

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

For HCRS use only  
received JUN 3 1980  
date entered JUL 3 1980

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

**1. Name**

historic Hartsville Depot

and/or common

**2. Location**

street & number Broadway  not for publication

city, town Hartsville vicinity of \_\_\_\_\_ congressional district Third

state Tennessee code \_\_\_\_\_ county Trousdale code \_\_\_\_\_

**3. Classification**

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input 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	<b>Public Acquisition</b>	<b>Accessible</b>	<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 checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input checked="" type="checkbox"/> other: Will house museum

**4. Owner of Property**

name City of Hartsville

street & number Broadway

city, town Hartsville vicinity of \_\_\_\_\_ state Tennessee

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Trousdale County Courthouse

street & number Main Street

city, town Hartsville state Tennessee

**6. Representation in Existing Surveys**

title \_\_\_\_\_ has this property been determined eligible?  yes  no

date \_\_\_\_\_  federal  state  county  local

depository for survey records \_\_\_\_\_

city, town \_\_\_\_\_ state \_\_\_\_\_

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## 7. Description

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**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 Hartsville Depot is located on the west side of the Louisville and Nashville Railroad at Mile Post 179 in Hartsville, the seat of government in Trousdale County. It is situated in a commercial area of the city limits at an angle, with the front end of the long, narrow building facing northwest and Broadway Street and the long south side parallel to White Oak Street.

The Depot is a rectangular, one story building of vertical board and batten construction which has a raised-seam tin roof and a post and girder foundation. Six rooms which were originally used as waiting rooms, an office, a baggage room and a freight room comprise the long, narrow building. The plan remains unaltered, being one room deep with four sections located side by side, except for the front western section which is divided into two rooms. The roof is gable-shaped, except for the front two-room section where the roof is basically hipped. One interior brick chimney is located at the wall which divides the two-room section from the remaining sections. A long shed over a plank platform extends across the middle portion of the south side of the building. The only alteration of the building occurred in recent years when an original platform on the north side of the building was removed.

On the front and middle sections which originally housed the waiting and baggage rooms, the windows have 4/4 lights, are long and narrow, and have plain wood surrounds and sills that have been painted white in contrast with the blue/gray walls, with the exception of one small, square ticket window located on the northwest-facing facade. Narrow, wood paneled doors are located one on the facade at the right bay and three on the north side elevation. The center door on the north side is topped by a single light transom. One wide, double-leaf paneled door is located on the south side elevation providing an entrance to the middle baggage room section. Further decoration of these sections consists of plain brackets that visually support the projecting roof eaves.

The longer freight room of the eastern end section of the Depot is decorated by the south side shed which features plain square posts with plain supporting brackets and original platform benches. All doors, on either side, are wide sliding doors of wooden, very narrow vertical boards. A wooden cover board separates the board and batten walls from the planks concealing the foundation.

More decorative detail is found on the rear elevation of the Depot. The gable features a decorative bracket and the board and batten wall is accented by a plain horizontal band of wood and a decorated wood band extending the length of the wall at the base of the gable.

The Depot's interior remains unaltered except for one small restroom addition and the recent installation of fluorescent lighting fixtures. Beaded paneling, placed horizontally from the floor upwards one third of the wall and vertically from the separating hand rail to the ceiling, covers the walls and ceilings of the front and middle rooms. Moulding surrounds the windows and doors and the original ticket cage and baggage check booth remain intact. Exposed framing and wall boards remain in the long freight room as well as the original weight scales.

Although the Depot is undergoing renovation for adaptive reuse, its architectural features and interior spaces will be retained.

## 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 type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1898

Builder/Architect

### Statement of Significance (in one paragraph)

The Hartsville Depot is located on the west side of the Louisville & Nashville Railroad at Mile 179 in Hartsville on Broadway Street. The 11.38 mile line from Rogana to Hartsville at which the depot is located was constructed in the years from June, 1890 to January, 1892 by the Middle & East Tennessee Central Railway and has operated under a number of ownerships since. The line changed hands several times before the depot was built in 1898 during the ownership of C. Adolph Lowe and lease to the Chesapeake & Nashville Railway Company. In 1905 the property was purchased from Lowe by W. A. Northcutt who in 1906 conveyed the property to the Gallatin & Scottsville Railway, which was organized by the Louisville & Nashville Railroad Company. The last regular passenger train ran over the line in 1953 and freight service was provided until several years ago when the line closed.

In 1977, the L & N Railroad Company sold the depot building to the City of Hartsville, which has since entered into an agreement with the Hartsville Department of Recreation to donate the use of the building to the Department for its offices, a recreation and cultural arts center, and a museum. Presently the building is unoccupied for the purpose of renovation. To date, the building has been painted and repaired in places, lighting fixtures have been installed, and at the L & N's request in the deed contract between L & N and the City, the City has removed a platform from the east side of the building. Future work will consist of constructing interior restroom facilities and installing a heating system. By the summer of 1980, the museum and recreation center are scheduled to be in operation. Except for these minor alterations, the Hartsville Depot remains in its original condition.

The Hartsville Depot remains practically unaltered in its original condition as a significant tangible reminder of bygone days when the railroad played such an important role in the community's development, and as a good example of the type of architecture employed in railroad depot building in rural small towns in Tennessee. Furthermore, it serves as an excellent model of adaptively reusing historic buildings.

# 9. Major Bibliographical References

J. C. McMurtry, Trousdale: A Constitutional County, Vidette Publishing Company, 1970.

# 10. Geographical Data

**ACREAGE NOT VERIFIED**

Acreeage of nominated property 1  
 Quadrangle name Hartsville Quadrangle scale 1:24000

**UTM NOT VERIFIED**

UMT References

A	1 6	5 7 4 8 6 0	4 0 2 7 9 2 0	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

### Verbal boundary description and justification

The boundaries of the Hartsville Depot nomination are shown as the red line on the accompanying property assessor's map number 19N, which is drawn at a scale of 100 feet to the inch. The boundaries are drawn to the dimensions of the lot, owned by the City of Hartsville, on which the Depot sits.

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 Shain Terrell, Historic Preservation Specialist  
 organization Mid-Cumberland Council of Governments date February 15, 1980  
 street & number 501 Union Street, Suite 600 telephone (615) 244-1212  
 city or town Nashville state Tennessee

# 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Herbert L. Hays  
 title Executive Director, Tennessee Historical Commission date 5/29/80

**For HCRS use only**  
 I hereby certify that this property is included in the National Register  
John W. Ray Juce date 7/3/80  
 Keeper of the National Register  
 Attest: Kristin O'Connell date 7/2/80  
 Chief of Registration