

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED JUN 5 1979
DATE ENTERED AUG 1 1979

**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

Union Station

AND/OR COMMON

Louisville and Nashville Depot**2 LOCATION**

STREET & NUMBER

1039 Frederica Street

—NOT FOR PUBLICATION

CITY, TOWN

Owensboro

CONGRESSIONAL DISTRICT

2

STATE

Kentucky

— VICINITY OF

CODE

021

COUNTY

Daviess

CODE

059**3 CLASSIFICATION****CATEGORY**

DISTRICT
 BUILDING(S)
 STRUCTURE
 SITE
 OBJECT

OWNERSHIP

PUBLIC
 PRIVATE
 BOTH
PUBLIC ACQUISITION
 IN PROCESS
 BEING CONSIDERED

STATUS

OCCUPIED
 UNOCCUPIED
 WORK IN PROGRESS
ACCESSIBLE
 YES: RESTRICTED
 YES: UNRESTRICTED
 NO

PRESENT USE

AGRICULTURE
 COMMERCIAL
 EDUCATIONAL
 ENTERTAINMENT
 GOVERNMENT
 INDUSTRIAL
 MILITARY,
 MUSEUM
 PARK
 PRIVATE RESIDENCE
 RELIGIOUS
 SCIENTIFIC
 TRANSPORTATION
 OTHER:

4 OWNER OF PROPERTY

NAME

Jim McCormick

STREET & NUMBER

P.O. Box 599

CITY, TOWN

Owensboro

— VICINITY OF

STATE

Kentucky**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Daviess County Courthouse

STREET & NUMBER

CITY, TOWN

Owensboro

STATE

Kentucky**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Survey of Historic Sites in Kentucky

DATE

Summer 1977—FEDERAL STATE —COUNTY —LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Kentucky Heritage Commission

CITY, TOWN

Frankfort

STATE

Kentucky

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 checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

On the southeast corner of Eleventh and Frederica Streets in Owensboro, Kentucky sits Union Station, the old Louisville and Nashville Depot. The structure, which faces west is located about one block from the edge of the main business district on Frederica Street. The commercial area which runs along a north-south axis from the Ohio River, begins to thin out around the station and more residences are in evidence.

Constructed in 1905, this one-story Victorian style depot is situated in a more spacious area than is the usual case for most city stations. The long rectangular building includes a waiting room with an entrance area at the west end and a two-story freight section at the east end (see photos 1-4).

More architectural attention and detail was given to the entrance block, which is flanked by polygonal wings, than to the rest of the structure. The gabled entrance element is adorned by wooden barge boarding and brackets which give the structure a Gothic look. The hipped roof is covered by slate and there are consoles located in the soffit (see photos 5-7).

The base of the structure consists of an ashlar rusticated limestone foundation which extends to window sill height. The window openings have segmental arches and are adequate to allow considerable light to the interior (see photo 8). The common bond brick pattern was used throughout the building.

In recent years several attempts have been made to rehabilitate the structure for modern commercial use. A pizza parlor and discotheque have both been unsuccessfully located here and the station is presently vacant.

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 1905

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

During the last part of the 1800s the Louisville and Nashville Railway Company began to realize western Kentucky's potential as a promising agricultural and mining area, with Owensboro being one of several towns along the river considered particularly important by the L & N. Their subsequent buildup of railines in this area resulted in the railway station in Owensboro and marked the beginning of a boom era for the community. Victorian details and an unusual floor plan combine to give this utilitarian building a special sense of character and style.

The first railroad chartered in town was known as the Owensboro and Russellville. Since they were the first to tap public funds, a total of \$380,000 in subscriptions was collected. Begun in 1867, the company went bankrupt nine years later. However, a syndicate of former bond holders reorganized in the interest of the L & N and the new line was known as the Owensboro and Nashville. The L & N's purchase in 1879 of the O & N, along with St. Louis and Southeastern's Indiana and Illinois division put the railroad on both the Mississippi and Ohio Rivers.

In western Kentucky the L & N did lack direct east to west lines through the region between the Ohio River and their Memphis branch. Milton Smith, the L & N President, believing western Kentucky to be a natural domain for the railroad took steps to locate there. In 1882, locally known as "The Texas", the Louisville, St. Louis and Texas railroad purchased a right-of-way through Owensboro. As was the case with many other new lines, the financial panic of 1893 forced the small line into receivership. It emerged three years later as the Louisville, Henderson and St. Louis. The L & N purchased a majority of the capital stock of the L H & St. L.

It was at this time that Union Station was constructed. Taking into consideration Owensboro's rapid growth, at that time, the station was designed to handle many passengers and much freight. During the early 1920s eighteen daily passenger trains served Owensboro. The L H & St. L alone had eight trains which passed through every day.

Unfortunately this degree of activity did not last. With the coming of the Depression the Louisville and Nashville began to feverishly slash prices to retain the declining business. The paring down of obsolete physical equipment led to the closing of administrative structures as well. In 1936 the L & N dissolved several hitherto separate corporations including the Owensboro and Nashville. These were then absorbed into the parent system. Railroad passenger service to Owensboro was discontinued on the O & N in 1941 and on the L & N in 1958. The railroad declared they were losing \$130,000 annually on the Owensboro lines.

However, the station serves as a reminder of the vital role played by the railroad, in broadening the economic base of the community, by offering an expedient mode of transportation to market.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Klein, Maury. History of the Louisville and Nashville Railroad. New York: The Macmillan Co., 1972.

Potter, Hugh O. History of Owensboro and Daviess County. Louisville: Herff Jones-Paragon Publishing, 1974.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1/4 acre

QUADRANGLE NAME Owensboro East

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 16 490100 4779600
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

The nominated property is in Census Tract 5, Block 204-parcel 1.

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

Jayne Henderson, Historian

ORGANIZATION

Kentucky Heritage Commission

DATE

March 1979

STREET & NUMBER

104 Bridge Street

TELEPHONE

(502) 564-3741

CITY OR TOWN

Frankfort,

STATE

Kentucky

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

Edward W. Miller

TITLE

State Historic Preservation Officer

DATE

5-23-79

FOR NPS USE ONLY

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

KEEPER OF THE NATIONAL REGISTER
Ann H. Calmore

DATE 8-1-79

ATTEST: Ann H. Calmore
 CHIEF OF REGISTRATION

DATE 7/30/79

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Union Station

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

A gable with decorative timbering adorns the main entrance to the station and gives it emphasis. This is balanced by the polygonal wings which flank the central gable. The hipped roof and the wings offset the vertical emphasis of the main gable and balance the main block.

Although the remainder of the structure is very pragmatic in appearance the detailed brickwork around the main openings offers a relief from flat masonry.