

__UNEXPOSED

CHECK ONE

CHECK ONE

XUNALTERED __ALTERED

XORIGINAL SITE

__MOVED DATE____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Located in an industrial area on the eastern edge of Henderson, Kentucky (population 22,976), the Henderson L. & N. Depot is a single-story, brick structure measuring approximately 120' x 36' and highlighted by classical The most notable features are the projecting square tower and the elaborately detailed entrance. This entrance embodies a stone, round arch opening resting on pairs of squat, red marble columns with foliated stone capitals. A simple stone entablature forms the impost of the massive arch which is set in a "traceried" stone wall. Recessed panels containing a flower accent the intrados. A single-story porch supported by iron posts and brackets shelters the entrance. Stone buttress-like elements at the sides of the entrance form the base of the tower which rises above the vestibule. Brick pilaster strips capped by foliated, stone capitals reinforce the corners of the tower, the sides of which are pierced by slender apertures. A stone band encircles the tower just below the point where stone piers rise to support the slate roof. The linear section of the structure is sheltered by a low-pitched, overhanging roof supported by wooden brackets. All of the original stained glass windows have been removed.

The vestibule gives access to the general waiting room on the north and the smaller waiting room on the south formerly reserved for blacks. At the extreme northern end is the ladies waiting room with its projecting, semicircular bay. The interior is richly embellished with classical moldings and trim consisting of pilaster strips capped by Corinthian capitals and a complete entablature encircling the waiting room. The cornice displays dentils while the frieze reveals an anthemion motif. Doors are set in round arch openings with egg-and-dart moldings. The light fixture is suspended from a plaster relief medallion with anthemion designs. Much of the mosiac tile floor remains intact.

A small brick storage shed is located just south of the depot. The nomination of approximately two acres is designed to include the brick storage shed located south of the depot and sufficient space to ensure site integrity.

ERIOD	AREAS OF SIGNIFICANCE CHECK AND JUSTIFY BELOW

_PREHISTORIC	ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	LANDSCAPE ARCHITECTURE	RELIGION
_1400-1499	ARCHEOLOGY-HISTORIC	CONSERVATION	LAW	SCIENCE
_1500-1599	AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE
_1600-1699	XARCHITECTURE	EDUCATION	MILITARY	SOCIAL/HUMANITARIAN
_1700-1799	_ART	ENGINEERING	MUSIC	THEATER
_1800-1899	COMMERCE	EXPLORATION/SETTLEMENT	PHILOSOPHY	XTRANSPORTATION
1900-	COMMUNICATIONS	INDUSTRY	POLITICS/GOVERNMENT	OTHER (SPECIFY)
		INVENTION		

SPECIFIC DATES 1901

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The design of the 1901 L. & N. Depot which has served Henderson, Kentucky for three-quarters of a century distinguishes this structure from the simpler frame railroad stations that are typical of most small towns. While adhering to a basic depot plan, the design of the Henderson structure builds upon the traditional form to create an edifice notable because of the overall effect produced by the combination of high quality building materials and attention to elaborate detail. The depot was obviously planned to serve as a visual landmark for the community as well as a prominent railroad center for this region of the state.

Henderson County, Kentucky, was formed in 1798 out of part of Christian County. It was the thirty-eighth county organized in the state by the Kentucky General Assembly. Named in honor of Colonel Richard Henderson, one of the original pioneer founders of Kentucky, the county initially encompassed all of the territory out of which the present Hopkins County was formed in 1806, Union County in 1811, and Webster County in 1860. Located in the southwestern part of the state, Henderson County is a rich agricultural area especially along the Ohio River which forms its northern boundary for seventy miles and the Green River which waters the county for an additional forty miles. Henderson is one of the largest corn and tobacco producing counties in the state.

The county seat of Henderson was incorporated in 1810 and is located on the Ohio River, 196 miles below Louisville and approximately eleven and one-half miles below Evansville, Indiana, as river traffic flows. It is also approximately 173 miles above Cairo, Illinois, and about 170 miles from Frankfort. Henderson was an important railroad center and served as a major terminal point for the railroads serving its area.

Built in 1901, the depot served as a landmark for a great many departing servicemen who left for duty or returned home via this station. During World War II as many as twenty-eight passenger trains passed through Henderson daily. Among the American presidential candidates who made whistle tour stops there during their campaigns, were Warren G. Harding in 1920, Harry S. Truman and Thomas E. Dewey in 1948, and Dwight D. Eisenhower in 1952. The last passenger train came through Henderson in 1971 and on August 30, 1978, the offices were vacated by the switch and signal operators.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

UTM NOT VERIFIED

Collins, Richard H., History of Kentucky. Covington, Ky: Richard H. Collins, 1874. Vol.II.

"Former Chief Engineer Di 23

rormer chaer	Ingineer Dies, In	ie L. a N. Empl	Loyees' Magazine (April, 1934),p.
10 GEOGRAPHICAL D ACREAGE OF NOMINATED PROPER	23	CREAGE NOT	VERIFIED
QUADRANGLE NAME Hender			QUADRANGLE SCALE
A 1, 6 4 4, 9 1, 9, 0 ZONE EASTING C	4, 1 8, 7 6, 6, 0 NORTHING	B ZONE EAST	TING NORTHING
EL]		FLI L	
GL LLL		нШШ	
and extending 50' from	nded on the east by the north and south	n foundation li	
LIST ALL STATES AND	COUNTIES FOR PROPERTIE	S OVERLAPPING ST	TATE OR COUNTY BOUNDARIES
STATE	CODE.	COUNTY	CODE
STATE	CODE	COUNTY	CODE
ORGANIZATION Kentucky He STREET & NUMBER 104 Bridge	ritage Commission	arlotte Schnei	der, Architectural Historian DATE March 1980 TELEPHONE 502/564-3741
city or town Frankfort			STATE Kentucky
12 STATE HISTORIC	PRESERVATION JATED SIGNIFICANCE OF TI		ERTIFICATION
NATIONAL	STATE	<u>X</u>	LOCAL
~	inclusion in the National Re-		vation Act of 1966 (Public Law 89-665), I at it has been evaluated according to the
STATE HISTORIOT RESERVATION ST.	TICED SIGNATURE	T ~ (· Alada Para
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Form No. 10-300a (Rev. 10-74)

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CONTINUATION SHEET

ITEM NUMBER

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Although the names of the actual builders of the depot are not known, it has been established that the chief engineer of the railroad at that time approved all plans which were used. Therefore, Richard Montfort (1854-1934), the first chief engineer of the L. & N. Railroad Company was at least partially responsible for its design. Montfort had been born and educated in Ireland and after coming to the United States, he was employed by the Louisville Bridge and Iron Company. In 1880 he entered the service of the L. & N. as bridge engineer, becoming engineer in 1883. In 1887 Montfort was appointed the first chief engineer in the history of the company. In 1905 he sought relief from the duties of chief engineer and was made consulting engineer. He continued in that capacity until 1930.

Although passenger service no longer exists at Henderson, and the depot has not been used since 1978, there are still a great many people in this area who recognize the significance of the station. The structure remains an historical and architectural landmark to the railroad industry, as well as a rememberance of passenger service, now a passing phase of the first of the colossal transportation giants in the history of this nation.

