

PH0698288

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED FEB 28 1979  
DATE ENTERED

**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 Louisville and Nashville Passenger Station and  
Express Building (8Es106)

AND/OR COMMON  
L & N Passenger Terminal

**LOCATION**

STREET & NUMBER  
239 North Alcaniz Street

NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT

CITY, TOWN  
Pensacola

VICINITY OF  
first

STATE  
Florida

CODE  
12

COUNTY  
Escambia

CODE  
033

**CLASSIFICATION**

| CATEGORY  | OWNERSHIP                                   | STATUS  | PRESENT USE                                       |
|---|---|---|---|
| <input type="checkbox"/> DISTRICT               | <input type="checkbox"/> PUBLIC             | <input type="checkbox"/> OCCUPIED                   | <input type="checkbox"/> AGRICULTURE              |
| <input checked="" type="checkbox"/> BUILDING(S) | <input checked="" type="checkbox"/> PRIVATE | <input checked="" type="checkbox"/> UNOCCUPIED      | <input type="checkbox"/> MUSEUM                   |
| <input type="checkbox"/> STRUCTURE              | <input type="checkbox"/> BOTH               | <input type="checkbox"/> WORK IN PROGRESS           | <input type="checkbox"/> COMMERCIAL               |
| <input type="checkbox"/> SITE                   | <b>PUBLIC ACQUISITION</b>                   | <b>ACCESSIBLE</b>                                   | <input type="checkbox"/> PARK                     |
| <input type="checkbox"/> OBJECT                 | <input type="checkbox"/> IN PROCESS         | <input checked="" type="checkbox"/> YES: RESTRICTED | <input type="checkbox"/> EDUCATIONAL              |
|   | <input type="checkbox"/> BEING CONSIDERED   | <input type="checkbox"/> YES: UNRESTRICTED          | <input type="checkbox"/> ENTERTAINMENT            |
|   |   | <input type="checkbox"/> NO                         | <input type="checkbox"/> GOVERNMENT               |
|   |   |   | <input type="checkbox"/> INDUSTRIAL               |
|   |   |   | <input type="checkbox"/> MILITARY                 |
|   |   |   | <input checked="" type="checkbox"/> OTHER: Vacant |
|   |   |   | <input type="checkbox"/> PRIVATE RESIDENCE        |
|   |   |   | <input type="checkbox"/> RELIGIOUS                |
|   |   |   | <input type="checkbox"/> SCIENTIFIC               |
|   |   |   | <input type="checkbox"/> TRANSPORTATION           |

**OWNER OF PROPERTY**

NAME  
Louisville and Nashville Railroad Company ✓

STREET & NUMBER  
Post Office Box 32290

CITY, TOWN  
Louisville

VICINITY OF

STATE  
Kentucky 40250

**LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.  
Escambia County Courthouse

STREET & NUMBER

CITY, TOWN  
Pensacola

STATE  
Florida

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# 7 DESCRIPTION

## CONDITION

EXCELLENT       DETERIORATED  
 GOOD             RUINS  
 FAIR              UNEXPOSED

## CHECK ONE

UNALTERED  
 ALTERED

## CHECK ONE

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

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

The Louisville and Nashville Passenger Station and Express Building is essentially unchanged since its completion in 1913. The original structure included a two-story, masonry passenger depot and office facility, a one-story, masonry, express wing extending to the south, and a covered, wood-frame concourse running along the entire west (rear/track) facade.

The division of the exterior wall surfaces into broad bands by using different materials, textures and colors (limestone, brick, stucco) along with the wide overhang of the low, hip roof clearly emphasizes the building's strong horizontality. The two-story section has a high smooth-surface, limestone water table which forms the sill-line of the first-story fenestration. Buff brick (Flemish bond) with mortar tinted to match the terra cotta trim defines the first story while the second story walls are stuccoed and painted. Large, paired brackets offer visual support for the broad, roof overhang. Its curved soffit has intermediate modillions and ventilation openings with metal grilles.

Entrances are positioned in the center of both the south and west facades. The paired, double doors of the major entrance (south facade) are located in the two-story section between slightly projecting bays which are carried through the roof as low, square towers. A segmentally arched parapet with a band of windows having decorative cast iron grilles extends between the towers. Raised limestone and terra cotta ornamentation accentuates these features. The fenestration on the first story has molded terra cotta architraves while that of the second has similarly profiled wood architraves. The low hip roof of the two-story section has a central deck and is covered with clay, French tile.

The express wing is also constructed of buff brick (Flemish bond) with mortar tinted to match the terra cotta trim (parapet coping). A low, limestone water table continues around south and east elevations. Heavy, wood brackets support the wide, flat-roofed overhang which also runs along these elevations. The express building's roof is concealed by a brick parapet with elevated, segmentally arched portions (similar to that on the main roof) spaced at regular intervals. The fenestration of this wing is an alternating arrangement of windows and doors. The wide, opening to the concourse, located between the two sections of the building, has panelled, terra cotta architraves with symmetrically placed bas relief rondels. Large terra cotta consols appear to support the opening's lintel.

The original floor plan and most of the original finishes remain. On the first floor, the walls are plaster with white marble wainscot

(See continuation sheet)

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

1912-1913

BUILDER/ARCHITECT Engineer's Office, Louisville  
& Nashville Railroad Company

## STATEMENT OF SIGNIFICANCE

The Louisville and Nashville Passenger Station is significant for its architectural style and the importance of the company's role to the economic development of the West Florida region.

The L&N Passenger Station was designed by company engineers and constructed between April 1912 and July 1913, the process having been delayed by dock strikes and material shortages. The brick depot and express building replaced a two-story wood terminal on Tarragona Street that was constructed in the 1880s. The new depot included a ticket office; waiting rooms; telegraph office; superintendent's, dispatcher's, roadmaster's, trainmen's, and traffic department's offices; as well as express, baggage, and mail rooms. The railroad continued to use this facility until April 30, 1971, when passenger service to Pensacola was discontinued; the local company moved its offices to Goulding Yard (Pensacola) in October of that year, vacating the building completely.<sup>1</sup>

From the time the Louisville and Nashville acquired the old Pensacola and Atlantic (1880) and the Pensacola and Selma (1881) railroads, the company dominated trade in Pensacola and much of West Florida.<sup>2</sup> Many of the small towns along the line in West Florida, such as DeFuniak Springs, Chipley, Bonifay, and Caryville, were named for company officials. From 1880 until almost 1915, the L&N was the only railroad supplier to the port of Pensacola, monopolizing trade, improvements to the harbor, and access by other companies.<sup>3</sup> The building represents a last phase of expansion and growth for the L&N Company, before the decline of railroad fortunes beginning in the 1920s.

The building itself is an interesting adaptation of the Prairie Style to a transportation facility of the early twentieth century.

<sup>1</sup>Pensacola Journal, May 1, 1971, 1/1912-8/1913.

<sup>2</sup>McGovern, p. 20; Herr, pp. 60,68.

<sup>3</sup>McGovern, p. 20; Klein, pp. 284-286.

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Herr, Kincaid A. Louisville and Nashville Railroad, 1850-1963.  
revised ed., privately printed, 1964.

Klein, Maury. History of the Louisville and Nashville Railroad.  
New York: MacMillan Company, 1972.  
(See continuation sheet)

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 3.3

UTM REFERENCES

A 

|   |   |
|---|---|
| 1 | 6 |
|---|---|

|   |    |   |    |
|---|----|---|----|
| 4 | 79 | 8 | 20 |
|---|----|---|----|

|    |   |    |   |   |
|----|---|----|---|---|
| 33 | 6 | 48 | 5 | 0 |
|----|---|----|---|---|

ZONE EASTING NORTHING

B 

|  |  |
|--|--|
|  |  |
|--|--|

|  |  |  |  |
|--|--|--|--|
|  |  |  |  |
|--|--|--|--|

|  |  |  |  |  |
|--|--|--|--|--|
|  |  |  |  |  |
|--|--|--|--|--|

ZONE EASTING NORTHING

VERBAL BOUNDARY DESCRIPTION

A parcel of land containing portions of Arpent Lots 83 through 88, Old City Tract, Escambia County, Florida, according to Map of Pensacola, Florida, copyrighted by Thos. C. Watson in 1906, containing 3.3213 acres, more or less, and described as follows: Begin at the Southeast corner of Arpent Lot 84, (Said Point of Beginning, being on the west right-of-way line of Cevallos Street, also known as  
(See continuation sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
|       |      |        |      |
|       |      |        |      |

# 11 FORM PREPARED BY

NAME / TITLE

Dan G. Deibler, Historic Sites Specialist

ORGANIZATION

Florida Division of Archives, History and Records Management DATE 10/5/78

STREET & NUMBER

TELEPHONE

Department of State, The Capitol

(904)487-2333

CITY OR TOWN

STATE

Tallahassee

Florida 32304

# 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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE



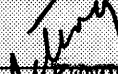
TITLE

DATE 2/23/79

FOR NPS USE ONLY

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

  
DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

 DATE 6-11-79  
KEEPER OF THE NATIONAL REGISTER

ATTEST: Bill LeBouch  
KEEPER OF THE NATIONAL REGISTER

DATE June 8, 1979

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

|                      |
|----------------------|
| FOR NPS USE ONLY     |
| RECEIVED FEB 28 1979 |
| JUN 11 1979          |
| DATE ENTERED         |

Louisville and Nashville Passenger Station and Express Building  
(8Es106)

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

and counters. The floors are tiled. The general waiting room has heavy, molded plaster ceiling beams and four brick columns with terra cotta capitals. Ornate cast iron radiator grills are still in place. One new partition (about 26 feet long) has been added to the space originally used as a ladies waiting room (on the northwest end of the first floor). The second floor plan is unaltered having its original plaster walls, some oak wainscoting, oak chair rails, and oak picture moulding, as well as the oak banisters and newel posts. The floors are tiled.

Only minor exterior changes have been made including removal of the north side sheds over part of the passenger concourse sometime after 1940; removal of the entrance marquees on the west and south facades sometime after 1940; and removal of ornamental light posts. Awnings on the second story windows were also removed before 1940.

---

Item No. 9 Page 1

L&N Railroad Company. File #745, Passenger Station at Pensacola, Florida, Floor Plans.

McGovern, James R. The Emergence of a City in the Modern South: Pensacola, 1900-1940. Pensacola: privately printed, 1976.

Pensacola Journal. 1/1912-8/1913; 1971.

---

Item No. 10 Page 1

8th Avenue); thence go Southerly along the West right-of-way line of 8th Avenue, a distance of 5.00 feet; thence deflecting 90°00'00" right, go Westerly a distance of 135.00 feet; thence deflecting 90°00'00" right go Northerly a distance of 5.00 feet to the Southerly line of Arpent Lot 84; thence go Westerly along the Southerly line of Arpent Lots 84 through 88, a distance of 825.00 feet to the Southwest corner of Arpent Lot 88; thence go Northerly along the West line of Arpent Lot 88 and the East right-of-way line of Alcaniz Street, a

(Continued)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY

RECEIVED

DATE ENTERED

JUN 11 1979

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

The new L & N passenger terminal was built during a second, although smaller, building boom in Pensacola's pre-World War I period.<sup>4</sup> Several commercial structures, the Cudahy & Armour & Company packing house, the Bon Marché store and the Keyser Building were under construction in 1912 in addition to the L & N terminal. Part of this activity was in anticipation of increased trade resulting from the completion of the Panama Canal. Pensacola's location and natural deep-water harbor were thought to make it particularly attractive for the expanded maritime activity. The investment in a new passenger facility by the Louisville & Nashville Railroad reflects the importance with which the company viewed completion of the Canal.

---

<sup>4</sup>McGovern, p. 18.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

|                      |
|----------------------|
| FOR NPS USE ONLY     |
| RECEIVED FEB 28 1979 |
| JUN 11 1979          |
| DATE ENTERED         |

Louisville and Nashville Passenger Station and Express Building

(8Es106)

CONTINUATION SHEET

ITEM NUMBER 10

PAGE 2

distance of 150.00 feet; thence deflecting 90°00'00" right, go Easterly a distance of 960.00 feet to the West right-of-way line of 8th Avenue; thence go Southerly along the West right-of-way line of 8th Avenue, a distance of 150.00 feet to the Point of Beginning.