

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

**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 Freight Depot

and/or common L&N Freight Depot

2. Location

street & number 700 Western Avenue, N.W. N/A — not for publication

city, town Knoxville N/A vicinity of congressional district Second

state Tennessee code 047 county Knox code 093

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input 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	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	N/A <input type="checkbox"/> in process	<input checked="" 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 type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: Vacant

4. Owner of Property

name Station Eighty-Two, Ltd. (Mr. Alex J. Harkness, Gen. Partner)

street & number 401 Henley Street

city, town Knoxville N/A vicinity of state Tennessee 37919

5. Location of Legal Description

courthouse, registry of deeds, etc. Knox County Courthouse

street & number City and County Building, 300 Main Avenue, S.W.

city, town Knoxville state Tennessee 37902

6. Representation in Existing Surveys PDIL Tax Act

title N/A has this property been determined eligible? yes no

date N/A N/A federal state county local

depository for survey records N/A

city, town N/A state N/A

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date 1904 (Burned 1922, Rebuilt)
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The L&N Freight Depot in Knoxville, Tennessee, as it now stands is a second generation building on an earlier foundation and brick wall system. The original depot was completed in August, 1904, six months before the L&N Passenger Station. The L&N Freight Depot, as reconstructed following a fire in 1922, is located at the bottom of the Lower Second Creek Valley in Knoxville, approximately 200 yards west of the L&N Passenger Station.

The original freight depot was Victorian in character and massing and was somewhat in keeping with the scale and balance of the L&N Passenger Station. The freight depot was however, much simpler in design and more modest in detail. The original depot was approximately 460 feet long and had a two story office complex on its north end. The office complex was the thematic portion of the building described above. The longer one story freight handling and storage portion of the building was purely functional and had two distinct working docks—a wagon side and a rail car side.

It has not been possible to confirm that Richard Monfort was responsible for the actual design of the original freight depot; however, he was the chief engineer for the L&N during the period that it was constructed. Therefore, it can safely be assumed that he was in charge of the work. Richard Monfort, an Irish immigrant and engineering graduate of Dublin, Ireland's Royal College of Science settled in Louisville, Kentucky and went to work for the L&N in 1880 as a bridge engineer and became the chief engineer in 1883.

The original depot burned in 1922. The loss of freight and damage to the building was reported to be \$500,000.

A new "fireproof structure" was announced the day after the fire and newspaper articles quoted the railroad as planning to utilize the existing brick walls of the structure in the reconstruction. The old walls were apparently used in the reconstruction of the long freight storage wings; but, newer more modern design and details were used in the reconstruction of the front and north one-fourth of the side facade for the office portion. The design and details of this portion are modern in keeping with the 1920's era. The detail is much more articulate and there is a very obvious construction joint between the old and new walls. The office portion is 50' wide by 28' deep, 2 story; and the warehouse or storage wing is 46' wide by 118' deep, 2 story.

The 1922 building still has flavors of the Victorian Period in its architecture; however, it has enough structural differences and detail revisions to make the change from the earlier style obvious. It has a heavy bracketed galvanized metal cornice below the parapet and a horizontal band of stone molding separating the second and first floors. Vertical windows, Victorian in scale, are shown on the 1904 building with horizontal stone flat arches of wedge shape voussoirs of a Georgian character, and were placed symmetrically on the facade. In the 1922 building, second floor windows are paired and have thin stone relieving arches decorated only by keystones. The middle bay second floor has three windows but also has the relieving arch. The gabled dormer on the 1904 building was replaced by a decorative element above the parapet and flat roof.

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 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 type="checkbox"/> transportation
<input checked="" 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 1904–Rebuilt 1922 **Builder/Architect** N/A

Statement of Significance (in one paragraph)

Criteria A

The L&N Railroad came to Knoxville as a result of purchasing existing smaller railroad lines, trackage, equipment, etc. The L&N was tremendously interested in the growing commercial trade in and out of Knoxville and specifically they were interested in the trade between Cincinnati and Atlanta. In 1902, the L&N acquired the control of the old Atlanta, Knoxville and Northern Railway and, thusly, had its beginnings in Knoxville. Competition was keen, and the L&N bid for its share of the vast freight and passenger market by constructing the most modern and up-to-date facilities in Knoxville at the time, for both freight and passengers.

The L&N Freight Depot was constructed and opened for business, August 10, 1904, approximately eight months before the L&N Passenger Station was completed and opened. Additional trackage was constructed in certain locations between Knoxville and Cincinnati and in 1905, the "All L&N" line was complete from Cincinnati to Atlanta. Prior to that time, the L&N and the Southern Railroad cooperated in handling traffic from Cincinnati to Knoxville.

The freight depot was constructed along the trackage as a long narrow building to optimize on the ability to load and unload freight cars at dockside. The freight offices were located at the north end of the building. The building was Victorian in character with obvious detail ties to the passenger station under construction at that time a few feet to the east. The office area of the complex was two-story with a steep pitched gable roof. The north facade was hipped and had a gable dormer with three small windows at the center.

The 1904 freight depot burned on August 6, 1922, causing an estimated \$500,000 in damage to the building and contents. The next day, the L&N announced plans to erect a new \$200,000 fireproof freight station of steel and concrete. Only the brick walls of the office portion were saved in the fire—they were utilized in the reconstruction of the freight depot.

The reconstruction of the freight depot in 1922–23 was obviously kept at approximately the same scale and proportion as the original since the old walls were utilized. However, the style and detail of the office portion were drastically changed and there is an obvious construction joint at the point of office/warehouse use. The 1922 reconstruction still has flavors of the Victorian period in its architecture, however, there are slight hints of a Renaissance Revival in its reverse quoins and a hint of Mission Style in a decorative element incorporated into the parapet above the center bay north or street facade.

The freight depot was in continuous service from its opening in 1904 until 1979 with an interruption to some degree caused by the fire in 1922 and the immediate reconstruction.

9. Major Bibliographical References

Berry, Howard W., "The History of the L&N Railroad in East Tennessee," McClung Historical Collection, Lawson McGhee Library, Knoxville, Tennessee.
 Cain, Luther D., "The L&N Doesn't Stop Here Anymore," 1977.
 Knoxville Journal, August 7 and 8, 1922.
 Knoxville Sentinel, August 11, 1904.

10. Geographical Data

Acreeage of nominated property 1.54 acres

Quadrangle name Knoxville, Tennessee

Quadrangle scale 1:24000

UMT References

A

1	7	2	3	6	2	0	0	3	9	8	3	7	4	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification

Adjacent to the L&N Passenger Station at southwest corner of intersection of Western Avenue-Summit Hill Drive and South Broadway-Henley Street, Knoxville, Tennessee. See area outlined in red on attached map, which includes the lot occupied by the building, under ownership

List all states and counties for properties overlapping state or county boundaries by the Station Eighty-Two, Ltd.

state	N/A	code	county	N/A	code
state	N/A	code	county	N/A	code

11. Form Prepared By

name/title J. S. Rabun, Preservation Consultant

organization J. S. Rabun and Associates date October 6, 1980

street & number: 416 Kingston Park Drive telephone (615) 523-7064

city or town Knoxville state Tennessee 37919

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.

Deputy State Historic Preservation Officer signature Herbert L. Bryan

title Executive Director, Tennessee Historical Commission date 2/5/82

For HCRS use only	
I hereby certify that this property is included in the National Register	
<u>William H. Braubach</u>	date <u>3.25.82</u>
Keeper of the National Register	
Attest: <u>[Signature]</u>	date <u>3/25/82</u>
Chief of Registration	

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

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

For HCERS use only

received

date entered

Continuation sheet

Item number

7

Page

2

The front and projecting side bays of the ground level facades are articulated by a projecting band of brick (one course) every sixth course, which forms a sort of reverse rustication effect. This type of decoration is in the Renaissance Revival mode. The freight depot also has a very slight hint of a Mission Style in the treatment of the parapet above the center bay of the north or street facade. The main entry was shifted to the right or west elevation from the center bay of the north elevation during the 1922 rebuilding. This reconstruction was in structural steel (free standing frame) attached inside the old walls, and concrete flooring—the so called "fireproof construction."

The interior of the L&N Freight Depot is of a very plain or utilitarian type. Both the ground floor and second floor area of the front section of the freight depot were used as offices. This area is approximately 50' by 32' in plan. The floors of both areas are concrete with no overlaying finishes. All of the walls and ceilings are plaster, painted and the woodwork is of a very plain non-decorative type. The finish of the interior spaces was reflective of the purely functional purpose of the building.

The two story office portion of the depot and 118' of the warehouse or storage wing is being restored and rehabilitated for re-use as an exhibition hall during the 1982 World's Fair in Knoxville. A post-fair use has not been determined.

**United States Department of the Interior
Heritage Conservation and Recreation Service****National Register of Historic Places
Inventory—Nomination Form**

Continuation sheet

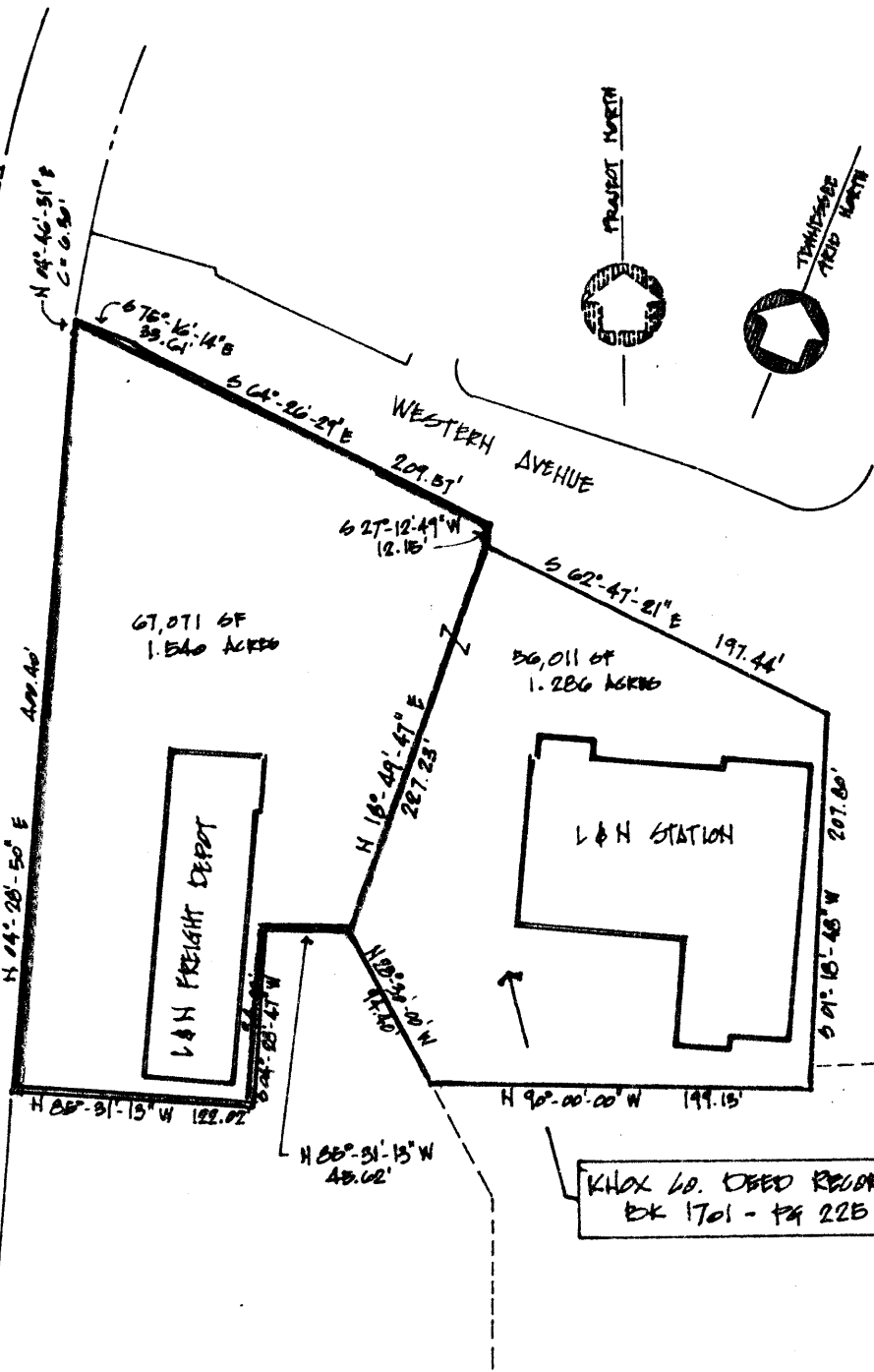
Item number 8

Page 2

The railroad vacated the building in 1979, when the L&N interests in the valley terminated with the purchase of the property at this time by the Knoxville 1982 World's Fair Corporation. At this time, the office and 118 feet of the warehousing area is being restored and rehabilitated for use as exhibition space for the World's Fair. The balance of the warehouse space was in deteriorated condition and was removed (at a transverse firewall) and portions of the "temporary pavillions" for the fair will occupy that ground area.

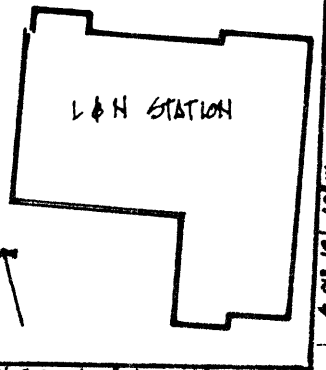
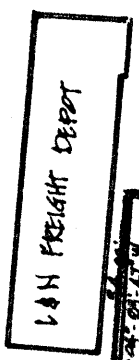
KNOXVILLE
TENNESSEE

SOUTHERN RAILWAY R.O.W.



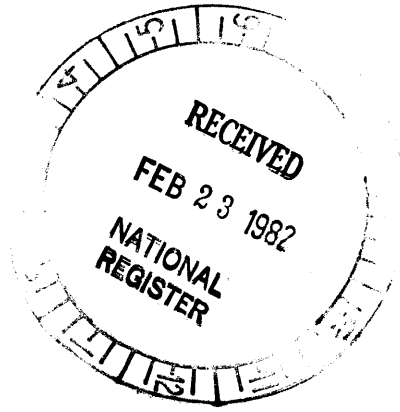
67,071 SF
1.540 ACRES

50,011 SF
1.286 ACRES

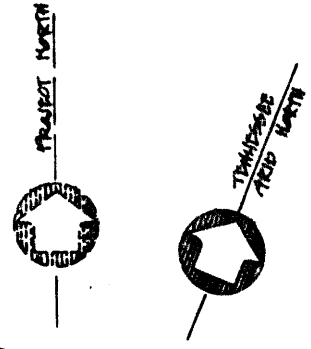


KNOX CO. DEED RECORDS
BK 1701 - PG 225

1982 WORLDS FAIR SITE



BUILDING SITE LOCATIONS
L & N FREIGHT DEPOT
L & N PASSENGER STA.
SCALE 1" = 100'



SUMMIT HILL DRIVE

HENLEY STREET