

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received APR 16 1987

date entered MAY 14 1987

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Hohenwald Railroad Depot

and/or common Hohenwald Railroad Depot

2. Location

street & number Tennessee Highway 99 N/A not for publication

city, town Hohenwald N/A vicinity of

state Tennessee code 047 county Lewis code 101

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 type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	N/A in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: Civic

4. Owner of Property

name Lewis County Chamber of Commerce

street & number P.O. Box 182

city, town Hohenwald N/A vicinity of state Tennessee

5. Location of Legal Description

courthouse, registry of deeds, etc. Lewis County Courthouse

street & number Park Avenue

city, town Hohenwald state Tennessee

6. Representation in Existing Surveys

title N/A has this property been determined eligible? N/A yes no

date N/A N/A federal state county local

depository for survey records N/A

city, town N/A state N/A

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date <u>ca 1950; 1965; 1985</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The Hohenwald (Tennessee) Railroad Depot, built circa 1885, is a small rectangular frame structure on the eastern edge of the small business district of Hohenwald, the county seat of Lewis County. The building is located at the terminus of the railway line by the crossing of the Columbia Pike, Tennessee Highway 99.

The depot is constructed in the vernacular bracketed railway style of the late nineteenth century. The rectangular board-and-batten frame structure, approximately ninety feet long by twenty feet wide, is constructed of yellow poplar, rests on a concrete block foundation, and is topped by a shallow pitched gable roof of standing seam tin, broken only by a simple brick flue. The roof has pronounced overhanging eaves on all sides supported by stout knee braces.

The original main elevation faces northwest and contains a twelve-panel wooden sliding track door and four 4/4-light sash windows. The northeast side of the depot features a two-panel wooden door with a three light transom and a single 4/4-light sash window. The door opens onto a rebuilt wooden platform. The southwest end of the building is a plain board-and-batten wall with no openings.

The southeast, or original trackside, facade of the depot is distinguished by a small bay window with three 4/4-light double-hung windows located near the northeast end of the depot. The window originally served as the site for the railway telegraph. The southeast facade also has a two-panel door with three light transom to the office, a four-panel door with three light transom to a waiting room, double-leaf wood and glass panel doors to the freight section, and a 4/4-light double-hung window. The platform continues along the length of the northeast side. All windows and doors of the station are surmounted by pointed, denticulated lintels.

The interior follows a common depot plan of the period: a large room which originally served as a freight room, a central station office and ticket room, and segregated waiting rooms. The freight room occupies the southwest half of the building; the inside is unfinished except for twelve-inch vertical boards nailed to the inside walls to a height of about five and one-half feet. This section has an exposed king-post truss roofing system. Two small baths have been built in a corner of the large unfinished room, the only structural alteration to the building.

The central office has a bay window on the southeast wall with a low shelf for use by the telegraph operator, two-foot wainscoting over a one-foot baseboard with molded cap on all walls with narrow horizontal beadboard siding above. There are two small single opening ticket

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windows to the two small waiting rooms, a 4/4-light double-hung window on the northwest wall, and a two-paneled door to the platform. In the room's southwest corner is a small ticket office, which features a single-light rounded arch ticket window with lead counterweight and a 4/4-light window on the northwest wall.

The two small waiting rooms at the northeast end of the building are each approximately ten feet by fifteen feet. The east room has a four-panel door to the southeast platform and 4/4-light windows on the northeast and southeast walls. The west room has a two-panel wooden door to the northeast platform and two 4/4-light windows on the northwest wall, and a partially exposed brick flue on the southeast interior wall.

The depot has been moved twice prior to its final move to its present location. The first move of the depot was to accommodate the right-of-way for Tennessee Highway 99 in the early 1950's, the second move around 1965 was the result of being sold by the railroad to a private owner. The building was abandoned for many years and for a decade served as a warehouse for a local lumber yard and building supply company. During this period a small part (less than 15%) of the northwest wall was opened up for the storage of lumber. The third and final move of the depot occurred in 1985 after it was acquired by the Lewis County Chamber of Commerce. The Hohenwald Railroad Depot was moved back to its original lot; however, due to the location of Tennessee Highway 99, the depot is approximately forty yards south of its original location. The depot's orientation to the track was changed to accommodate the building's new use as a museum and office. Although the orientation of the depot was changed, it is still located as close as possible to its original site near the railroad tracks. The building has retained its original integrity throughout its several moves and the northwest wall and the deteriorated platform were restored in the recent renovation of the building as headquarters for the Lewis County Chamber of Commerce and the Lewis County Historical Society.

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 type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates ca 1885-1937 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The railroad depot at Hohenwald, Tennessee is nominated under National Register criterion A for its significance to Hohenwald and Lewis County, Tennessee in transportation and commerce. The small frame depot, built about 1885 by the Southern Iron Company but usually associated with the Nashville, Chattanooga and St. Louis Railroad, is the best surviving building associated with the small branch line which connects Hohenwald and the Colesburg railhead. Hohenwald, the third county seat of the small and isolated Lewis County, was only assured of a permanent nature because of the railroad's passage through this place. The structure remains the most significant property in the community in commerce and transportation. Lewis County industry depended entirely on the railroad, for shipping until after World War II, and the small line still carries the bulk of the county's freight. The depot at Hohenwald was the center for both freight and passenger operations.

The small line the depot served was chartered in 1877 as the Nashville and Tuscaloosa Railroad, which was intended to connect Burns, Tennessee, near Nashville, through Centerville, thence south through Lawrenceburg to the Alabama state line, "in the direction of Florence, Alabama." Before much track was laid the Nashville and Tuscaloosa Railroad, on July 29, 1880, negotiated a contract with the Nashville, Chattanooga & St. Louis Railway whereby the latter agreed to extend the line from Graham, Tennessee (as far as the road had been constructed) to Centerville. This was done and on March 13, 1883 the entire Nashville & Tuscaloosa line and its related properties were sold to NC&St.L. Under the 1880 contract, the new owners agreed to further extend the line from Centerville to the Aetna iron furnace near Kimmins, Tennessee in the northern part of Lewis County, a distance of thirteen miles. This section was constructed and on June 20, 1884, it, too, was purchased by the NC&St.L. From the terminus at Kimmins, the Southern Iron Company, an Alabama concern, built an additional eighteen miles of track south to connect with iron industry properties at Mannie on Allens Creek in the southern part of Lewis County. This section of track was sold to the NC&St.L Railroad on September 24, 1892. This last branch passed through Hohenwald, the Lewis County seat, where the handsome frame depot was built about 1885. Passenger use of the branch line was in effect before the NC&St.L purchase, as indicated by the arrival of Swiss settlers by rail to the new community in the late 1880's. Former railway employees indicate the depot dated from this period.

9. Major Bibliographical References

- "Down and Back on the Centerville Branch." N.C. & ST.L. Ry. Bulletin. March 1955, p.p. 4-9.
Drury, George H. The Train-Watcher's Guide to North American Railroads. Milwaukee, WI: Kalmach Publishing Company, 1984.
Interview with Lewis County Historian Marjorie Graves, 9 Sept. 1986.
Interview with Mrs. Era Williams 9 September 1986.

10. Geographical Data

Acreeage of nominated property 1 acre (approximate)

Quadrangle name Kimmins, Tennessee 41SE

Quadrangle scale 1:24000

UTM References

A

1	6	4	5	0	1	6	0	3	9	3	3	6	8	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

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D

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Verbal boundary description and justification The nominated area for the Hohenwald Depot is irregular in shape, bounded on the west by the South Central Tennessee Railroad, on the northeast and east by Mill Street, and on the south by adjacent property lines, containing approximately one acre. This includes all land associated with the building.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	N/A	county	N/A	code	N/A
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state	N/A	code	N/A	county	N/A	code	N/A
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11. Form Prepared By

name/title Richard Quin, Historic Preservation Planner

organization South Central TN. Development District date 18 September 1986

street & number P.O. Box 1346 telephone 615-381-2040

city or town Columbia state Tennessee 38402-1346

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.

Deputy
State Historic Preservation Officer signature Herbert I. Hoyer

title Executive Director, Tennessee Historical Commission date 4/10/87

For NPS use only

I hereby certify that this property is included in the National Register

entered in the
National Register

date 5-14-87

for Allorent Byers
Keeper of the National Register

Attest:

date

Chief of Registration

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The location of the railroad line through Hohenwald was of extreme importance to the small community. Hohenwald (German for High Forest), founded by a colony of Swiss immigrants, had been established as the county seat of Lewis County in 1882. The two previous seats of government, at Gordon and Newburg, never flourished or became permanent settlements. Routing of the railroad line through Hohenwald assured the town of its survival. For years the rail line was the only reliable route into the small and isolated county located on the Western Highland Rim.

During its busiest years around World War I, some fourteen freight trains and three passenger trains served Hohenwald and the other communities along the line. Iron ore from the mines at Allens Creek and Ruperttown was the chief commodity shipped, along with forest products from the dense surrounding timberlands, charcoal and phosphate rock, livestock and poultry, and miscellaneous merchandise and sundry goods. Some of the earliest products shipped on the line were goods from two Swiss lace factories established at Hohenwald and which continued to operate until early in the twentieth century. In later years, tinned goods from the Old Black Joe Canning Company were also shipped on the line. Passenger service was provided by two day trains and one at night.

In 1942 the section of track south from Hohenwald to Allens Creek, a distance of 10.38 miles, was dismantled making Hohenwald the terminus of the line. Passenger service was discontinued soon afterward. In 1957 the Nashville, Chattanooga, and St. Louis Railway was merged into the Louisville & Nashville Railroad which had long controlled it.

In the early 1950s the depot was moved approximately seventy-five feet to provide for the construction of Tennessee Highway 99 through the town. About 1965 the depot was sold and moved another tenth of a mile to a local lumber yard, where it was converted to a lumber shed.

On July 1, 1978 the Louisville & Nashville (later Seaboard, and now part of CSX Corporation) abandoned service on the former NC&St.L Centerville branch between Colesburg and Hohenwald. The South Central Tennessee Railroad, a subsidiary of Kyle Railways, took over service immediately. Major users of the line today are Lewis Products Company, which receives carbon black by rail, a wood chip plant between Hohenwald and Centerville, and a small local industry making oak cross-ties for railway use. The SCTR operates (1983) three locomotives and ninety-five freight cars on the fifty-mile branch line.

In 1985 the depot way acquired by the Lewis County Chamber of Commerce and returned to its approximate original location on the railroad. The

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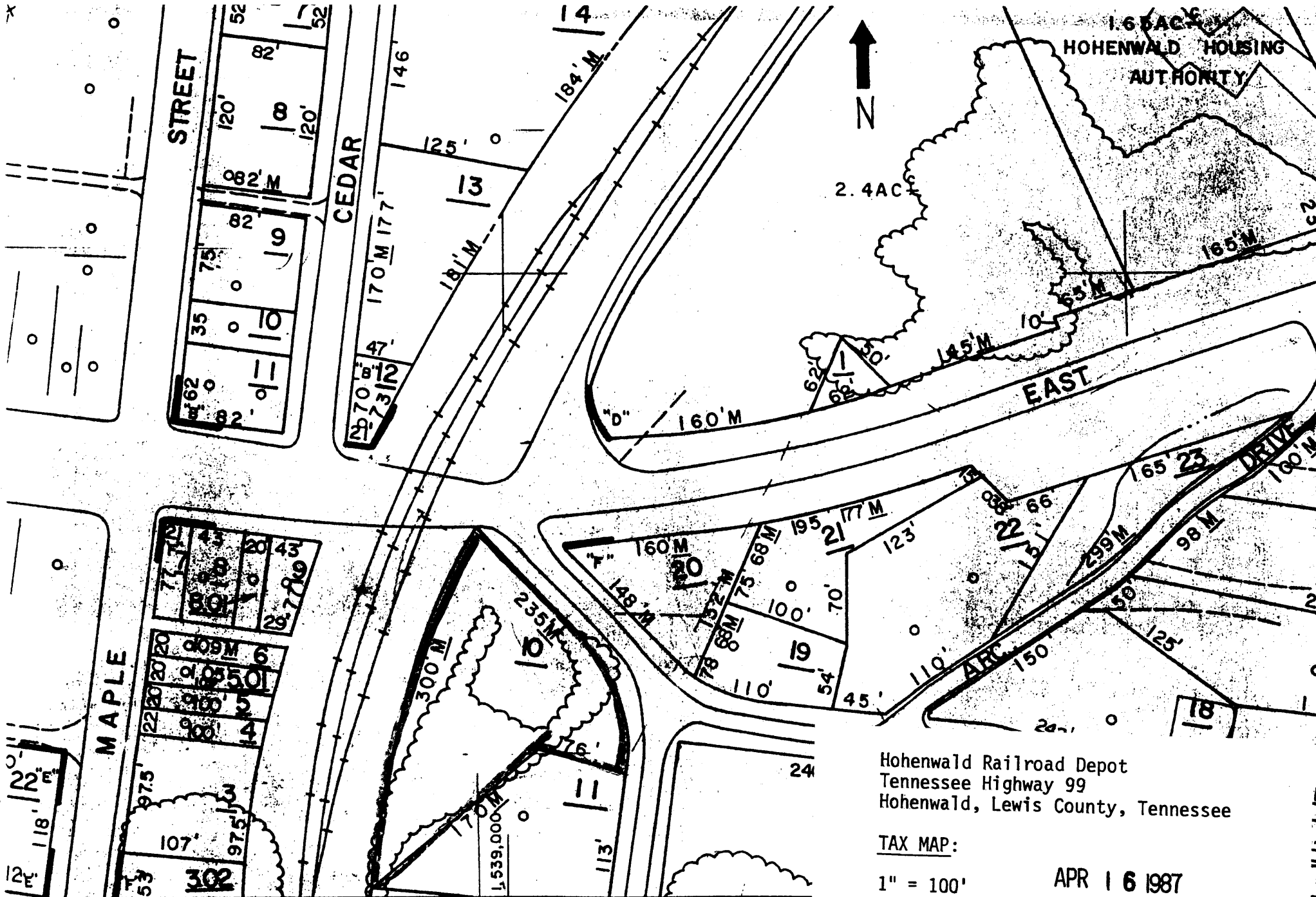
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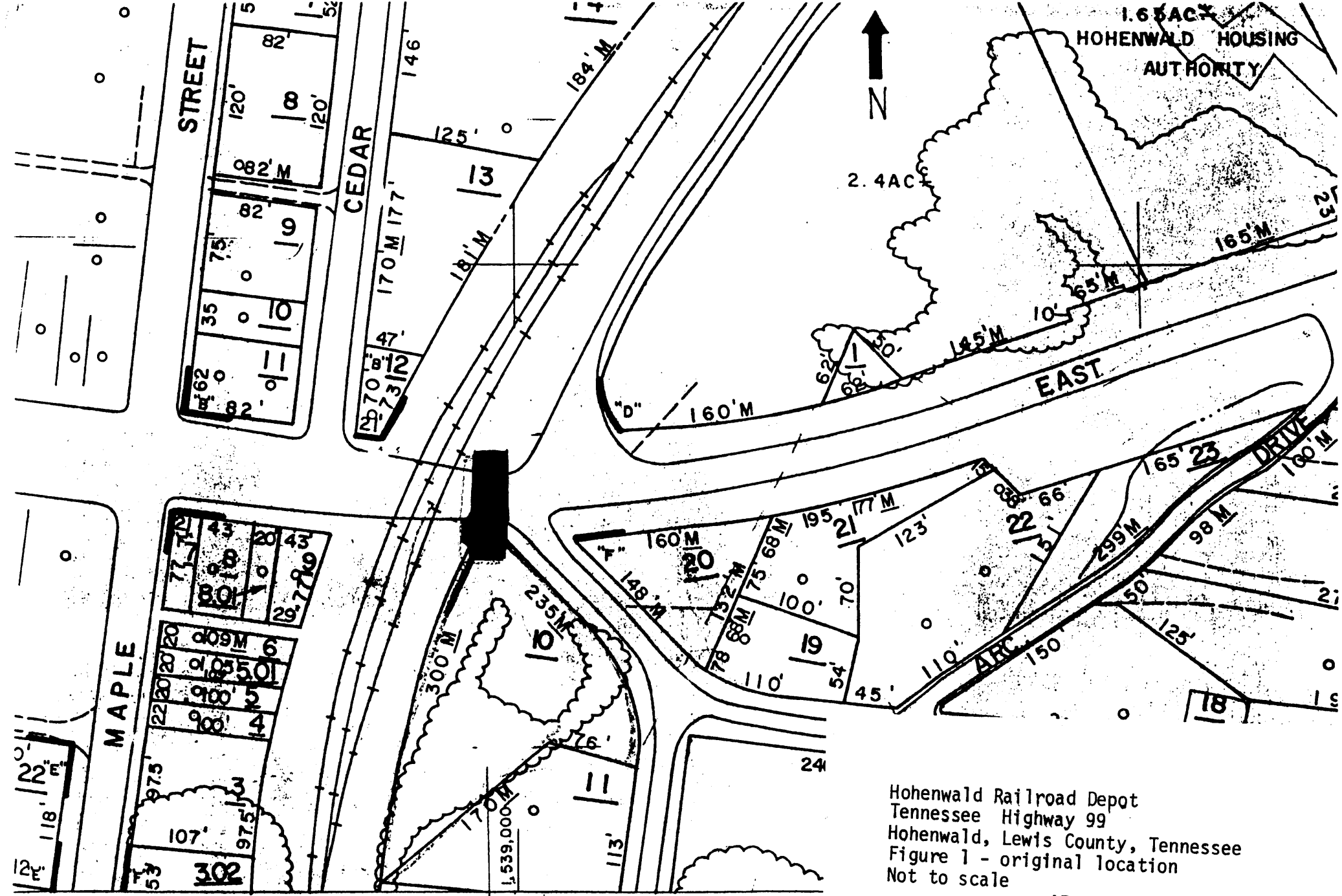


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depot is now located approximately forty yards south of the original site, now the right of way of new Tennessee Highway 99. Orientation of the depot has been shifted to a position out of alignment with the tracks. The depot has been restored in a sensitive manner by local volunteers and now serves as a reception center for the Chamber and headquarters of the Lewis County Historical Society.

The Hohenwald Railroad Depot played an important role in the development of transportation and commerce in the small Lewis County community. The depot is the best representative building remaining in Hohenwald that illustrates the importance of the railroad in the community's growth and development. The track was first constructed to serve the iron industry in the area and later served as an important transportation link for all of the area's industries.





Hohenwald Railroad Depot
 Tennessee Highway 99
 Hohenwald, Lewis County, Tennessee
 Figure 1 - original location
 Not to scale

APR 16 1987

