

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 92001869 Date Listed: 2/11/93

Illinois Central Railroad Division Office Madison TN
Property Name: County: State:

Transportation-Related Properties of Jackson MPS

Multiple Name _____

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick Andrews
Signature of the Keeper

2/22/95
Date of Action

=====

Amended Items in Nomination:

Technical oversight was clarified through a phone call to the Tennessee SHPO. The foundation material of the building is brick. Metal should be classified as "other" in the materials section. This refers to the awnings, which are original to the building. The nomination is officially amended to include this information.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

1869

NPS Form 10-900
(Rev. 8-86)

RECEIVED
OMB No. 1024-0018
DEC 29 1992

United States Department of the Interior
National Park Service

NATIONAL
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NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Illinois Central Railroad Division Office

other name/site number: N/A

2. Location

street & number: 245 W. Sycamore Street

not for publication: N/A

city/town: Jackson

vicinity: N/A

state: TN county: Madison code: 113 zip code: 38301

3. Classification

Ownership of Property: Private

Category of Property: Building

Number of Resources within Property:

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u>2</u>	<u> </u>	objects
<u>3</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing: Transportation Related Properties of Jackson, Tennessee

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X 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 X meets does not meet the National Register Criteria. See continuation sheet.

Herbert L. Hays Signature of certifying official Date 12/18/92

Deputy State Historic Preservation Officer, TN Historical Commission State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby certify that this 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):

Patrick Andrews Signature of Keeper Date 2/11/93 of Action

6. Function or Use

Historic: TRANSPORTATION Sub: Rail-Related

Current : COMMERCE/TRADE Sub: Office Building

7. Description

Architectural Classification:

OTHER
20th Century Commercial

Other Description: N/A

Materials: foundation CONCRETE roof ASPHALT
walls BRICK other WOOD
METAL

Describe present and historic physical appearance. X See continuation sheet.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: Local.

Applicable National Register Criteria: A

Criteria Considerations (Exceptions) : N/A

Areas of Significance: Transportation

Period(s) of Significance: ca. 1920 - ca. 1942

Significant Dates : ca. 1920

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above. X See continuation sheet.

9. Major Bibliographical References

See continuation sheet.

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 -- Specify Repository: _____

10. Geographical Data

Acreage of Property: Less than 1 acre

UTM References: Zone Easting Northing Zone Easting Northing

A	<u>16</u>	<u>334930</u>	<u>3942250</u>	B	<u> </u>	<u> </u>	<u> </u>
C	<u> </u>	<u> </u>	<u> </u>	D	<u> </u>	<u> </u>	<u> </u>

 See continuation sheet.

Verbal Boundary Description: See continuation sheet.

Boundary Justification: See continuation sheet.

11. Form Prepared By

Name/Title: Philip Thomason

Organization: Thomason and Associates Date: 12/30/91

Street & Number: P.O. Box 121225 Telephone: (615) 383-0227

City or Town: Nashville State: TN ZIP: 37212

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Illinois Central Railroad
Division Office
Madison County, TN

Section number 7 Page 1

p. 1

The Illinois Central Railroad Division Office is a two-story brick rectangular plan building constructed ca. 1920. The main facade has five bays with the main entrance located in the central first story bay. The building has a brick foundation and exterior of stretcher course bond brick. The building has a gable roof of asphalt shingles. The entrance bay has a slightly projecting brick surround with a concrete lintel and brick soldier courses. The entrance has recessed double doors of original six-light glass and wood design. Inset into the concrete floor of the entrance are the letters "ICRR."

Windows are original three-over-one rectangular wood vertical light sash. Over the windows are soldier course brick lintels and they rest on concrete sills. Over the windows on the main (west) facade are original wood and metal shed awnings. All windows have single pane storm windows with wood frames added 1989-90.

Above the second story windows is a soldier course belt course which extends the circumference of the building. Below the roofline is a second soldier course brick belt course. At the roofline is a shouldered parapet with concrete coping. In the gable field is a three-over-one sash window with a soldier course lintel and concrete sill.

The south facade is of seven-course common bond brick and has twelve window bays which contain original three-over-one sash windows with soldier course lintels and concrete sills. A window bay was converted into a door ca. 1960 and bricked in during the 1989-90 rehabilitation. At the roofline is a soldier course belt course and concrete coping. Located approximately three feet south at the southwest corner are two freestanding steel and concrete switching boxes left over from its function as a communications center. Located adjacent to the building is an elliptical steel and concrete box approximately 2' in height. West of this box is a steel and concrete switching box approximately 5' in height. These two switching boxes are included as contributing objects to the property.

The east facade is five bays with a central entrance on the first floor. This entrance has an original six-light glass and wood door. Over the door is a soldier course lintel. In the central bay of the second story is a solid metal door and steel fire escape. The door was added in 1989-90 but the steel fire escape is original. Windows are three-over-one vertical light sash. Above the second story windows are two original rectangular vent openings with soldier course lintels, metal louvered vents, and concrete sills. In the gable field is a three-over-one rectangular sash window.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section number 7 Page 2 Illinois Central Railroad
Division Office
Madison County, TN p. 2

The north facade has twelve window bays with three-over-one sash windows. This facade has similar belt courses and detailing as the south facade. The north facade displays an original concrete flue stack.

The interior of the building is divided into individual offices along either side of a central hallway running the length of the building. The interior retains original plaster walls, ceilings, and hardwood floors. The hallway retains original glass and metal light fixtures. Doors are original single light and single panel glass and wood design. The lights in the doors are of opaque glass. Over the doors are rectangular single-light transoms with opaque lights. The staircase is quarter-turn, closed design with wood stairs and lacks newel posts or a railing.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Illinois Central Railroad
Division Office

Section number 8 Page 1

Madison County, TN

p. 3

The Illinois Central Railroad Division Office is significant under criterion A as representative of Jackson's prominence as a rail center during the late 19th and early 20th centuries. It was built ca. 1920 as offices and a communications facility for the Illinois Central Railroad (ICRR). The building is a two-story brick structure and is sited adjacent to the Illinois Central (now Norfolk Southern) railroad tracks. Directly to the south of the building across W. Sycamore Street was the site of the Illinois Central roundhouse, machine shops, and freight depot. With the exception of the ICRR Division Office all of these buildings have been razed. The ICRR Division Office and the Nashville, Chattanooga, and St. Louis Passenger Depot are the only remaining buildings directly associated with railroad operations in the city.

The first railroad which extended along this section of Jackson was the Mississippi Central and Tennessee Railroad which was completed to the city in 1857. This rail line became part of the Illinois Central system in 1874. Jackson served as a regional office and repair center for the ICRR and a large roundhouse and machine shops were constructed along the southwest edge of the city. During the 1880s the Union Passenger Depot was built adjacent to the Mobile and Ohio Railroad (M&O RR) on Depot Street which was shared by both railroad companies.

The present location of the ICRR Division Office was originally the site of the railroad's lower depot. This depot was built during the early 1900s to handle passenger and freight traffic independent of the jointly operated Union Depot. This building stood until ca. 1920 when it was razed and the present two-story Division Office building was constructed. The Division Office building was constructed facing the railroad right-of-way and was built to serve not only as offices but also as a communications center for the adjacent yards. Utilitarian in design, the building was constructed with minimal detailing with the exception of the shouldered parapet on the main (west) and east facades. The interior of the building was arranged with individual offices on either side of a central hallway.

Jackson was the location of the ICRR's main Tennessee operation. The railroad employed several dozen workers in its roundhouse and machine shops south of Sycamore Street and in its Division Office. The Division Office was the hub of its Tennessee operations directing passenger and freight traffic in the region. The southwest office of the first floor of the building was also the communications and switching control center to direct traffic in its Jackson yard. Machinery used in this communications function remains extant adjacent to the exterior wall of this office.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Illinois Central Railroad
Division Office
Madison County, TN

Section number 8 Page 2

p. 4

The Division Office was the center of the ICRR's Jackson operations until after World War II. With the decline in rail traffic in the 1960s and 1970s the responsibilities of the Jackson office were largely turned over to the ICRR headquarters in Chicago. These decades witnessed the disuse and razing of the roundhouse and machine shops and only the Division Office was maintained by the railroad. The building was considered surplus property and in 1985 it was sold by the Illinois Central Railroad to William and Lorraine Peterson at a cost of \$15,000. The property was purchased in 1989 by Charles T. Clark Jr. and it is presently the offices of the General Paper and Packaging Company. The building was rehabilitated in 1989-90.

The ICRR Division Office is the only remaining building associated with the railroad's 100 year operation in Jackson. The building was rehabilitated in recent years and this rehabilitation was in keeping with the building's original character and design. Both the exterior and interior features have been maintained or restored and alterations have been minimal. The ICRR Division Office is an important reminder of Jackson's railroad heritage.

The building meets the registration requirements of Rail-Related properties through criterion A for its association with the city's railroad transportation.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Illinois Central Railroad
Division Office
Madison County, TN

Section number 9 Page 1

p. 5

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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Illinois Central Railroad
Division Office

Section number 10 Page 1

Madison County, TN

p. 6

Verbal Boundary Description:

The boundary for the ICRR Division Office is shown as the heavy black line on the accompanying Madison County tax map 78-P. The boundary encompasses all of lot 1.01 of block I.

Verbal Boundary Justification: The boundary for the ICRR Division Office includes all property historically associated with the building.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Illinois Central Railroad
Division Office
Madison County, TN

Section number __Photographs__

p. 7

Illinois Central Railroad
Division Office
245 W. Sycamore
Jackson, Madison County, TN

Photos by: Thomason and Associates

Date: November 5, 1991

Location of Negative: Tennessee Historical Commission

Photo 1 of 4:

View of west and south facades, facing northeast.

Photo 2 of 4:

View of east and north facades, facing southwest.

Photo 3 of 4:

View of contributing mechanical and communications equipment on south facade,
facing east.

Photo 4 of 4:

Interior view of first floor hallway and office arrangement.



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Illinois Central Railroad
Division Office

Property Location

Scale: 1" = 100'



- 6** PARCEL NUMBER
- 7** PARCEL HOOK
- INTERIOR TRACT LIN
- - - DISTRICT LINE
- 29 SUBD. LOT NO
- ▬ PARCEL OUTLINE
- (120 AC) TOTAL ACREAGE
- SECTION CORNERS

WATER POND