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DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED SEP 12 1977
DATE ENTERED OCT 17 1977

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

* X

HISTORIC Etowah Depot
AND/OR COMMON

LOCATION

STREET & NUMBER U. S. Highway 411
CITY, TOWN Etowah
STATE Tennessee
VICINITY OF Second
COUNTY McMinn
CODE 47
CONGRESSIONAL DISTRICT Second
CODE 107

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input checked="" type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER: vacant

OWNER OF PROPERTY

NAME Louisville and Nashville Railroad
STREET & NUMBER 908 West Broadway
CITY, TOWN Louisville
STATE Kentucky
VICINITY OF

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. McMinn County Courthouse
STREET & NUMBER Jackson Street, Northeast
CITY, TOWN Athens
STATE Tennessee

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Historical and Architectural Inventory
DATE May 1974
DEPOSITORY FOR SURVEY RECORDS Tennessee Historical Commission
CITY, TOWN Nashville
STATE Tennessee

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Louisville and Nashville Railroad construction workers began erecting the Etowah Depot in 1905, and completed the two-story, frame building the following year. The 36 x 140 foot, 15-room station, built at a cost of \$13,000, was immediately acclaimed as the finest station between Knoxville and Atlanta.

The floor plan of the building, while irregular, is roughly T shaped; the main section, which has a northeast-southwest axis, forms the elongated crossbar and the porte-cochère, attached to the northwest wall, the vertical bar. Except for the southwest room, with its full basement which houses the boiler room, the depot stands on eight to nine-foot concrete piers resting on slate bedrock. The complex roof structure has both hipped and pyramidal elements; the lines of the slate roof are further broken by six gable dormers, two brick chimney stacks, several metal stove flues, and finials. The roof of the single-story wing on the northeast end of the station has a large overhang supported by graceful brackets; this bracketed overhang continues completely around the building between the first and second stories. The middle bay of the southeast elevation projects onto the platform; this arrangement allowed the superintendent and ticket agents to view up and down the main line. Except for bands of vertical boards above and below the first floor windows, the building was clapboarded. The exterior, originally painted slate gray trimmed with white, was decorated with continuous sills and a plain, boxed cornice and decorative frieze. Some of the one-over-one windows still retain the original textured glass lights.

The large, two-story porte-cochère is the most distinctive feature of the depot. Nine concrete posts support the upper level and provide space for two lanes of vehicular traffic and one for pedestrians. The lane openings are partially enclosed with wooden, shallow basket arches and ornate impostes.

L & N's needs and priorities changed several times during the years, and the rooms in the depot have had a variety of uses. The original floor plan for the first story provided for Negro, general, and ladies' waiting rooms and toilets, a lunchroom, agent's office, and two rooms for the Union News Company. The upper level had stationery and file rooms, a restroom, and bright, airy offices for the superintendent, trainmaster, dispatcher, roadmaster, and other railroad officials. The second floor was reached by a staircase with turned balusters and carved and appliqued newels. Most of the rooms have beaded board ceilings and walls with wainscoting, and hardwood floors. Several of the rooms still have the fixtures for the large ceiling fans and the original radiators.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1905-06

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Louisville and Nashville Railroad Company (L & N) began planning a new route in 1889 to connect Chicago with Atlanta, via Cincinnati, Lexington, and Knoxville. W. Morris Harrison, an agent for the L & N subsidiary, the Louisville Property Company, purchased 1,454 acres in southeastern McMinn County for a depot and maintenance and repair facilities; the railroad also planned to create a new town. The 320-acre bottom land farm, formerly owned by William T. Peck, was selected for the railroad's purposes and work commenced in April 1905. The complex, when completed in November of the following year, included a turntable and roundhouse; engine and car repair shops; passenger and freight depots; power plant; a sixty-six-room YMCA hotel and community center; and fourteen freight and five repair tracks. L & N completed the main line in April 1906, and the first train arrived from Cartersville, Georgia, in November of that year. The Louisville Property Company laid out Etowah and sold town lots; by 1907 the new railroad town boasted a population of more than 3,000. In 1924 a new machine shop was built, and Etowah's population tripled.

The Etowah Depot was the key building in the railroad complex. It housed the administrative offices of the superintendent of the Atlanta Division and of the master mechanic of the Etowah yards and shops, as well as the passenger station for the community. The depot was the grandest building in the town. A traveler could alight from a carriage or automobile and board the train during a cloud burst and remain absolutely dry. The ticket counter and "grab-all" lunchroom were conveniently located and the waiting rooms reasonably comfortable. The L & N complied with the prevailing Jim Crow laws and provided segregated waiting rooms and toilets for blacks and whites. The railroad also showed concern for the comfort of unescorted ladies and the original design of the building included a separate ladies' waiting and restrooms.

The depot was the scene of a highly commendable program undertaken by the ladies of Etowah. During both world wars the lunchroom was converted into a canteen for troops stopping at the station. Thousands of service men were served free coffee and sandwiches almost around the clock.

In 1928, when the L & N started to convert its rolling stock from wood to steel, Etowah began to decline and lose population. Three years later the Atlanta and Knoxville divisions were combined with headquarters in the latter city. The prosperity of World War II was but a brief respite. Still more shops closed when the line began phasing out its steam locomotives for the more powerful and economical diesels. Finally, in October 1974, the Etowah Depot was closed.

Partitions had been removed and others added to accommodate the building during the transition from passenger to freight service and to meet the changing needs of the railroad. Although in need of painting, a sound roof, and other repairs, the building appears structurally sound. The city of Etowah is attempting to purchase the depot from the L & N and possibly using it as a city hall or as a community center.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Etowah Enterprise (Golden Jubilee Edition), August 16, 1956.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .5

UTM REFERENCES

A	1 6	7 2 5 0 4 0	3 9 1 1 5 2 0
	ZONE	EASTING	NORTHING
C			

B			
	ZONE	EASTING	NORTHING
D			

VERBAL BOUNDARY DESCRIPTION

The property nominated is located in a half-acre rectangular lot bounded on the southeast by the L & N Railroad right-of-way.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Robert E. Dalton, Director of Field Services

ORGANIZATION

Tennessee Historical Commission

DATE

August 1977

STREET & NUMBER

170 Second Avenue North

TELEPHONE

(615) 741-2371

CITY OR TOWN

Nashville

STATE

Tennessee

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Herbert L. Hays

TITLE

Executive Director, Tennessee Historical Commission

DATE

9/7/77

FOR NPS USE ONLY

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

DATE

10/17/77

DIRECTOR, OFFICE OF HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

DATE

10/17/77

KEEPER OF THE NATIONAL REGISTER