

PH10 2214-13

# DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY  
RECEIVED JUL 02 1975  
DATE ENTERED AUG 22 1975

## 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  
The L and N Passenger Station  
AND/OR COMMON  
The Depot

### 2 LOCATION

STREET & NUMBER  
Broadway at Adams Street  
CITY, TOWN  
Berea  
STATE  
Kentucky  
VICINITY OF  
Fifth  
COUNTY  
Madison  
CODE  
151  
CONGRESSIONAL DISTRICT  
Fifth  
NOT FOR PUBLICATION

### 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 checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input 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"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input checked="" type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER: <b>Communication</b>

### 4 OWNER OF PROPERTY

NAME  
Louisville and Nashville Railroad Company  
STREET & NUMBER  
908 West Broadway  
CITY, TOWN  
Louisville  
STATE  
Kentucky  
VICINITY OF

### 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,  
REGISTRY OF DEEDS, ETC.  
Madison County Courthouse  
STREET & NUMBER  
Main Street  
CITY, TOWN  
Richmond  
STATE  
Kentucky

### 6 REPRESENTATION IN EXISTING SURVEYS

TITLE  
Tract Survey for City of Berea, Kentucky  
DATE  
February, 1975  
DEPOSITORY FOR  
SURVEY RECORDS  
Madison County Courthouse  
CITY, TOWN  
Richmond  
STATE  
Kentucky  
FEDERAL STATE COUNTY LOCAL

(continued)

## 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 checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

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DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Berea L & N Depot is located in what used to be the business center of the town, at the bottom of a wide ravine that cuts perpendicularly across the ridge on which the college and residential area are located; the ridge itself is pierced by a railroad tunnel a short distance from the station. Where once there were such enterprises as a roller mill factory, a lumber mill, a canning factory, a commercial travellers' hotel, and an ice, coal, and tie yard within convenient distance of the station there are now modest frame houses and a few neighborhood shops. The station itself is located between North Broadway and Lester amid a street tangle of tracks, most of them no longer used.

Although conforming to the long, low proportions and bracketted overhangs of the typical late 19th-century small railway station, this later example is built of more durable materials and has several other distinguishing features. The walls are of well-laid brick with trim of both stone and brick laid in bands around the openings and above the stone belt-course at sill-level. Raised brick bands further frame the openings and emphasize the rhythmic round arches of the main entrances and the large flanking windows in which the raised mullions perhaps suggest "Palladian windows."

The most prominent feature, particularly as the station is viewed from the ridge above, is the wavy red-tile roof with its raised angles and ridges, and knobs at the apices and corners. This conspicuous roof is supported at the edges by deep shallow brackets which project vigorously from the wall. The station lacks the delicacy yet insubstantiality as well as the articulation of parts of earlier Stick Style L & N Stations (see the National Register nomination forms for the Paris and Shelbyville L & N Depots, for instance), but equally well suits the trackside site and variety of functions housed within.

The original plan reveals subtle variations within the overall blocklike form: the triple round-arched openings suggest a miniature Grand Central in the general Waiting Room. The Ladies' Waiting Room, which opens off it through an arch, has additional round-arched openings toward the tracks but is set back retiringly at the front corner. The Negro Waiting Room (required after the 1904 "Day Laws" which forced the segregation of even Berea College, founded in 1855 specifically for the purpose of offering higher education to blacks and whites together; see the National Historic Landmark nomination form for Lincoln Hall, Berea College, approved December 2, 1974) is not only divided from the main Waiting Room by the Agent's office, but is also set back from the symmetrical street facade and on a line with the Baggage and Luggage Rooms with their raised platforms. The Agent's office is inconspicuous on the street side (its window matches those of the toilets at the opposite side of the general Waiting Room) but projects prominently onto the platform, allowing effective views up and down the tracks.

(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 type="checkbox"/> 1800-1899	<input 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      1917-1919      BUILDER/ARCHITECT      Engineering Department of the L & N Railway, under supervision of William

STATEMENT OF SIGNIFICANCE      Howard Courtenay

The Louisville & Nashville Railway Passenger Depot at Berea is not only a fine, if fairly late, example of the line's stations of moderate size, but its history and that of its two predecessors is also integrally related to the development of the town and Berea College during the fifty years it served the heavy traffic they provided. It is hoped that preserved, restored, and adapted as a community center, the depot will continue to be utilized by both town and gown.

When the old Kentucky Central Railway completed the tract of railroad from Paris, Kentucky, to Sinks of Roundstone, Kentucky, in 1883 to connect with the Knoxville Division of the Louisville and Nashville Railway, the settlement of Berea, Kentucky, through which the new railroad passed, did not have enough citizens to justify any form of self-government. The struggling school of Berea College which had been founded in 1855 in connection with the abolitionist movement and to serve the Appalachian area, then had only 351 students enrolled. But with the coming of rail transportation the institution and the town began to develop rapidly. On May 9, 1890, the village was incorporated as a sixth-class city governed by a Board of Trustees.

According to Maury Klein, History of the Louisville and Nashville Railroad (pp. 296-97), on September 22, 1891, the L & N acquired not less than two thirds of the stock of Kentucky Central Railway consisting of 248.43 miles of track which included the 149.88 miles from Covington to the Sinks, the track which went through Berea. Early in the history of the College important visitors appeared. Records show that in 1900, Dr. Wallace Nutting, Helen Gould and William E. Barton, D.D., were visitors of the College.

By 1905 traffic at the little stop in Berea had grown so that a larger station was required. The February 23, 1905, issue of the Berea Citizen, the local weekly newspaper, related that a car crew of carpenters under the supervision of Chief Carpenter James Payne had begun work on the destruction of the old depot to make way for a new and larger one. It was estimated that the new building, which was to cost \$4,000, would be completed in four weeks and would be the best depot between Livingston and Cincinnati.

College records show that 1001 students attended the school with a faculty of 56 in 1905. Berea College had discovered Appalachia. In this connection President Frost said in 1911, "Now in discovering this region and the peculiarities of its people, Berea College has discovered a national resource."

(continued)

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

- The Berea Citizen (various dates).  
 Records of the Engineering Department of the L & N Railroad.  
 Kincaid A. Herr, Louisville & Nashville Railroad 1850-1963 (Louisville, 1964).  
 Maury Klein, History of the Louisville & Nashville Railroad (N.Y.: The Macmillan Company, 1972).  
 Jean Engle, "Berea Depot: City Plans Restoration," The Lexington Leader (April 18, 1975).

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .09 Acres

UTM REFERENCES

A	1,6	73,84,9,0	4,16,15,0,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

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

Frances E. Moore, Councilman

W. E. L.

ORGANIZATION

City of Berea

DATE

March 10, 1975

STREET & NUMBER

606 Chestnut Street

TELEPHONE

CITY OR TOWN

Berea

STATE

Kentucky

# 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.

FEDERAL REPRESENTATIVE SIGNATURE

*Clyde W. Melton*

TITLE

DATE

*State Historic Preservation Officer 6/29/75*

FOR NPS USE ONLY

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

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

*8/27/75*

ATTEST:

DATE

**AUG 20 1975**

KEEPER OF THE NATIONAL REGISTER

*[Signature]*

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The L and N Passenger Station

CONTINUATION SHEET

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The shed roof of the platform, now supported on plain steel posts, projects straightforwardly toward the multiple tracks. A panelled chimney marks the centrally located Agent's office below.

According to the plan (attached) and specifications supplied by the Engineering Department of the L & N Railroad, the building is on a concrete foundation. The exterior walls are brick veneer on tile. The interior, except the Baggage and Express Rooms, are plastered. The roof is tile with a composition roof on the shed by the railroad. The floors are cement except in the office, where they are wood. There is a basement furnace room under the Negro Waiting Room. There is an Express Room, a Baggage Room, a Negro Waiting Room with toilet facilities, an Agent's office, a General Waiting Room with toilet facilities and a Ladies' Waiting Room. Overall dimensions are approximately 150' x 45'. The approximate 0.9 acre site has been paved but is in need of repair. The immediate area is zoned for neighborhood business.

6. Representation in Existing Surveys

Survey of Historic Sites in Kentucky (Supplement)

1974 - State

Kentucky Heritage Commission

Frankfort, Kentucky 40601

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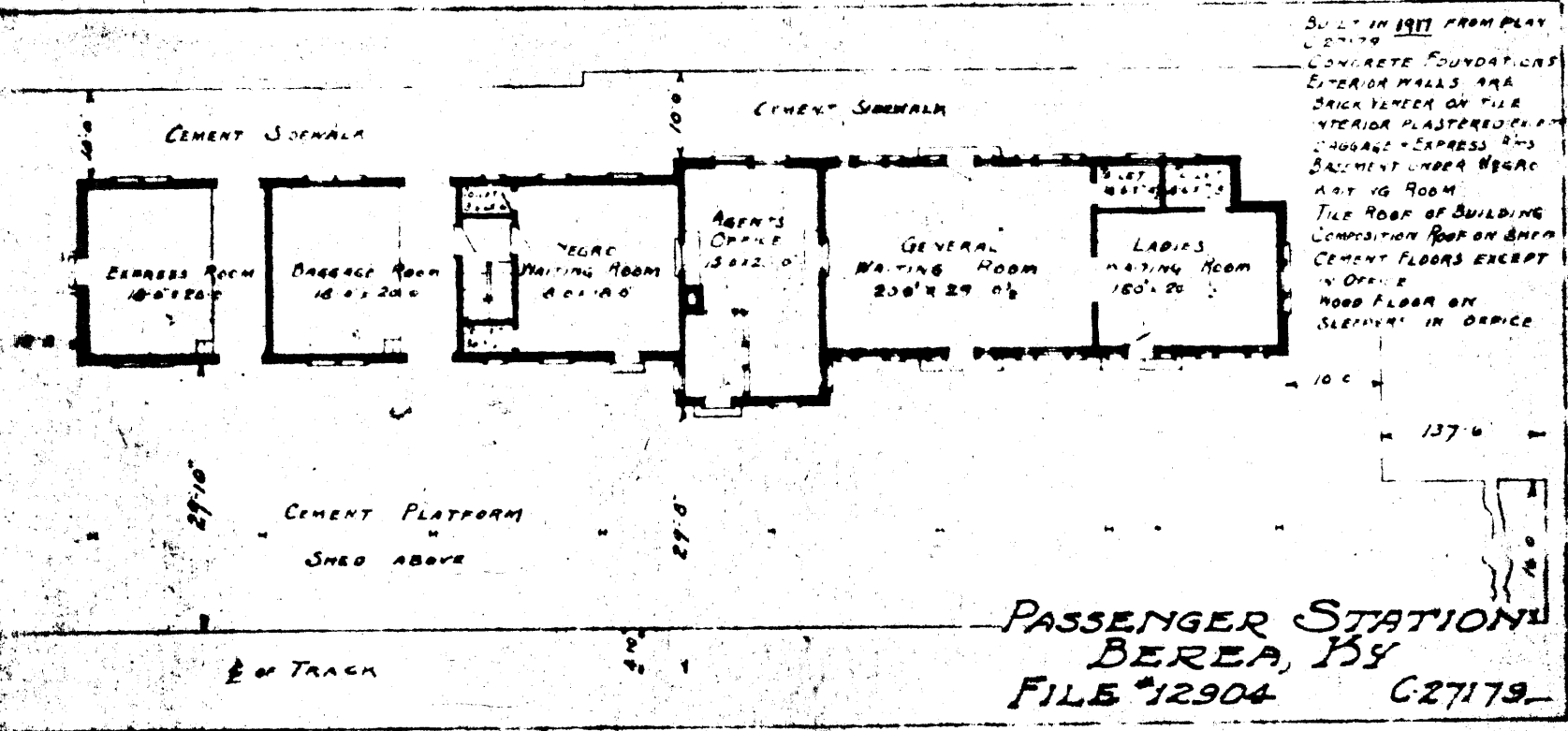
ITEM NUMBER 8 . PAGE 2

In 1918, the year World War I ended, the school enrollment had reached 2, 188 students, nearly all of whom came by train from the Appalachian area. In addition to students many prominent educators, philanthropists, and others interested in the work of the College came to observe its contribution and they came by railroad. The governing body of the sixth-class city was changed in 1910 to an elected mayor and city council. The S. E. Welch Department Store which had been founded in 1890 boasted in 1910 that Welch's was the largest department store in Kentucky outside Louisville. Welch's served not only as a retail store for Berea and the surrounding area but as a wholesale store for surrounding counties not serviced by a railroad. Much of their merchandise was bought by the carload. Welch's together with other businesses brought much freight traffic to the depot.

Increased traffic, both passenger and freight, made it necessary to enlarge the Depot again. This time the Station was built under the supervision of the L & N's Engineering Department. It was completed in 1920 at total cost of \$24,332. In design, materials, and functional adaptation to purpose it represents the best in small-town railroad architecture, as supplied by the Office of the Chief Engineer of the line.

It is ironic that while the Depot was being constructed, another mode of transportation was developing which would eventually play a large part in seriously crippling, if not destroying, the rail system as the principal mode of transportation. The May 6, 1919, issue of the Citizen carried an inconspicuous item, "The new garages are beginning to show up. The Boone Tavern garage is rapidly being completed, while Welch's is getting under way." The automobile was in Berea to stay.

The November 5, 1959, issue of the Citizen reports that Pullman service ended for Berea with the passing of the "Flamingo" on November 1, 1959. The March 7, 1968, issue reports: "Berea no longer has passenger train service. The last south-bound train, No. 17, came through last night and No. 18 stopped here early this morning on its last north-bound journey." Freight service was halted in 1969. Thus ended an era.



PASSENGER STATION  
 BEREA, KY  
 FILE #12904 C-27179

FROM "LTN R.R. ENGINEERING DEPT.  
 PLANS FOR STATIONS - KY. DIV. - 1922