

PH 36167X

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED APR 3 1976
DATE ENTERED MAY 13 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 *h*

Stevenson Railroad Depot and Hotel

AND/OR COMMON

Stevenson Railroad Depot and Hotel

2 LOCATION

STREET & NUMBER

Main Street

— NOT FOR PUBLICATION

CITY, TOWN

Stevenson

CONGRESSIONAL DISTRICT

5

STATE

Alabama

— VICINITY OF

CODE

01

COUNTY

Jackson

CODE

071

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

—DISTRICT

PUBLIC

OCCUPIED

—AGRICULTURE

—MUSEUM

BUILDING(S)

PRIVATE

—UNOCCUPIED

COMMERCIAL

—PARK

—STRUCTURE

—BOTH

—WORK IN PROGRESS

—EDUCATIONAL

—PRIVATE RESIDENCE

—SITE

PUBLIC ACQUISITION

ACCESSIBLE

—ENTERTAINMENT

—RELIGIOUS

—OBJECT

—IN PROCESS

YES: RESTRICTED

—GOVERNMENT

—SCIENTIFIC

BEING CONSIDERED

—YES: UNRESTRICTED

—INDUSTRIAL

TRANSPORTATION

—NO

—MILITARY

—OTHER:

4 OWNER OF PROPERTY

NAME

L&N Railway Company - Depot

Willie Stewart - Hotel

STREET & NUMBER

908 West Broad

Stevenson, Alabama

CITY, TOWN

Louisville

— VICINITY OF

STATE

Kentucky

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Office of the Judge of Probate

STREET & NUMBER

Jackson County Courthouse

CITY, TOWN

Scottsboro

STATE

Alabama

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

TARCOG Preliminary Historical-Architectural Survey

DATE

June, 1974

—FEDERAL —STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Suite 350, Central Bank Building

CITY, TOWN

Huntsville

STATE

Alabama

7 DESCRIPTION

CONDITION		CHECK ONE		CHECK ONE	
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	Depot	<input checked="" type="checkbox"/> ORIGINAL SITE	
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	Hotel	<input type="checkbox"/> MOVED	DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED				

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Stevenson Depot and the Stevenson Hotel were both built about 1872 to serve the needs of railroad passengers. They are located about thirty feet apart, between the tracks of the Louisville and Nashville and Southern Railway lines on Main Street in Stevenson, Alabama.

The depot is a gable roofed brick building approximately 67' long by 26' wide downstairs with a tower room, approximately 26' by 12' directly over the centrally located dispatcher's office. In influence the structure is Italianate with deep eaves supported by brackets that resemble a fancy script letter "f"; the deep eaves provide needed shelter around the depot for passengers and luggage. Each gable end has a triangle-shaped recessed plane with brick dentils and a circular ventilator opening, below which is a string of brick dentils and two rectangular recessed planes. On the northeast side one of the end planes contains double doors and the other a window, while one of the southwest planes contains one window and a door and the other one window. The southeast side elevation is similar with four recessed planes containing in three a window and a door and in one, two windows. The northwest side also has four recessed planes with a door and a window in two, two doors and a window in one and a bay window in the fourth, which is the dispatcher's office. The main floor is divided into four primary sections of almost equal space, being the baggage and express rooms, the former colored waiting room, the ticket and dispatcher's office and the former white waiting room. All openings have stone lintels and all windows are double sash with two over two lites.

The tower room was likely added in 1887, when company records indicate that "extensive repairs" were made to the depot. Stylistically, the tower is not compatible with the rest of the structure. It has a gable roof that runs perpendicular to the main structure's roof and terminates in pedimented parapets; each of the latter has a round ventilator opening and brick dentil moldings. The corners have pilasters which rest on those of the first floor wall. There are two windows on each side of the tower; those on the long walls being located near the corners, due to the slope of the main roof. The tower windows have stone lintels and although they are double sash they have six over six lites and are not of the same vintage as those of the first floor or the nearby hotel.

The exterior of the depot is little changed from the time it was built. The interior has only seen the addition of modern conveniences, most noticeably restrooms, and the removal of the stairs from the dispatcher's office to the tower room. Entry to the latter now is only through the tower room windows.

The Stevenson Hotel is a brick gable roofed structure that connects to the depot by a 30' wooden walkway. It was originally 94' long by 28' wide and devoid of any ornament, but a subsequent two story addition with shed roof extended the length and enclosed the southwest end. Boxed Cornices terminate in returns at the northeast gable end where there is a segmental arched louver ventilator. Originally, the long sides had six bays each, the end facing the depot had three, (the center being the double doored entrance to the lobby), and the southwest end had two bays. Directly behind the lobby was the great dining room about 27' by 57' and at the other end was the kitchen. The lobby and great dining room are now the Downtown Choo Choo restaurant; the great dining room has been divided into two rooms. The straight staircase from the lobby still rises to the second floor, but the one from the great dining room was removed years

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ago. The eight large guest rooms upstairs are now used for storage and most of the fireplaces that once heated the structure have been sealed up. All openings had stone lintels and all windows were double sash with two over two lites; recent changes have closed up some windows and made doors out of others. Other alterations have allowed for the addition of modern conveniences, but the hotel still retains much of its original character.

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

SPECIFIC DATES

1872

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The town of Stevenson owes its very existence to the railroads; it was founded by and named for Vernon King Stevenson, who was president of the Nashville and Chattanooga Railroad Company from 1846-1864.

In 1851-52 the Nashville and Chattanooga Railroad was built through, what was to become Stevenson. About 1852-1853 the town was surveyed and lots sold. The Memphis and Charleston Railroad was completed in 1856 making Stevenson a railroad junction around which the town developed.

The records of the Nashville and Chattanooga Railroads show that a depot building was to be completed at Stevenson by January 15, 1853; this is believed to have burned.

With the outbreak of the Civil War, Stevenson; being the crossroad of two major railways and near the Tennessee River, became a strategic military position to control. It was occupied as early as April, 1862, by Union forces and remained so throughout the war. Fort Harker, one-half mile south of the depot and Fort Mitchell, one mile north of the depot were built and several other forts were begun, but not finished before the war was over, to protect the railway depot and to cover for Bridgeport. Harper's Weekly named Stevenson as one of the seven most strategic cities in the South held by the Union. In August, 1863, Stevenson became the major base of the Headquarters of the Department of the Cumberland and as such played a leading role in supplying the men, supplies and equipment for the campaign for Chattanooga. Had Stevenson been occupied by the Confederates the Battle of Chickamauga could not have occurred and the course of the war might have been different.

In 1866 it was reported that the Government House at Stevenson, constructed between the tracks of the two railroads and known as the "Slush House," had been converted into a joint passenger house. In 1872, the Superintendent of the Memphis and Charleston Railroad reported that, "A neat and commodious brick depot has been built at Stevenson, costing about six thousand dollars, the half of which was shared by the Nashville and Chattanooga Railroad Company." In 1887 extensive repairs were made to the depot including painting and it was listed "in good condition" by the 1895 Annual Report of the Memphis and Charleston Railway Company.

The Memphis and Charleston Railroad Company sold out to the Southern Railway Company in 1898, but the Stevenson Depot was bought by the Louisville and Nashville Railway Company at that time and is still in use.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

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(two volumes). Washington, D.C.: U. S. Government Printing Office,
1891-1895.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .7

UTM REFERENCES

A | 1 | 6 | | 6 | 0 | 6 | 0 | 4 | 0 | | 3 | 8 | 5 | 8 | 7 | 4 | 0 |
ZONE EASTING NORTHING
C | | | | | | | | | | | | | | | | | | |

B | | | | | | | | | | | | | | | | | | |
ZONE EASTING NORTHING
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

Jackson R. Stell, Historic Resources Coordinator II

ORGANIZATION

Alabama Historical Commission

STREET & NUMBER

725 Monroe Street

CITY OR TOWN

Montgomery

DATE

April 1, 1976

TELEPHONE

(205) 832-6621

STATE

Alabama 36130

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

Milo B. Howard Jr.

TITLE SAPO Ala.

DATE April 1, 1976

FOR NPS USE ONLY

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

Acting

Sam F. Poy

DATE

5/13/76

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

ATTEST

Charles Adams

DATE

5.12.76

KEEPER OF THE NATIONAL REGISTER

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The Stevenson Hotel was the center of all cultural activities for Stevenson in the 1800's. Here in the dining room was served the first ice tea and shown the first motion picture show in Stevenson's history. One day in April, 1913, the hotel was unexpectedly inundated by trainload after trainload of hungry former Confederate soldiers who were on their way to a reunion in Chattanooga. The townspeople of Stevenson pitched in, made sandwiches and brought them down to the hotel. That day about fifty trains passed through Stevenson, though, fortunately some did not stop to eat. Today, the hotel houses three businesses-- the Stevenson Choo Choo Restaurant, a barber shop and a pool room.

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