

PH0353795

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JUN 21 1976
DATE ENTERED JUL 19 1976

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 ******
Historic
Bardwell I.C.R.R. Station and Freight Depot
AND/OR COMMON
Same

2 LOCATION

STREET & NUMBER Between the Double Railroad tracks on
West Side of Front Street
CITY, TOWN Bardwell
STATE Kentucky
VICINITY OF
COUNTY Carlisle
CODE 021
CODE 039
CONGRESSIONAL DISTRICT 01

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 checked="" type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	<input type="checkbox"/> PUBLIC ACQUISITION	<input type="checkbox"/> ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME Illinois Central Gulf Railroad
STREET & NUMBER 135 East Eleventh Place
CITY, TOWN Chicago
STATE Illinois
VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. Carlisle County Courthouse
STREET & NUMBER
CITY, TOWN Bardwell
STATE Kentucky

6 REPRESENTATION IN EXISTING SURVEYS

TITLE Survey of Historic Sites in Kentucky (Supplement)
DATE 1976
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 checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Bardwell remains a small town in far western Kentucky, not distant from the Mississippi River below its junction with the Ohio. It lies on slightly rolling land on the east side of Truman Creek and its bottomland. The town is laid out parallel to the I.C.R.R. tracks, which run slightly west of north and east of south (only the courthouse at the southeast corner of the town, and a few related streets, do not conform to the grid imposed by the location of the railroad). Front Street, whose one side faces the railroad and depot on the east side of them, is the commercial axis of the town. It consists of modest one or two-story false-front stores and warehouses with a rare surviving covering over the sidewalks extending most of its length; Front Street and some of the other facilities located along the tracks will be nominated to the National Register as a district in the near future.

The focal point of this whole "downtown" area is, of course, the combined passenger depot and freight station.

The present structure is the third in the evolutionary sequence of railroad depots in Bardwell. The original structure consisted only of a railroad camp car and was apparently only a temporary accommodation while the first "actual" depot was being constructed during the mid-1870s.

The existing third facility was constructed in 1890 by Illinois Central Railroad carpenters. The depot is a one-story frame structure and quite characteristic of the less ornate depots of the late nineteenth century. Its basic rectangular plan is broken only by the common bay window on the west side of the building. This type of window design allowed for stationmasters, and other railroad personnel within the depot office, to obtain a better view of approaching and departing train operations. Within this bay window area of the depot were located the familiar telegraph, the copies of train orders, and all the related equipment necessary for the safe and proper communications with various train crews.

The Bardwell depot displays a central band of horizontal clapboard on every side. Above and below this area is narrow, even-width tongue-and-groove vertical paneling. On the lower portion, this has been covered by a square pattern of trim, which creates a "recessed" paneling. Window and door openings are large and extend through the entire vertical space of the clapboard portion. Lights are present in only the bottom halves of the window openings and total four per window. The upper halves of these openings have been treated with obscure glass arranged in a decorative square-border design (see photograph #1).

The roof on the depot is simple in shape with its central ridge running lengthwise with

(continued)

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 checked="" type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1890

BUILDER/ARCHITECT

I. C. R. R. carpenters

STATEMENT OF SIGNIFICANCE

The economic growth and cultural development of Bardwell, in far western Carlisle County, Kentucky, was directly dependant upon its location next to the double-track mainline of the Illinois Central Railroad. The sole survivor on this railroad between Cairo, Illinois, and Fulton, Kentucky, the Bardwell Station and Freight Depot serves as a structural vestige of one of the nation's major north-south rail systems which was once known as the "Main Line of Mid-America."

The Bardwell depots have been an important focal point of the town beginning with the actual incorporation of the community: "Be it enacted by the General Assembly of the Commonwealth of Kentucky, that the town of Bardwell, in Ballard County, be incorporated with the following boundaries: extending one-half mile in every direction from the railroad depot situated in said town..." (Kentucky Acts 1877-78, Vol.2). Reference is made here to the second depot, with the first having been simply a railroad camp car, utilized prior to the creation of Carlisle County in 1886.

As the Illinois Central developed, so did Bardwell. A single example of this was the railroad's agricultural promotion. The Illinois Central sold cotton seed to farmers along their route and even offered prizes for inventions in the area of farm machinery. During the early 1900's, shortly after the present depot was built, the railroad sent out a special train displaying corn and seed exhibits. In 1927, the "Soybean Special" visited communities along the right-of-way, endorsing this important new crop. These agricultural centers increased their crop production and in turn the railroad increased it freight revenue. This was the situation with Bardwell too, and it was stated in 1885 that "Bardwell is one of the best local shipping points on the Central Road and the seat of a very extensive grain and livestock trade" (Battle 1885:23).

During his term of office, Vice President Alben W. Barkley boarded the train at Bardwell for Chicago, taking advantage of the fast train schedule between New Orleans and that city. Bardwell also served as a major watering point for the large steam locomotives on the line.

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9 MAJOR BIBLIOGRAPHICAL REFERENCES

Battle, J. H., G.C. Kniffin, and W.H. Perrin. Kentucky: A History of the State. F.A. Battey and Company, Chicago and Louisville, 1885.

Deed Book 6, Carlisle County, 1873-74, pp. 351, 356-359.

(continued)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY one

UTM REFERENCES

A	1,6	32,06,8,0	4,08,24,3,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Between double-track mainline and spur, running north-south for a distance of 250 feet on either end of the Depot.

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

(Miss) Lovey Raburn, County Representative

FTW

ORGANIZATION Carlisle County Historical Society and Kentucky Heritage Commission

DATE

June 1, 1976

STREET & NUMBER

TELEPHONE

CITY OR TOWN

Bardwell

STATE

Kentucky 42023

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.

~~GENERAL REPRESENTATIVE~~ SIGNATURE

Eldred W. Melton

TITLE

State Historic Preservation Officer

DATE

6/16/76

FOR NPS USE ONLY

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

Acting

William J. Smith

DATE

7/19/76

DIRECTOR OF OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST

Kohut B. Keltz

DATE

7/22/76

KEEPER OF THE NATIONAL REGISTER

Acting

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the building. The roof is partially hipped at the northern and southern faces of the structure, allowing for triangular louvered vents at the ends of the ridgeline. The horizontal roof line is broken only by a small, square brick chimney which has a flared masonry cap. The roof is currently covered in asphalt shingles. The eaves extend out approximately one-fifth of the building's width on all sides and are supported with brackets of a very simple design.

On the west side of the structure, two door openings are located at the northern end. One has double doors hinged on the outside while the other is a single unit hinged on the north side only. Leading through the two doors, and to the north-south mainline immediately to the west, are rails laid perpendicular to the main. This interesting arrangement facilitates access and storage for the small yellow motor cars, and other track maintenance equipment, used by the railroad section hands and so commonly seen along railroad right-of-ways.

An interesting feature of the depot is a signal tower which stands at the front of the bay window. A square hole was cut through the roof overhang, to accommodate its height, and framed in wood. An exterior loading dock with inclined ramps is present on the south end of the building and wraps around the eastern side, servicing two large freight doors. Surrounding the Bardwell I.C.R.R. Depot and Freight Station are stacks of railroad ties and a few discarded railroad spike kegs, all typical of this scene at a trackside structure.

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The Depot is, in effect, a minor monument to this country's first north-south railroad line. In 1856, the Illinois Central was the longest railroad in the world with it 705 miles of chartered rail completed. The completion and grand opening of the four-mile bridge at Cairo, Illinois, signified an event in the Midwest which could justifiably compare to the driving of the Golden Spike at Promontory Point, Utah. Just north of Bardwell, this marked the completion of a system which would connect the Great Lakes and the Gulf of Mexico by rail. It was on the Illinois Central Railroad that the heroic efforts of engineer Casey Jones would cost him his life. Recently, the "City of New Orleans," a crack passenger train on this line, has been fabled in folk song. The original Illinois Central Railroad Company no longer exists under its own name, following a merger with the Gulf, Mobile, and Ohio Railroad in August of 1972, creating the Illinois Central Gulf.

It has been estimated that 20,000 railroad stations may still exist in the United States, less than half of those standing twenty years ago (United States Department of the Interior, 1974:2). This station and freight depot must be justifiably be compared as a surviving component of the Illinois Central Railroad and especially to the community of Bardwell, Kentucky. The leaders and citizens of the town are interested in preserving and developing the structure, possibly as a local museum and library. Although of modest and standardized design and construction, this depot is largely intact, with many characteristic features such as the partially hipped roof with wide eaves extended on angle brackets, both vertical and horizontal siding and windows and transoms treated decoratively at the passenger end to differentiate it from the strictly functional freight-handling section integrated within the single structure.

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Jackson, Jari. "The Illinois Central". St. Louis Globe-Democrat. October 18-19, 1975, p. 3B.

Reusing Railroad Stations. Educational Facilities Laboratories, New York N. Y. , 1974

Reusing Railroad Stations- Book Two. Educational Facilities Laboratories, New York, N. Y. , 1975