

PH0351113

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
MAR 2 1976 RECEIVED
DATE ENTERED JUN 17 1976

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

HISTORIC
 * Louisville & Nashville Railroad Depot
 AND/OR COMMON
 Louisville & Nashville Railroad Depot

2 LOCATION

STREET & NUMBER
309 First Avenue, NE

CITY, TOWN
Cullman

STATE
Alabama

VICINITY OF
Fourth

CONGRESSIONAL DISTRICT
Fourth

COUNTY
Cullman

CODE
01

CODE
043

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input 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	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
Louisville & Nashville Railroad Company

STREET & NUMBER
908 W. Broadway

CITY, TOWN
Louisville

STATE
Kentucky

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Judge of Probate, Cullman County Courthouse

STREET & NUMBER
500 Second Avenue, SW

CITY, TOWN
Cullman

STATE
Alabama

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" 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 Cullman Depot is a one story stuccoed brick structure with basement completed in 1913 for the Louisville and Nashville Railroad company. An unknown company engineer designed the rectangular station in the then popular Spanish Colonial Revival style. It was an uncommon choice for the L & N and possibly the result of Colonel Cullman's financial assistance. Most of the company's depots built in Alabama at this time followed a simple, standard design.

The detail of the long three bay facade is confined to the upper portion of the building. The parapet, which is divided into three sections with central stepped arches flanked by brick piers, obscures the flat roof. The taller central piers are accented with recessed panels, horizontal banding and surmounted with low pyramidal roofs. The corner piers are quite low by contrast, have less brick work and half-hipped roofs. Additional detail along the parapet includes star and circular accents at the center of the arches. The single interior chimney is located on the north end of the building.

A line of projecting brick molding extends around all sides of the structure becoming more detailed in the central portion as it takes on an arched motif. Directly below this, a single-bay, hipped roof portico supported by heavy columns covers the double doors of the main entrance. Heavy bracketing joins the cornice and columns of the porch.

Each bay has two double-hung sash windows with one over one lights and single light transoms. The north bay has an additional window as well as two doors, one of which is double, serving the baggage area. The south end of the building extends approximately 28 feet to create a porch cover supported by massive brick columns. A door and two windows in a two-one arrangement are located on this elevation which faces southeast.

The rear or west elevation faces the tracks and is quite simply by contrast. One unadorned central arch highlights the stepped parapet. A wooden shed roof covers the concrete platform and is supported by square wooden posts with Y braces.

The interior of the station was originally divided into separate waiting and rest rooms for men, women, and Negroes. In addition, there was a ticket office and baggage room. With the demise of passenger traffic on the railroad, the depot was altered for freight, eliminating the separate waiting rooms and rest rooms with the exception of one for employees. Other interior features such as octagonal tile floors, carved woodwork, and plaster brick walls are still visible.

Although the station is structurally sound, neglect is evident and the building is beginning to deteriorate.

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 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

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Louisville and Nashville Railroad played a vital role in the settlement and growth of the city and county of Cullman. Its present depot in Cullman, completed in 1913, is unique in its Spanish Colonial Revival style, which was atypical of the majority of L & N's Alabama stations.

Cullman's founder, Col. John Cullman, was a German political refugee who had fled to Cincinnati in 1865. By the 1870's his immigration and colonization ideas had attracted the attention of former Governor Patton. He arranged a meeting between Cullman and Albert Fink, L & N land agent. The result was an option on 349,000 acres of land, 15 miles on either side of L & N's right of way in Northern Alabama. With this land Cullman was able to begin his colony for German immigrants, and in 1873 he selected what was then known as Milner's Station as the site for his new town.

When Cullman died in 1895, he directed that \$15,000 of his estate be given to the city for the purpose of lowering the railroad tracks to eliminate noise and smoke in the town. However, these plans were not implemented until 1911 when L & N began laying double tracks along all of its route. The new and lower cut moved the tracks one-half mile from the original station necessitating the construction of a new depot as well as viaducts over the right of way.

Built at a cost of \$22,200 the station was designed by L & N's Office of Chief Engineer and displays a greater degree of creativity when compared to the more standardized structures elsewhere in the state.

The Cullman L & N Railroad depot is threatened with demolition by the L & N company.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Cullman Democrat (newspaper), April 3, 1913.

Jones, Jean Margaret, Cullman County Across the Years. Cullman: Modernistic Printers, 1975.

Owen, Thomas W., History of Alabama and Dictionary of Alabama Biography, Vol. III Chicago; The S. J. Clarke Publishing Co., 1921.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1 acre

UTM REFERENCES

A	1,6	51,43,6,0	3,78,19,4,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

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

W. Warner Floyd, Executive Director & Donna Hole

ORGANIZATION

Alabama Historical Commission

DATE

2/17/76

STREET & NUMBER

725 Monroe Street

TELEPHONE

832-6621

CITY OR TOWN

Montgomery

STATE

Alabama

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

Miss B. Forward Jr.

TITLE

SHPO Alabama

DATE

Feb. 23, 1976

FOR NPS USE ONLY

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

W. J. Smiley

DATE

6/17/76

Acting DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

Charles ...

DATE

6.16.76

Acting KEEPER OF THE NATIONAL REGISTER