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United States Department of the Interior  
National Park Service

FEB 25 1993

NATIONAL  
REGISTER

National Register of Historic Places  
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Newbern Illinois Central Depot

other names/site number Newbern Depot

2. Location

street & number Main and Jefferson Streets N/A not for publication

city or town Newbern N/A vicinity

state Tennessee code TN county Dyer code 045 zip code 38059

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Herbert L. Hays 2/16/93  
Signature of certifying official/Title Date

Deputy State Historic Preservation Officer, Tennessee Historical Commission  
State of Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
  - See continuation sheet.
- determined eligible for the National Register
  - See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

entered in the  
**National Register**

Date of Action

Melvin Byers

3/25/93

Newbern Illinois Central Depot  
Name of Property

Dyer Co., TN  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
	1	sites
		structures
		objects
1	1	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

**Number of contributing resources previously listed in the National Register**

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

TRANSPORTATION: rail related

**Current Functions**  
(Enter categories from instructions)

TRANSPORTATION: rail related

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

OTHER: Combination depot with Craftsman Influence

**Materials**  
(Enter categories from instructions)

foundation CONCRETE  
walls BRICK; STONE; WOOD  
roof ASPHALT SHINGLES  
other WOOD

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is: N/A

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION  
ARCHITECTURE

Period of Significance

1920-1930

Significant Dates

1920

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Illinois Central Railroad

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Center for Historic Preservation  
Middle Tennessee State University

Newbern Illinois Central Depot  
Name of Property

Dyer Co., TN  
County and State

**10. Geographical Data**

**Acreage of Property** 1.5 acres

Newbern TN 420 SE

**UTM References**

(Place additional UTM references on a continuation sheet.)

1	1 6	2 9 6 3 7 0	3 9 9 8 5 8 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Leslie N. Sharp and Carroll Van West

organization Center for Historic Preservation date July 1992

street & number Box 80, MTSU telephone 615-898-2947

city or town Murfreesboro state TN zip code 37130

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name City of Newbern, c/o Mayor Joe Reed

street & number 121 Main Street telephone 901-627-3221

city or town Newbern state TN zip code 38059

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Park Service

# National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Newbern Illinois Central Depot  
Dyer Co., TN

Newbern Illinois Central Depot  
Dyer County, Tennessee

## 7. Narrative Description

The Illinois Central Depot in Newbern, Tennessee is located at the southeast corner of the intersection of Main Street and Jefferson Street in downtown Newbern (See map 1). The Illinois Central Gulf railroad tracks run along the southeast facade of the building. Built in 1920 for the Illinois Central Railroad to replace the wood frame building that burned in 1918, this depot is an excellent example of a "combination depot," in that it contains the passenger shelter, freight house, and business office under one roof. Its architecture reflects its functional purpose and can be characterized as a restrained, or minimalist, example of Craftsman influence.

As a part of the Illinois Central Railroad's vast improvement program beginning in 1920, this depot was built from a standardized plan in brick. Railroad companies discovered that the most economical way to construct their stations was to have a set floor plan and to add distinction to the buildings with architectural details or modify as community pressure dictated. Compared to other depots of the period, the Newbern depot is undecorated. However, the popular Craftsman influence is still apparent in the window styles and the "false braces" in the projecting bay's gable. This depot is an outstanding example of functional architecture which is also appealing in its simplicity.

The building has recently been restored to its 1920 condition using the original architectural drawings as a guide (See illustrations 1-3). Fortunately the depot had remained in fairly good condition with no structural damage or alterations to the exterior or interior. The renovation mainly repaired the plaster walls, repainted, restored the hardwood floors, replaced the roof, and rewired the electricity.

The one-story, stretcher bond brick, 32' X 144' rectangle, building has a concrete foundation and an asphalt shingle, belcast hip roof. The southeast facade, or trackside facade, has a variety of windows and doors. Moving from the freight room toward the ticket office, they

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Newbern Illinois Central Depot  
Dyer Co., TN

are as follows: paired 3 over 1 double hung windows; three panel wood door with 3-light transom and paired 3 over 1 double hung windows.

Flanking both sides of the ticket office are 1 over 1 windows, covered with original security bars. The ticket office itself is defined by a protruding brick bay with gable roof with a 1 over 1 window on each side of bay and a trio of 3 over 1 windows on the front of the bay. The windows on either side of the bay as well as the bay itself have their original security bars in order to secure the business office. There is also a train order signal over the bay, where the signals for the trains were received or sent out.

Next on southeast facade comes the white waiting room and it has two 3 over 1 double hung windows flanking a 2 panel single light wood door with 3-light transom.

The southwest facade has three symmetrically placed 3 over 1 double hung windows. The roof has a gablet.

There is a cut stone stringcourse running around the entire building under the windows and a decorative brick course running around the building, even with the sills and lintels, above the windows. All the half size windows have a stone lintel as well as a recessed square panel of brick beneath them.

The northeast facade has a centrally located 6 panel wood loading door with 3 windows. It too has a gablet in the roof. There is a wood porch that begins on the northwest facade and slopes down to the ground. This porch was added in 1992 for handicap access and is similar to the loading platform that originally existed.

The northwest facade, or street facade, has a wooden porch that begins at the fourth bay and wraps back around to the northeast facade, covering approximately one-fourth of the depot. The wood porch connects the building to the concrete loading dock that is between the building and the parking lot. The dock extends 140' past the building to the north east and is 150' long with varying widths ranging from 10' to 20'.

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The northwest facade overlooks the parking lot. Like the southeast facade it has a variety of doors and windows. On the freight room end there is a half size 3 over 1 window; a 6 panel wood loading door with 3 single light windows; and then another flanking half size window. Next is another loading door with gablet above, and a 3 over 1 window.

For the black restrooms and waiting rooms, there are four 3 over 1 double hung windows and a 3 panel single light wood door with 3-light transom. Lighting for the ticket office is provided by three 3 over 1 double hung windows under which are stairs with a metal rail leading down to a small cellar, and gablet above. Access to this room is provided by a 3 panel door with transom. Finally, lighting for the white waiting room and restrooms is provided by a pair of 3 over 1 windows that flank two separate half size windows. On the roof are two gablets and a interior brick chimney with concrete cap.

The interior of the Illinois Central Depot has retained its integrity. All of the rooms still have their hardwood floors and twelve foot ceilings. The white waiting room, the business office, and the black waiting room have their original paneled doors, molded door lintels and baseboards, plaster walls, and wood chair and picture rails.

The white waiting room is located in the southwest corner of the building. It measures 30'2" X 19'5". Men's and women's restrooms are located in the northwest corner of the building and connect to the waiting room with 5 panel wood doors. The restrooms each have a lounge. The men's restroom has an extra door so that it is accessible from the business office. The white waiting room will be used in the future as a community conference room and a permanent exhibit room for the city museum that will be operated from the former business office.

Next to the white waiting room is the ticket and business office with ticket counters. Wood panel doors open to the white and black waiting rooms. The ticket office measures 19'9" X 32'. Five panel wood doors lead into the two waiting rooms. There are wood counters and the original stove. The stove is still in its place and has been reconnected to the chimney. This room will be used as the main room for the city museum.

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Newbern Illinois Central Depot  
Dyer Co., TN

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The black waiting room measures 12' X 32' and it is now used as the waiting room for the Amtrak passenger service. In the center of the room there are three of the original benches for seating. The women's restroom is directly off of this room and is considerably smaller than the restrooms designed for white patrons. Off of the waiting room is a door and passageway leading to the black men's restroom, which again is smaller than those for white patrons, and up three steps to the freight room.

The baggage room, measuring 16' X 12'6", is between the black waiting room and the freight room, but it is only accessible from an exterior loading door. It has a wood platform and wood plank walls. The baggage room is now used for storage.

The freight room, located in the northern corner of the depot, measures 60' X 32'. The freight room has a beaded board ceiling, a beaded board interior wall, and 3 brick exterior walls. The original scales are in this room and are still functional. This room may be used as a community room or even a farmers market.

The interior of the depot is in excellent condition. The black waiting room retains its original function as a waiting room for the newly obtained Amtrak passenger service. The white waiting room, office, and freight room have also been authentically restored and will serve the community in some capacity while maintaining the integrity of the rooms.

Also within the nominated property is a triangular shaped city park across the street from the railroad. This property dates to the mid-1940s and is non-contributing [NC] due to its date of construction.



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Newbern Illinois Central Depot  
Dyer Co., TN

Newbern Illinois Central Depot  
Dyer County, Tennessee

### 8. Narrative Statement of Significance

The Illinois Central Depot at Newbern (1980 population of 2,794), Dyer County, Tennessee is eligible for the National Register of Historic Places under Criterion A, for its local significance in transportation and, Criterion C as a locally significant example of standardized, functional railroad architecture in Newbern, Tennessee.

The Chesapeake and Ohio completed the railroad from Newbern to Memphis on July 13, 1882. Newbern, an agricultural and lumber based community, relied upon the railroad to grow and as a result of the railroad, become the second largest town in size and importance in Dyer County by the late 1880s. The Illinois Central Railroad company took over ownership of the railroad around 1895.

The Illinois Central Railroad company was one of the major railroads in the late nineteenth and early twentieth century. The line linked Chicago with New Orleans and was the economic life line for communities such as Newbern that were on its path. With an agriculturally based economy, Newbern was dependent on the railroad for dispersing its goods to outside markets. The Illinois Central Railroad was designed especially to exploit towns like Newbern, which produced cotton, timber, grains, and other resources. Both the company and the community benefited from this interdependence. According to railroad historian Albro Martin, the Illinois Central Railroad also operated the only through passenger route in Tennessee--a direct company operated route from Chicago to New Orleans that passed through Tennessee--during the early twentieth century (See map 2).

The town's original wood frame depot burned in 1918. Boxcars were brought in and used for the station until 1920 when the construction of the present depot began. Rebuilding the depot was probably delayed by the federal takeover of the national rail system between 1918 and 1920. The construction of the new, larger, brick depot can be directly linked to the massive improvement and expansion program the Illinois Central initiated beginning in 1920.

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Newbern Illinois Central Depot  
Dyer Co., TN

By 1920, the Illinois Central Railroad was providing twice as much transportation service than it had ten years before and saw the potential for even greater business. Therefore, a massive and unique advertising campaign began on September 1, 1920 along with a vast improvement program. This public relations and improvement program spurred other railroad companies to undertake similar campaigns.

The improvement program of the 1920s built new and more direct lines, reduced grades, purchased southern roads, and brought electricity to the commuter services south of Chicago. Additions and improvements between 1910 and 1919 were \$169,000,000 and that was considerably increased between 1920-29 with the railroad spending \$260,000,000 on their new building programs. "The total improvement emphasis typical of the 1920s was to affect economies in nearly all segments of the I.C. system and directly to provide a much improved service for the traveling and shipping public." (Stover 287-288). Much of the work was in the South as represented by the Newbern Depot.

The 1920s were the most prosperous years for the Illinois Central Railroad. These years also saw the greatest prosperity for the railroad town of Newbern, whose economy centered around their newly built and expansive depot. The importance of the railroad to Newbern can be seen in this 1930s description of the town:

A cotton trade center, whose gins handle much of the cotton from adjoining counties. The double-track main line of the Illinois Central R.R. splits the compact business section. Flour, feed, lumber, and sawmills are also operated here.

Wagons and trucks laden with cotton stand in lines beside the gins, waiting to be unloaded. The cotton is fed through a chute into the teeth of the gins, which separate the seed from the lint. The lint is then blown into the press and compressed into bales, which are bound with jute bagging and steel ties. In this area many farmers sell their cotton by the load before it has been ginned. The seeds are made into stock feed, vegetable oils, and fertilizer (WPA Guide to Tennessee, p. 420).

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Dyer County, TN

All of these agricultural products were brought to the depot and shipped to their markets on the railroad.

The railroad discontinued passenger service in 1965 and the depot was neglected until 1990, when the city of Newbern purchased it. The building is presently undergoing a major renovation according to blueprints and photographs of the 1920 building. The depot will continue to have significance in rail transportation, as part of the building will serve as the newly obtained Amtrak passenger service. The remaining two rooms will house the Dyer County Historical Society Museum.

Incorporating both functional and stylistic elements, the Illinois Central Depot is representative of twentieth century railroad architecture trends. Earlier depots were informal structures that were built without much attention to design. It was not until the late nineteenth century that design became important as depots were viewed as gateways to the city and books and trade magazines about depot construction were published. This can be seen in Newbern with the appearance of the park adjacent to the depot in the early twentieth century (exact date is unknown) and the construction of the large brick depot in 1920. Railroad companies wanted to build attractive, functional buildings at the lowest cost; therefore standardized plans were used with a variety of architectural details added to give the individual depots a distinct appearance. Distinctive features of the Newbern station include the belcast hip roof, continuous stone string course below the three over one windows, and decorative brick above the window. It is a standard "combination depot," that is, one building that houses a passenger shelter, freight house, and business office under one roof. In John R. Stilgoe's Metropolitan Corridor: Railroads and the American Scene (1983), the Newbern Depot is described perfectly:

The typical small-town depot existed to serve several purposes, each clearly defined by its builders. It provided accommodation for passengers waiting to board and alighting from trains, sheltered people waiting for arriving friends and family and seeing off others, and received people having business with the telegraph office. Most

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Americans clearly understood such functions. Of secondary interest to the public, but because of its high profits, of chief importance to the railroad company, the freight business required adequate accommodation, too. Finally, the station sheltered a wide variety of activities vital to the safe operation of trains. In order to house these at times mutually contradictory activities in the most efficient manner possible, the companies turned to efficiency experts to guide architects and engineers. In the typical turn-of-the century small town, only the depot objectified the metropolitan quest for crisp, almost crackling efficiency (Stilgoe, 195).

The construction of the Illinois Central Depot in 1920 is associated with the massive growth of the Illinois Central and the height of rail transportation that began with the World War I period. As the only depot remaining in the county and one of very few in West Tennessee, this depot is especially significant as it is a rare artifact representing the dependence on rail transportation in West Tennessee. The depot symbolizes the reliance of small West Tennessee communities producing raw materials such as cotton, lumber, wheat on the railroad for transporting their goods to larger markets and for economic prosperity. The depot building itself is significant for its functional architecture of a standardized plan enhanced with decorative elements, typical of the popular Craftsman minimal influence style of the 1910s and 1920s.

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Illinois Central Depot  
Dyer County, Tennessee

### 9. Major Bibliographical References

Corliss, Carlton Jonathan. Main Line of Mid-America: The Story of the Illinois Central. New York: Creative Age Press, 1950.

Dyer County Tennessean. "Newbern Train Depot: Downtown Newbern, TN." April 5, 1992, A special edition.

Federal Writers' Project. W.P.A. Guide to Tennessee, Knoxville, TN: University of Tennessee Press, reissued 1986.

Grant, H. Roger and Charles W. Bohi. The Country Railroad Station in America. Boulder, CO: Pruett Publishing Company, 1978.

Hulme, Albert L. A History of Dyer County: Past and Present, Vol. 2. Dyersburg, TN: Wallace Printing Company, 1985.

Hulme, Albert L. and James A. A History of Dyer County, Vol. 1, Dyersburg, TN: n.p., 1982.

Martin, Albro. Railroads Triumphant: The Growth, Rejection & Rebirth of a Vital American Force. New York: Oxford University Press, 1992.

Sanborn Fire Insurance Maps, Newbern, Tennessee, 1893, 1900, 1905, 1909, 1914, 1929, and 1940.

Stilgoe, John R. Metropolitan Corridor: Railroads and the American Scene. New Haven, CT: Yale University Press, 1983.

Stover, John F. History of the Illinois Central Railroad. New York: MacMillan, 1975.

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Newbern Illinois Central Depot  
Dyer Co., TN

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Illinois Central Depot  
Dyer County, Tennessee

### 10. Verbal Boundary Description

The boundary of the Illinois Central Depot is shown on the accompanying tax map. The parcel number is 1.01.

### Boundary Justification

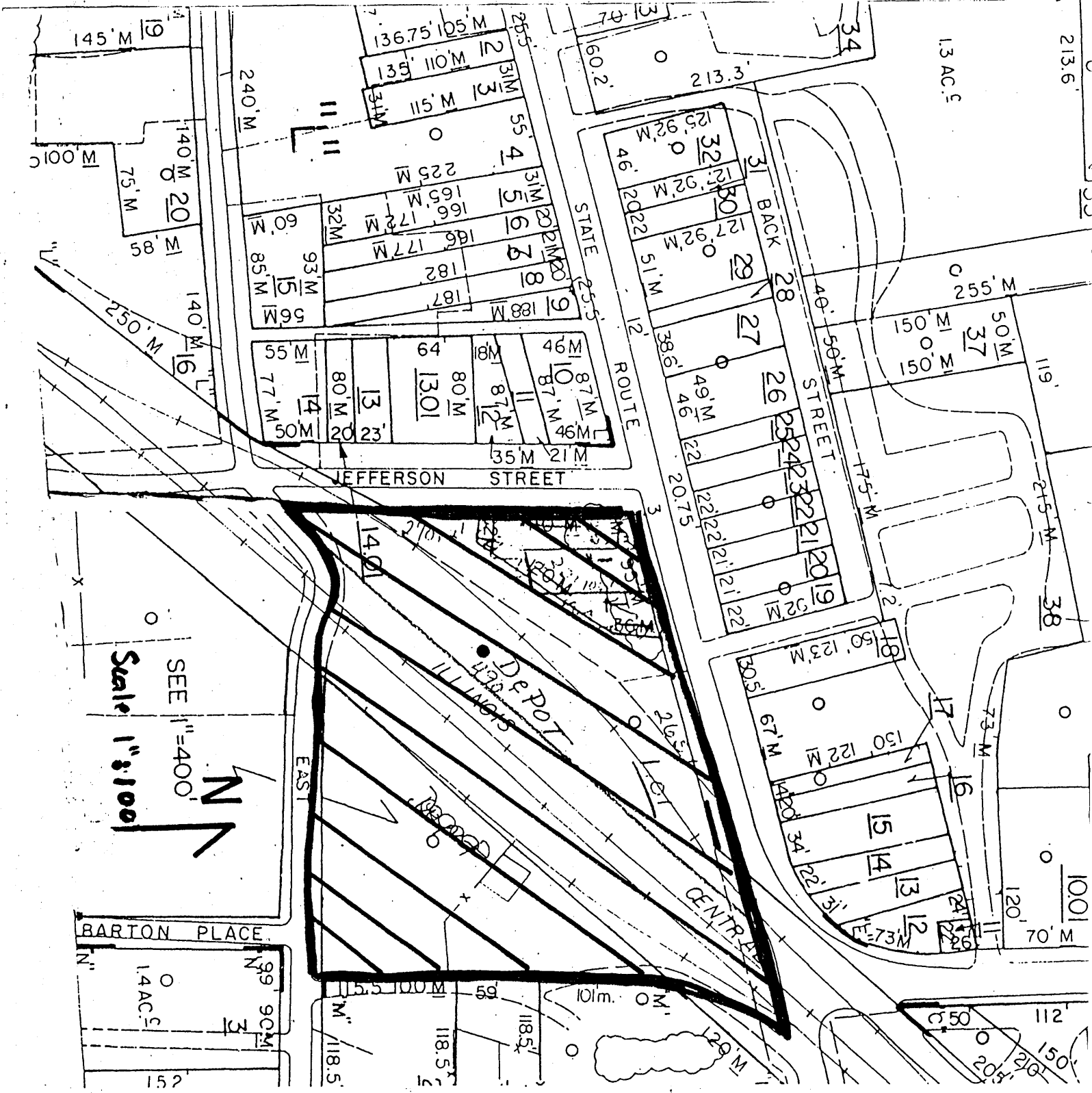
The nominated property includes the Illinois Central Depot, Newbern, Tennessee and all surrounding land currently under single ownership.

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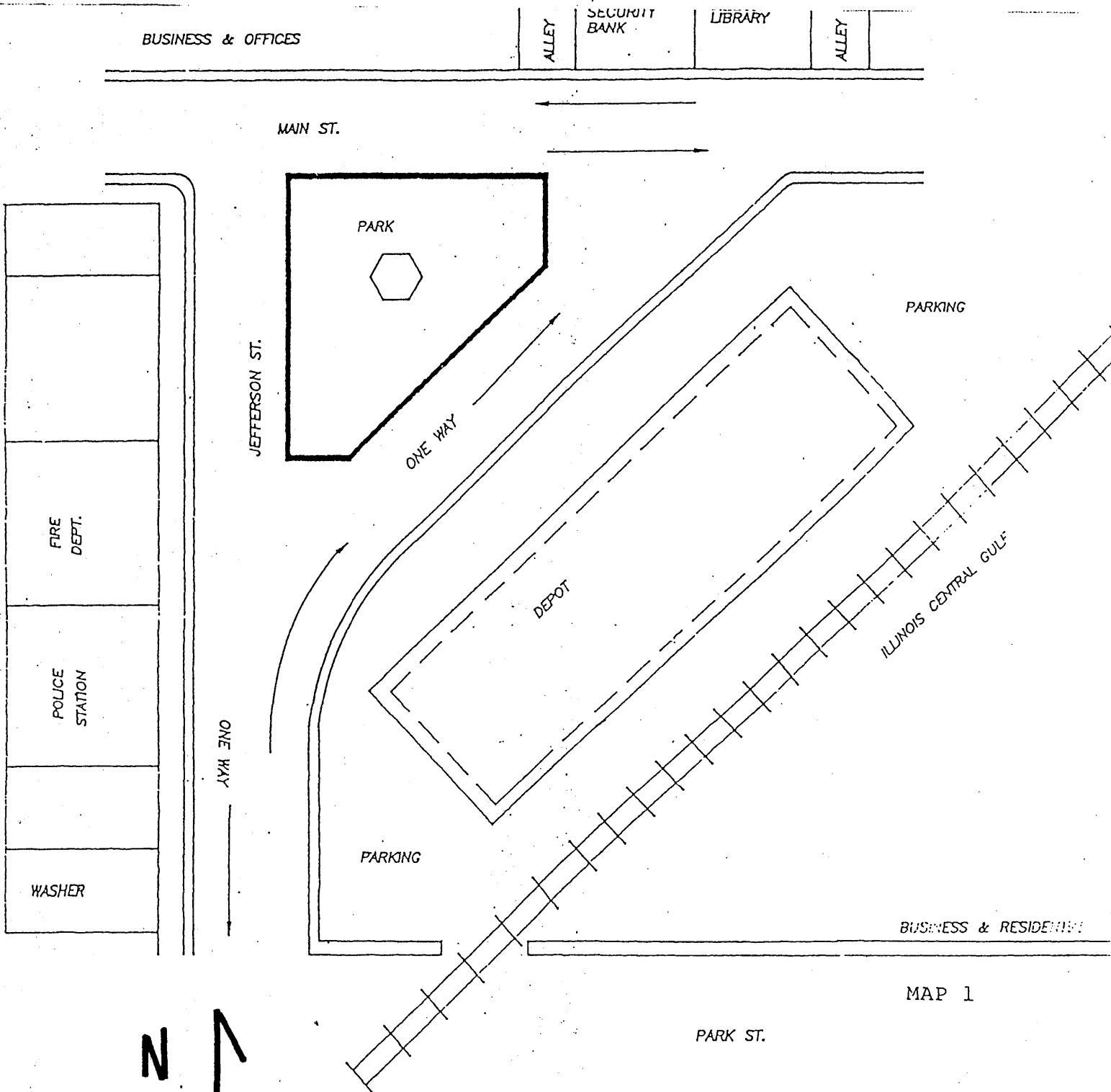
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Illinois Central Depot, Dyer Co., TN



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Illinois Central Depot, Dyer Co., TN



MAP 1

- NOT TO SCALE -



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Illinois Central Depot  
Newbern, Dyer Co., TN

Photographs by: Carroll Van West  
Center for Historic Preservation  
Box 80 MTSU  
Murfreesboro, TN 37132

Date: June 1992

Negatives: Tennessee Historical Commission  
701 Broadway  
Nashville, TN 37243

Southeast facade, facing northeast  
#1 of 19

Northeast facade, facing southwest  
#2 of 19

Northwest facade, facing east  
#3 of 19

Southwest facade, facing northeast  
#4 of 19

Southeast facade, facing northwest  
#5 of 19

Cotton loading dock, facing southwest  
#6 of 19

White waiting room, facing southeast  
#7 of 19

White waiting room, facing west  
#8 of 19

Office, facing west  
#9 of 19

Black waiting room, facing east  
#10 of 19

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Freight room, facing southwest.  
#11 of 19

Freight room, facing northeast  
#12 of 19

Cotton loading dock, looking southwest  
#13 of 19

Freight room, facing north  
#14 of 19

Ticket office, white waiting room, facing east  
#15 of 19

Office, facing north  
#16 of 19

Office facing south  
#17 of 19

Black waiting room, facing north  
#18 of 19

Black waiting room, facing southwest  
#19 of 19

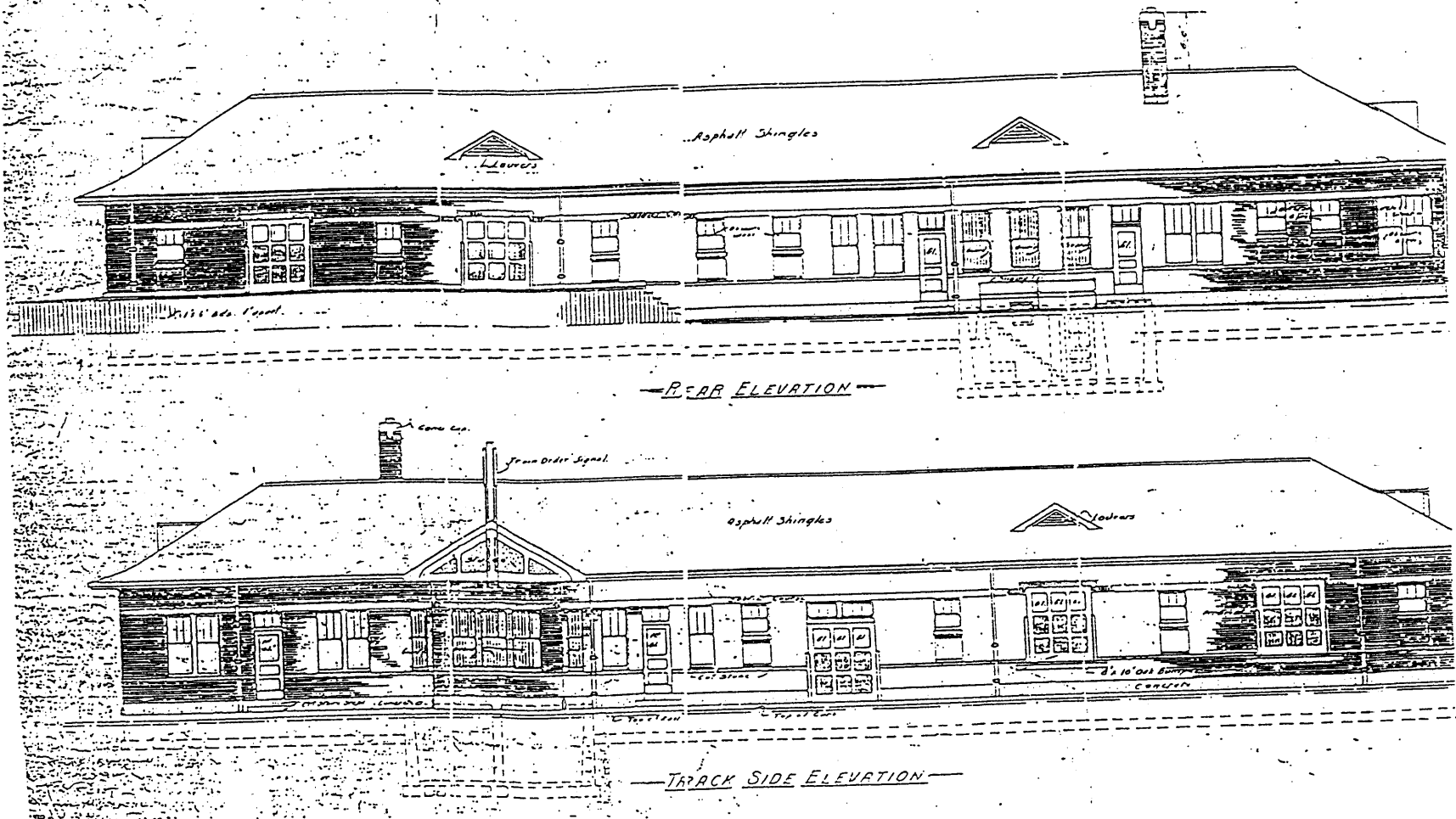
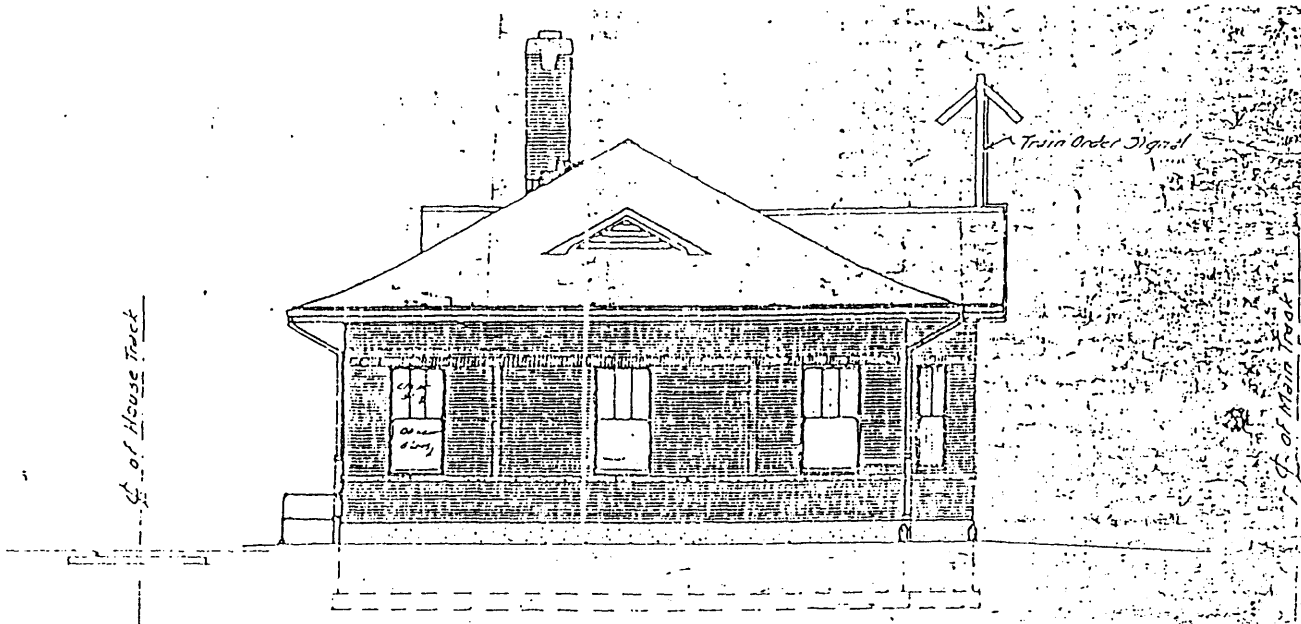
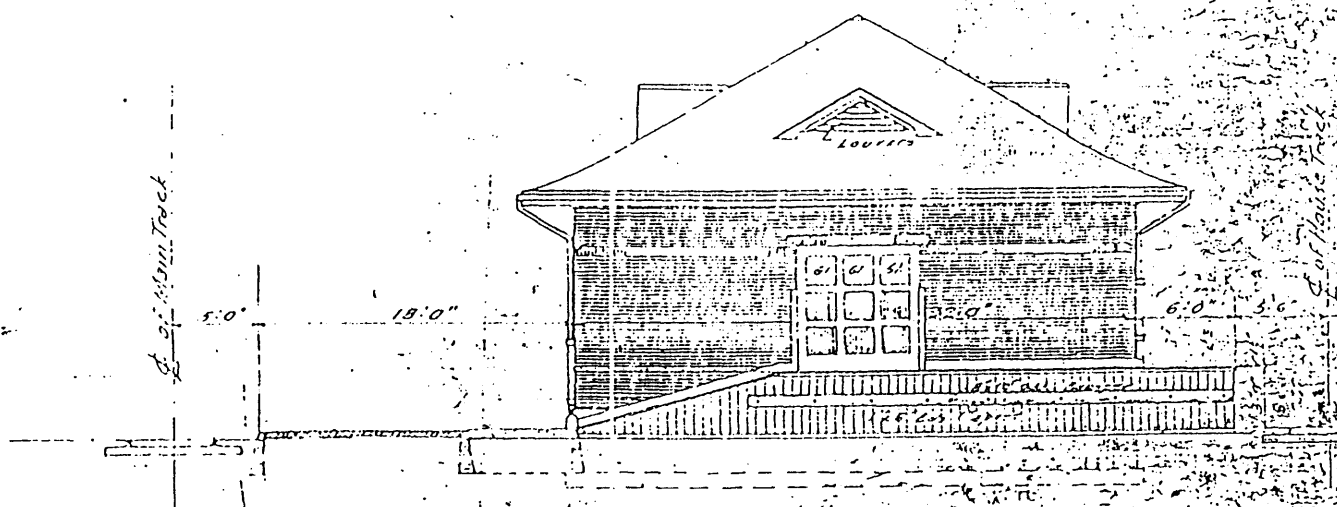


ILLUSTRATION 1: Front and rear elevation of the Illinois Central Depot. Newbern, Tennessee, 1920.



— SOUTH END ELEVATION —



— NORTH END ELEVATION —

ILLUSTRATION 2: Southwest and northeast facade elevation of the Illinois Central Depot. Newbern, Tennessee, 1920.

ILLINOIS CENTRAL RAILROAD

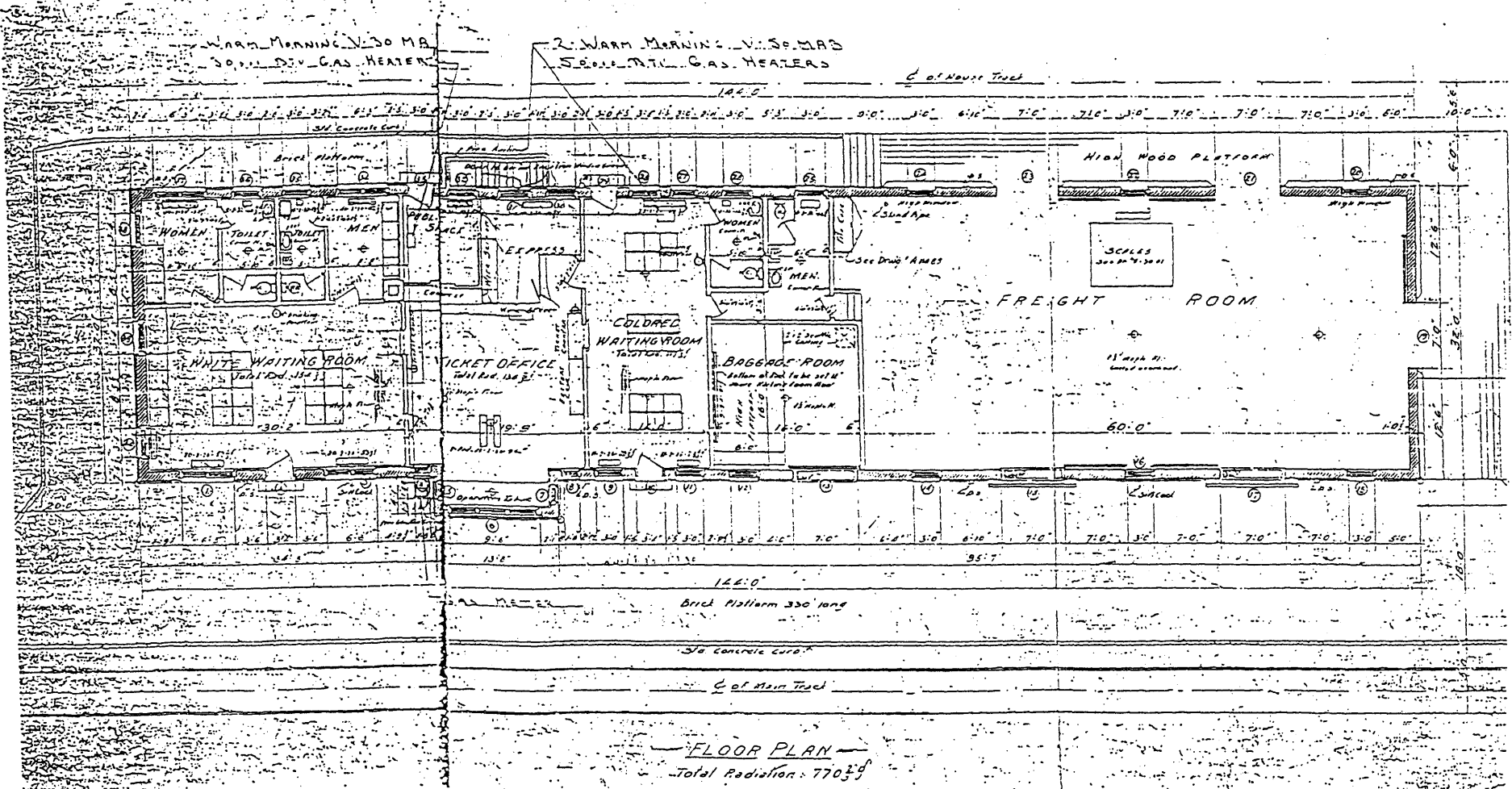
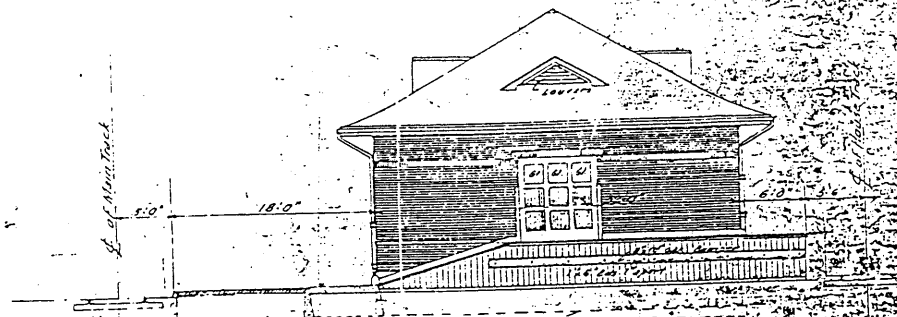


ILLUSTRATION 3: Floor plan of the Illinois Central Depot. Newbern, Tennessee, 1920.

— SOUTH END ELEVATION —



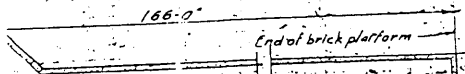
— NORTH END ELEVATION —

LIST OF DRAWINGS

- A 11325 Location Plan.
- A 11600 (10F1) Sewer and Water facilities.
- A 11606 (10F7) Floor Plan & Elevations.
- A 11607 (20F7) Foundation Plan & Details.
- A 11608 (30F7) Waiting Room Section, Elevations & S.
- A 11609 (40F7) Freight Room Section, Elevations & S.
- A 11610 (50F7) Door & Window Details.
- A 11889 (60F7) File Case in Freight Room.
- A 11888 (70F7) Wire Partition in Office.

RECOMMENDING STANDARD DRAWINGS

- A 224 Ticket Window & Operators Table
- A 225 Ticket Window Detail
- A 226 Ticket Counter
- A 227 Battery Case
- A 229 Money Drawer
- A 230 Ticket Counter Table Detail
- A 1972 Sheet Metal Work
- A 1979 C.I. Ramp Guard
- A 2824 Platform Curb
- A 2959 W.C. Stalls
- A 3041 Platform for Freight House Scale
- A 6274 P.F.F. for Freight House Scale
- A 6298 C.I. Shoe for Down Spool
- A 6236 Sid Island Passenger Platform



REVISIONS		
Date	By Whom	Description
7-27-20	E.L.V.	For Clarke's Office
8-22-20	E.E.G.	For Clarke's Office Omitted
8-24-20	E.E.G.	Sheet number changed
9-15-20	E.L.V.	Draw Order Signs changed
11-18-20	E.E.G.	Draw # 8532 added
12-18-20	E.E.G.	Sheet number revised
1-27-21	E.E.G.	Setts layout shown
1-27-21	E.L.V.	W.P. Johnson in Clarke's Office
1-27-21	E.E.G.	Red line 1/2" screen added
2-10-21	E.L.V.	Clarke's Office Room

W.D.O.E.T.M.

L.C.R.R.

NEWBERN, TENN.

PASSENGER & FREIGHT STATION

FLOOR PLAN & ELEVATIONS

SCALE 3/8" = 1'-0"

MAP 2: Passenger routes in the early twentieth century.

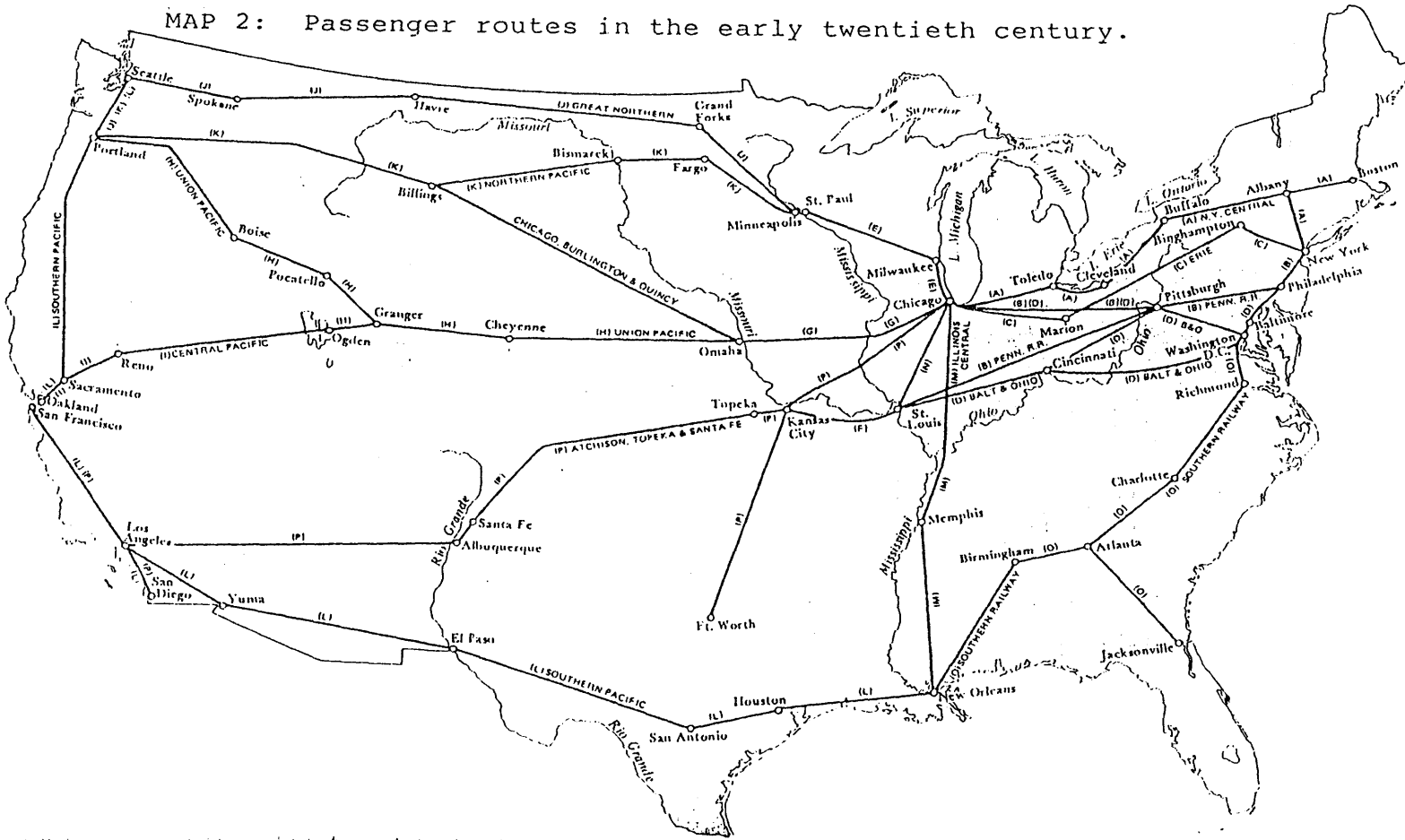


Figure 3.1 Simplified map of major through passenger routes early in the 20th century

- A New York Central: New York-Albany-Buffalo-Cleveland-Toledo-Chicago
- B Pennsylvania Railroad: New York-Philadelphia-Pittsburgh-Chicago; and Pittsburgh-St. Louis
- C Erie: New York-Binghamton (N.Y.)-Marion (Ohio)-Chicago
- D Baltimore & Ohio: Philadelphia-Baltimore-Washington-Pittsburgh-Chicago; and Pittsburgh-Cincinnati-St. Louis, or Washington-Cincinnati-St. Louis
- E Chicago to Twin Cities (St. Paul & Minneapolis): Chicago, Milwaukee & St. Paul (later & Pacific), North Western, Burlington, and several lesser routes—through to Pacific Northwest via Great Northern and Northern Pacific
- F St. Louis to Kansas City and western connections: Missouri Pacific, Wabash
- G Chicago to Omaha and connection with Union Pacific and Northern Pacific (via Chicago, Burlington & Quincy): Chicago, Milwaukee & St. Paul, North Western, Rock Island, Burlington
- H Union Pacific ("Overland Route"): Omaha to Ogden and connection with Central Pacific (Southern Pacific) to San Francisco; or, to Granger (Wyoming) northwest to Pocatello (Idaho) and on to Portland (Oregon)
- I Central Pacific: Ogden to Oakland (San Francisco), continuously controlled by Southern Pacific
- J Great Northern: most northerly transcontinental, Twin Cities-Havre (Montana)-Seattle-Portland
- K Northern Pacific: Twin Cities-Bismarck (North Dakota)-Billings-Portland-Seattle
- L Southern Pacific: New Orleans-Houston-San Antonio-El Paso-Los Angeles (San Diego)-San Francisco-Portland, Seattle
- M Illinois Central: First land-grant railroad; Chicago-Memphis-New Orleans
- N St. Louis to Chicago: Chicago & Alton, Illinois Central, Wabash, Chicago & Eastern Illinois—most heavily traveled route in Midwest.
- O Southern Railway: 1890s merger of many lines; principally Washington (D.C.)-Richmond-Atlanta-Birmingham-New Orleans—and controlled connection Atlanta-Jacksonville, principal jumping-off point for Florida in 19th century
- P Atchison, Topeka & Santa Fe: Chicago (only transcontinental with own line into Chicago)-Kansas City-Topeka-Albuquerque-Los Angeles-San Francisco-San Diego and important connections Kansas City to Texas.