

PH 0187121

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED JUL 8 1974

DATE ENTERED AUG 1 1974

## 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

Hopkinsville L &amp; N Railroad Depot

AND/OR COMMON

L &amp; N Freight Office

### 2 LOCATION

STREET &amp; NUMBER

425 East Ninth Street

\_\_NOT FOR PUBLICATION

CITY, TOWN

Hopkinsville

CONGRESSIONAL DISTRICT

STATE

Kentucky

\_\_ VICINITY OF

01

CODE

021

COUNTY

Christian

CODE

047

### 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

Louisville and Nashville Railroad

STREET &amp; NUMBER

908 West Broadway

CITY, TOWN

Louisville

\_\_ VICINITY OF

STATE

Kentucky

### 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Christian County Clerk, Christian County Courthouse

STREET &amp; NUMBER

Main Street

CITY, TOWN

Hopkinsville

STATE

Kentucky

### 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Survey of Historic Sites in Kentucky (Supplement)

DATE

1974

\_\_FEDERAL  STATE \_\_COUNTY \_\_LOCALDEPOSITORY FOR  
SURVEY RECORDS

Kentucky Heritage Commission

CITY, TOWN

Frankfort

STATE

Kentucky

# 7 DESCRIPTION

## CONDITION

EXCELLENT  
 GOOD  
 FAIR

DETERIORATED  
 RUINS  
 UNEXPOSED

## CHECK ONE

UNALTERED  
 ALTERED

## CHECK ONE

ORIGINAL SITE  
 MOVED DATE \_\_\_\_\_

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### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Louisville and Nashville Railroad Depot in Hopkinsville was constructed in 1892 on the site of two former stations. It is located several blocks from the main downtown intersection of Hopkinsville. The one-story building is of wood frame construction which was stuccoed in 1909. It is oblong in shape, with a roof of steep slope covered with tile. As originally constructed, the building contained two waiting rooms, rest rooms, passenger agent's office with ticket window, and a freight room with office. In 1909, a large room and office were erected on the south end of the depot to house the American Express Company's local facility. A passenger platform 180 feet long was constructed along the track side. A north room of the station was utilized as a policeman's office and by the Ninth Street flagman, prior to electric signals.

Although the architect is unknown, the architectural style of the station was described in contemporary newspaper accounts as "Swiss" or "Swiss Gothic." The counterpoint of half-conical and octagonal ogee-curved turrets and the gabled ventilator hoods astride the central hipped roof break the long horizontal lines characteristic of the relatively modest late 19th-century station, inspired ultimately, perhaps, by H. H. Richardson's suburban stations for the Boston and Albany line. These features of the roof are edged with dentil-like bands that articulate the shadows. The woodwork of doors and windows has a Néogrec quality, but the brackets that support the wide eaves are more curvaceous and slightly earlier in flavor. The canopy over the platform is carried on straightforward wooden angle brackets set in iron or steel supports. The overall effect of the structure is both utilitarian and fanciful, with the corner turret effectively marking the juncture of town and track.

The condition of the structure could be described as sound, although it is in a state of deterioration. Only one waiting room is currently in use, for the local railroad freight office. Almost no repair work has been conducted on the depot within the past twenty years.

There is a possibility that this structure may be relocated in the future, but every effort is being made to reuse it on the site.

# 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 checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input 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 1892

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

The Louisville & Nashville Railroad Depot is being nominated for entry in the National Register because of the unusual architectural design of the building and for the historic, social, and economic significance it portrayed in this community for over three quarters of a century.

Christian County first experienced the railroad with its associated impacts in 1868 when the Evansville, Henderson, and Nashville Railroad connected Guthrie and Henderson. Only four years later, in 1872, the company folded and was taken over by the St. Louis and South Eastern Railroad. This company was in turn acquired by the L & N in 1879.

During 1892, a road was constructed from Princeton into Hopkinsville; it was referred to as the Ohio Valley Railroad and was absorbed by the Illinois Central System only five years later. The Illinois Central currently utilizes this section today.

Another new railroad was born in 1903, running between Clarksville and Hopkinsville, and referred to as the Tennessee Central. Following bankruptcy in 1968, this line was also acquired by the Illinois Central. One can notice that both Hopkinsville and the rest of Christian County were served by three railroad companies within approximately the last century.

The other L & N depot on East 9th Street was destroyed by fire in December 1891. Following this, plans were announced for an immediate replacement which was erected in 1892. Contemporary newspaper accounts at the time of the opening do not list the name of the architect. Probably the Chief Engineer's office of the L & N was responsible for the design which has certain features that do not conform to the standard pattern. It was perhaps these features that justified the architectural description "Swiss" or "Swiss Gothic" at the time.

The building has played an important part in the life of Hopkinsville and Christian County for many years. It is located just across from the site of the old Latham Tobacco Warehouse which was burned by the "Night Riders" on December 7, 1907. The station has been the scene of many "Welcomes" on the part of this community for famous persons, both political and social, who have come to Hopkinsville to speak.

(continued)

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Meacham, Charles M. History of Christian County, Kentucky, 1930.

Records compiled by William T. Turner, Local Historian.

Newspaper files of the Hopkinsville Kentuckian on record in public library, 1879-1920.

Records in Office of Christian County Court Clerk.

Newspaper files of Kentucky New Era at Hopkinsville, 1872 to present.

(continued)

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY ~~Less than 10~~ **1/2**

UTM OK  
HL

UTM REFERENCES

A	1,6	4,5,6,7,5,0	4,0,7,9,6,5,0	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

Mrs. Becky Williams, Chairman

RW

ORGANIZATION

Environmental Protection & Improvement Commission

DATE

July 26, 1974

STREET & NUMBER

101 North Main Street, P. O. Box 707

TELEPHONE

CITY OR TOWN

Hopkinsville

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.

SIGNATURE

*Edward W. Milton*

TITLE

State Historic Preservation Officer

DATE

July 2, 1975

FOR NPS USE ONLY

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

*AP [Signature]*

DATE

8-1-75

ATTEST:

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

*[Signature]*

DATE

8-1-75

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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CONTINUATION SHEET

ITEM NUMBER 8

PAGE 2

Hopkinsville L & N Railroad Depot

These include the evangelist Dwight L. Moody in 1898; Theodore Roosevelt in 1900; William F. "Buffalo Bill" Cody in 1901; Carrie Nation in 1903; John Phillip Sousa and his Band in 1906 and 1926; Booker T. Washington in 1909; William Jennings Bryan in 1911 and 1919; Captain Eddie Rickenbacker in 1919; James M. Cox in 1923; Vice-President Charles Curtis in 1932; and Ethel Barrymore in 1935.

In the area of agriculture, commerce, and industry, the station has been the point where many people gathered for years to make a trip to some distant point for the purpose of bringing economic development to this area. Farm produce, merchandise, and local factory-made goods have all been moved to market from this building. It also played an important part in statewide rail connections with the Ohio River Valley and points South