

**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 Passenger Station

and/or common L&N Passenger Station

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street & number 700 Western Avenue, N.W. N/A not for publication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 checked="" type="checkbox"/> building(s) | <input checked="" type="checkbox"/> private | <input checked="" type="checkbox"/> unoccupied | <input type="checkbox"/> commercial |
| <input type="checkbox"/> structure | <input type="checkbox"/> both | <input checked="" type="checkbox"/> work in progress | <input type="checkbox"/> educational |
| <input type="checkbox"/> site | Public Acquisition | Accessible | <input type="checkbox"/> entertainment |
| <input type="checkbox"/> object | <input type="checkbox"/> in process | <input checked="" type="checkbox"/> yes: restricted | <input type="checkbox"/> government |
| | <u>N/A</u> being considered | <input type="checkbox"/> yes: unrestricted | <input type="checkbox"/> industrial |
| | | <input type="checkbox"/> no | <input type="checkbox"/> military |
| | | | <input checked="" type="checkbox"/> other: <u>Vacant</u> |

4. Owner of Property

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

street & number 401 Henley Street

city, town Knoxville N/A vicinity of state Tennessee 37902

5. Location of Legal Description

courthouse, registry of deeds, etc. Knox County Courthouse

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

city, town Knoxville state Tennessee 37902

6. Representation in Existing Surveys

PDIL Tax Act

title Knoxville: "50 Landmarks" has this property been determined eligible? yes no

date 1976 federal state county local

depository for survey records McClung Collection, McGhee Tyson Library

city, town Knoxville state Tennessee

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 type="checkbox"/> good | <input type="checkbox"/> ruins | <input type="checkbox"/> altered | <input type="checkbox"/> moved date _____ |
| <input checked="" type="checkbox"/> fair | <input type="checkbox"/> unexposed | | |

Describe the present and original (if known) physical appearance

The Louisville and Nashville Passenger Station in Knoxville, Tennessee is located near the upper reaches of the lower Second Creek Valley adjacent to and just west of the central business district. It is positioned along the East Bank of said valley, facing north at the southwest corner of the intersection of Western Avenue--Summit Hill Drive, South Broadway and Henley Streets. The front or north elevation is the street or main facade as viewed by Knoxvilleians crossing the Western Avenue viaduct.

The Knoxville L&N Passenger Station was designed by the L&N Engineering Division, Louisville, Kentucky. The Engineering Division was headed by Richard Monfort, an Irish immigrant, and a graduate of Dublin Ireland's Royal College of Sciences. Mr. Monfort was in charge of the Engineering Division from 1883 to 1920.

The station is a building of Victorian composition and massing. Its siting along the east bank of the Second Creek Valley required some unique architectural design solutions. It is predominantly "Chateausque" in character as evidenced by the large dormers with curvilinear outlines and heavy stone detailing. The building is further emphasized by consoles and quoins and the combination of stone and brick.

The building is basically "L" shaped with wings projecting west and south out of the large east corner pavilion. The wings which flank this pavilion have built up roofs and cut stone parapet walls. The front facade is two story above the street level with a third story indicated by the dormer window in the east corner pavilion. The front facade is divided into three sections. The most prominent section is the eastern or main corner pavilion with a steeply pitched, vitrified, clay tile pointed hipped roof with iron finial; and large dormers which provide the stylistic impression. The two outer pavilions are separated by a center section which is wider than the two pavilions but lower in height. The center section is only two stories from street level and has a flat roof with a cut stone parapet joining the eaves of the hipped roofs on the outside pavilions. The western section or pavilion has the same eave height as the eastern or main pavilion but is not quite so detailed and has a lower pitched hip roof of vitrified clay tile and no dormers.

The use of materials and the attention to the detail provides the front facade with its architectural character. A water table is simulated by a cut stone base course and two additional band courses rising to approximately three feet above sidewalk level. The cut stone treatment is terminated by a projecting cornice. The stone band is penetrated by door openings with the cut stone window sills sitting directly upon the projecting cornice. The balance of the first floor-between the lower projecting cornice and the heavy cut stone banding courses with projecting cornice indicating the second floor-is of brick. The brick walls are articulated to give the effect of a sort of "reverse rustication" by projecting every seventh and eighth course outward to provide a shadow or outline of larger units. The windows and doors of the corner pavilion, ground floor, have simulated flat arches with voussoirs formed by turning the projecting courses above the windows down to form wedge shapes to simulate voussoirs. Each of these flat arches has a decorative keystone of cut stone in a baroque style with curvilinear detail.

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The east corner pavilion is forty-six feet wide on the north facade and projects four feet in front of the center section. The center section is sixty-eight feet wide and contains the formal entrance door to the main waiting room. The formal entrance door is set off by cut stone pilasters framing the double doors and double transom window. There are heavy curvilinear brackets or consoles holding up an outward extension of the stone cornice at second floor level. The cornice extension forms a porch covering which in turn is heavily emphasized by the stone paneled corner pedestal or newells which terminate a short but effective balustrade and rail, all of cut stone and above the porch. The main entrance door is flanked by two pairs of windows on each side placed symmetrically on the facade. The windows are double hung and have a single transom. The head of the single transom is at the same height as the head of the double transom of the door. The lintels for the windows of this section are nondescript. The western pavilion contained the ladies' waiting room and "colored" waiting room. Its front or north facade has one large rectangular opening which contains both the double entrance door with double transom and sidelights. The major frames and headers enclosing the opening are of stone.

The treatment of the second story (north) facade is similar to, and in some instances, more detailed than the first floor. On the second level, windows are placed in pairs or groupings to line up vertically with the openings on the first floor. Each of the pavilions has heavy stone quoins which emphasize the pavilion corners. The western pavilion and the central section are not heavily detailed. The four windows of the western pavilion are framed within a large rectangular opening and have a decorative projecting cornice common to all four windows. The corner or eastern pavilion is highly decorative. It also has paired windows, but each pair is enclosed in a stone casting and has a decorative stone hood. The balance of the second story facade is brick laid in a standard running bond as is all of the brickwork on the building. The central section has five pairs of double hung windows with a single transom above. The paired windows on the second floor have a fairly heavy stone mullion between them and there is also a continuous stone band across the facade at window head level and at transom head level.

The third floor of the corner pavilion is set within the pointed hipped roof and on the interior the walls are only approximately four feet tall before the underside of the hipped roof is encountered. On the exterior, a stone band indicates the third floor level and heavy curvilinear stone brackets, approximately four feet tall, support the heavy cornice of the eave of the hip roof. The cornice is broken by the massive central dormer which is a continuation of the facade wall. The dormer contains a paired double hung window. The window grouping has an elaborate decorative hood/projecting cornice held up by small curvilinear brackets or consoles. The dormers (one faces north and one faces east) are wide and have stone quoins at each end. The quoins provide a transition into the distinctive cut stone curvilinear gable fronts which give the station its dominant "Chateausque" architectural theme. The curvilinear gable fronts have cut stone panels and carved stone crusting which is all set within a prominent projecting stone cornice moulding.

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The front (north) elevation of the passenger station is approximately eight feet below Western Avenue because of the inclined approach to the viaduct across the railroad trackage. A ramp from Western Avenue provides automobile access to the main entrance. Elaborate brick paving, concrete sidewalks, and concrete retaining walls with wrought iron balustrades serve as the formal approach to the station.

The east elevation of the station is the other street elevation and it contains the other visible elevation of the corner pavilion which is identical to the north elevation with the exception that the street level contains three pairs of windows symmetrically placed instead of the doors. The remainder of the east elevation contains service function entrances such as the kitchen to the dining room, a coffee shop street entrance and two baggage entrances with docks at level of truckbed.

The important architectural and decorative elements on the south and west elevations involve the Victorian influenced veranda which wraps around the sides and rear facades of the building. It is possible for one to enter the veranda at sidewalk level at the west corner and walk completely around the rear and sides of the building and leave at sidewalk level on the east side of the south wing. The veranda is at waiting room level and is accessible from inside the building through the general waiting room, kitchen area, baggage rooms, and "colored" waiting room. The access to the "colored" waiting room was only from the veranda. The main level of the veranda is approximately twenty feet above the track level with an enclosed double staircase providing access to the track level to meet arriving and departing trains. The veranda projects an average of twelve feet and has wooden floors and floor joists and has wooden rafters and wooden roof deck with skylights. The floor is supported at the outside edge by cast iron columns on brick pedestals. The columns have interesting brackets of cast iron which almost meet at the center of the span between each column. The veranda roof is held up at the outside edge by cast iron columns which continue through from the columns holding up the floor. These columns also have cast iron brackets which extend nearly to the center of the span. A wooden railing is provided between columns of the veranda at approximately three feet above floor level. The wooden railing has a decorative wrought iron infilling instead of balusters and the decoration is in a system of baroque swirls and curves. The entire veranda is open both at veranda level and at the ground area. An enclosed area at veranda floor level (and beyond veranda depth) exists as a housing for the double stairway from track level to the veranda level. The enclosure is all of wood and glass composed of a row of double hung windows with transom above and separated by wooden mullions.

Two tower-like structures penetrate the veranda, one within the veranda enclosure and one at the inside corner of the rear wing. Each was for elevators and, interestingly, both were indicated on the original plans as additions during the construction of the building. The smaller, square tower of concrete and stucco at the intersection was a passenger elevator from ground level to veranda level. The larger, rectangular tower of concrete and stucco was a freight elevator. Neither is considered to be within the original architectural composition since they were later additions. Neither elevator is restorable and the freight elevator is of the proper size and orientation to be utilized as a stairway in the adaptive re-use. Structural deficiencies have been found

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in the passenger elevator which is going to be removed.

The brick on the building is a red pressed brick, thought to have been brought to Knoxville from Chattanooga, Tennessee. Its mortar joints are of the lime mortar of the period and are of a very thin proportion being only approximately 3/16" thickness. The stone is a buff oolitic limestone from Bedford, Indiana. The station is embellished with zinc and copper cornices. Door sills are grey granite. Arches, window caps, sills, and water tables are all of the "buff" limestone.

The station was eloquently finished on the interior. There were three waiting rooms, the large general waiting room, a ladies' waiting room and a "colored" waiting room. The general waiting room and ladies' waiting room have marble wainscoting and painted plaster walls with oak woodwork. The general waiting room has oak benches while the ladies' waiting room was furnished with couches, writing desks, and has a fireplace. The ticket counter was located within the general waiting room as was the newsstand. The ladies' waiting room was in the west pavilion (north one-half) and could be entered from the street or the general waiting room. The "colored" waiting room was in the south one-half of the west pavilion on the west side of the building. The "colored" waiting room was comfortable, had bathrooms for each sex and access to the ticket counter through a window for that purpose through their common wall.

The dining room was located in the east corner pavilion and was very elegant. It opened into the general waiting room or out to the front of the building. The dining room also has marble wainscoting and coffered ceilings with decorative plaster mouldings in the "Adamesque" style. There was also the logical kitchen passageways. The kitchen was in the south wing adjacent to the dining room. On the opposite side of the kitchen from the dining room was a "coffee shop" or "lunch counter" which was open longer hours than the main dining room. The "coffee shop" had openings to the public on the east facade of the building along old Broadway Street, and to the veranda area of the station. Below the kitchen and coffee shop areas was a boiler room and storage facility. The kitchen storage area was accessible from the interior of the lower track levels. Beyond the coffee shop on the main street level were the freight and baggage areas.

The second floor above street level was utilized only as offices for the railroad operations and were generally not accessible to the public. A single stairway to this level was located in the alcove between the general waiting room and the dining room. An additional outside door, at street level, to the front of the building opened into an entrance foyer so that the stairway was accessible to the office staff. The second floor wing to the south of the east corner pavilion housed the railroad control functions. The train dispatching area and scheduling functions were apparently operated out of this section of the building. Larger offices and extensive telephone and telegraph wiring, etc., are still in evidence.

The third floor above the street level (only the east corner pavilion had a third floor) was utilized as the railroad civil engineers' offices and had drafting and blueprint facilities.

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The last passenger service departed the Knoxville station in 1968. The building has since been in a state of decline. Finally, in 1975, the station was closed entirely when the last L&N offices moved out of the building. The building is in good structural condition at this time; it has a small amount of water damage to the wood veranda decking and beaded ceiling. The interior has been vandalized and most of the frosted glass door and transom glazing has been destroyed.

Restoration work planned is extensive; the building is to become the focal point of the entrance to the Knoxville World's Fair in 1982. The building will house a restaurant and bar on the main or street level during and after the fair. The second floor is to be utilized as executive office and V.I.P. meeting rooms during the fair and will continue as rental office space after the fair. The developer will move his corporate offices into the third floor after the fair.

The building's interior fabric, color schemes, detail, etc., will be restored wherever possible. The exterior of the structure is to be restored to its original appearance.

The station has been basically under-utilized since 1968 except for some L&N offices, and it was vacant for two years prior to the beginning of restoration work. All of the interior materials are intact and in good condition except a few doors which have been stolen.

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/ |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> art | <input type="checkbox"/> engineering | <input type="checkbox"/> music | <input type="checkbox"/> humanitarian |
| <input type="checkbox"/> 1800-1899 | <input checked="" type="checkbox"/> commerce | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy | <input type="checkbox"/> theater |
| <input checked="" type="checkbox"/> 1900- | <input type="checkbox"/> communications | <input type="checkbox"/> industry | <input type="checkbox"/> politics/government | <input checked="" type="checkbox"/> transportation |
| | | <input type="checkbox"/> invention | | <input type="checkbox"/> other (specify) |

Specific dates Const. 1904-1905 **Builder/Architect** Richard Monfort, Chief Engineer, L&N Railroad, Louisville, Kentucky

Statement of Significance (in one paragraph) Criteria A and C

The Louisville and Nashville Station is Knoxville's largest railroad station and was at its time of construction the finest station on the North-South line between Atlanta, Georgia to Cincinnati. The station served a large commercial and passenger trade that resulted from the post Civil War development of Knoxville as a leading wholesale and jobbing center. It represents the importance of the "trade" and the extent to which the railroad would go to attract the business which existed in Knoxville and its environs.

The L&N Station was constructed in the years 1904-05 and was formally opened on April 10, 1905. The building was designed by the engineering department of the L&N Railroad in Louisville, Kentucky. The chief engineer at that time was Richard Monfort, a graduate of Dublin, Ireland's Royal College of Science. The Knoxville Station was a "company station" serving only the L&N trains, in contrast to the "union station." (Many lines combine resources to construct a "union station.") Richard Monfort is given credit for the design of the Nashville Union Station, built in 1900 in the Richardsonian Style.

The railroad came to Knoxville in 1855 and the city was growing as a prosperous jobbing center at the outbreak of the Civil War. While the Civil War retarded the commercial and manufacturing progress of the city (it was under seige for four years), the post-reconstruction period saw Knoxville emerge as one of the leading centers of a revitalized, industrial "New South." Knoxville grew in importance in the fields of iron works, leather goods, marble production, and as was characteristic of most of the New South, textile manufacturing. The large cotton and woolen mills that sprang up in Knoxville were heavily dependent on the railroad. Knoxville was favorably situated to have both East-West and North-South lines. Knoxville's prosperity attracted the larger railroads and as they came in, they purchased the smaller lines which had been serving the area.

The Southern Railroad was the first of the major lines to come to Knoxville in approximately 1898. The Southern was also first to complete its passenger and freight depots, each of those being completed in 1900-1901. The Southern Railroad's Passenger Terminal was of monumental scale and probably was a great influence upon the size and grandeur of the L&N Passenger Station. In 1902, the L&N acquired the old Atlanta, Knoxville, and Northern Railway and took steps to construct an "All L&N" route from Cincinnati to Atlanta. On April 3, 1902, a new line from Knoxville to Cincinnati was begun by a subsidiary company to the L&N formed for this purpose (the Knoxville, LaFollette and Jellico Railroad Company). The last rail was laid in early 1905.¹

¹ Kinkaid Herr, The Louisville and Nashville Railroad, 1850-1903 (Louisville, L&N Railroad, 1964), 149. Also see Maury Klein, History of the Louisville and Nashville Railroad, (New York: MacMillan 1972), 308-309.

9. Major Bibliographical References

ITEM NOT VERIFIED
ACREAGE NOT VERIFIED

Berry, Harold 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 & Tribune, April 2 and 4, 1905.
 Knoxville News Sentinel, June 19, 1966.

10. Geographical Data

Acreeage of nominated property 1.286 acres

Quadrangle name Knoxville, Tennessee

Quadrangle scale 1:24000

UMT References

| | | | | | | | |
|---|------|-------------|---------------|---|------|---------|----------|
| A | 1 7 | 2 3 6 2 6 0 | 3 9 8 3 7 4 0 | B | | | |
| | Zone | Easting | Northing | | Zone | Easting | Northing |
| C | | | | D | | | |
| E | | | | F | | | |
| G | | | | H | | | |

Verbal boundary description and justification

Southwest corner of intersection of Western Avenue-Summit Hill Drive and South Broadway-Henley Street, Knoxville, Tennessee. Boundaries include lot and Passenger Station owned by Station Eighty-Two, Ltd. See area outlined in red on attached map.

List all states and counties for properties overlapping state or county boundaries

| | | | | | |
|-------|-----|------|--------|-----|------|
| 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 April 13, 1981
 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

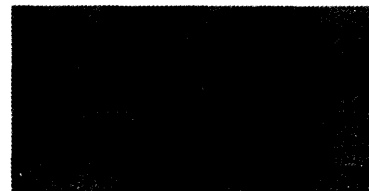
As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

Deputy State Historic Preservation Officer signature Herbert L. Hays
 title Executive Director, Tennessee Historical Commission date 2/5/82

| | |
|--|---------------------|
| For HCERS use only | |
| I hereby certify that this property is included in the National Register | |
| <u>William H. Brown</u> | date <u>3.25.82</u> |
| Keeper of the National Register | |
| Attest: <u>Leo D. Dineen</u> | date <u>3/25/82</u> |
| Chief of Registration | |

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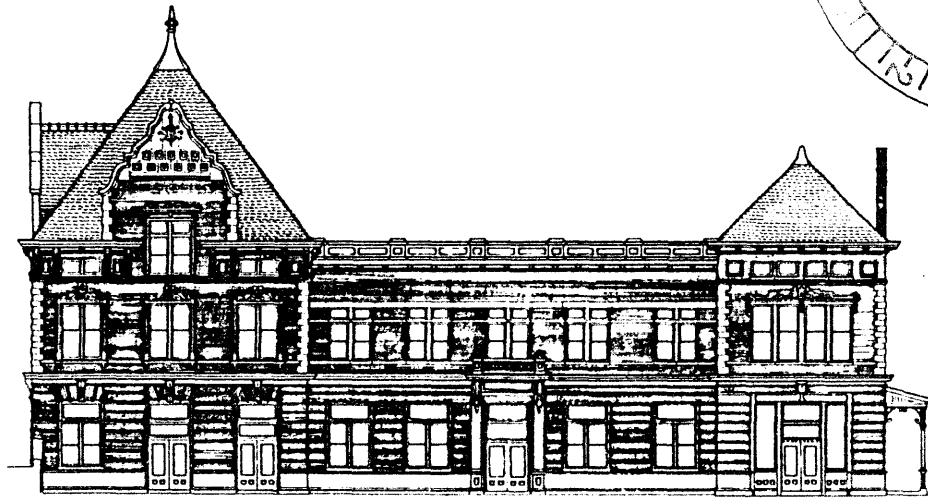
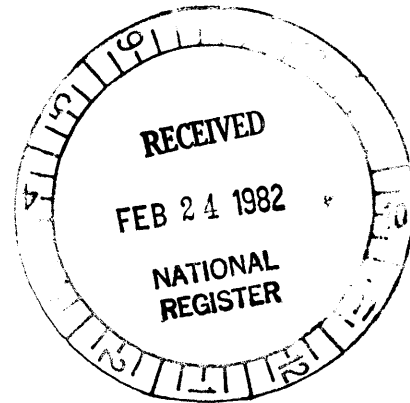
The valuable trade of Knoxville was worth construction of a freight depot 1903-1904, a passenger station 1904-1905, and the line which was part purchased and part constructed which tied Atlanta-to-Knoxville-to-Cincinnati, all for the L&N Railroad Company. Such expenditures were justifiable to be able to vie for a share of the business.

The Knoxville L&N Station was the "stub-end" type which required the trains to turn around on a "Y" which was remote from the station. They then backed the passenger cars to the unloading area behind the station. Then, when it is time to depart, the train is headed out of the station (the station is not passed through). The siting of the station at the edge of the Second Creek Valley gives it a unique entry at a plaza level, somewhat higher and convenient to the downtown Knoxville streets. The site is at the corner of South Broadway and Western Avenue. The "stub-end" type was not totally unique since it was a fairly common solution to station plans where the trackage was remote to the central business district. The combination of "stub-end" and the level changes as required by the station location give the architectural solution to the station a special uniqueness.

The L&N Station is architecturally a Victorian carry over in composition and massing. It has eclectic features throughout in its details and decorative elements.

The prominent dormers with curvilinear outlines (similar to stepped gables), the use of consoles and quoins, and the combination of stone and brick give the building its prominent "Chateausque Style." There are other periods evident in the "borrowed details," such as pieces of "Beaux-Arts" character in the stone enclosures around windows and doors, parapet along flat roofs and the balustrated front door porch.

In summary, the L&N Station is an excellent example of the "Company Station" construction of railroad stations past. Knoxville's L&N Passenger Station implants a great sense of adventure and feeling of arrival and/or departure by virtue of its scale and magnitude. The citizens of Knoxville consider the station as a landmark and a viable link to the past.



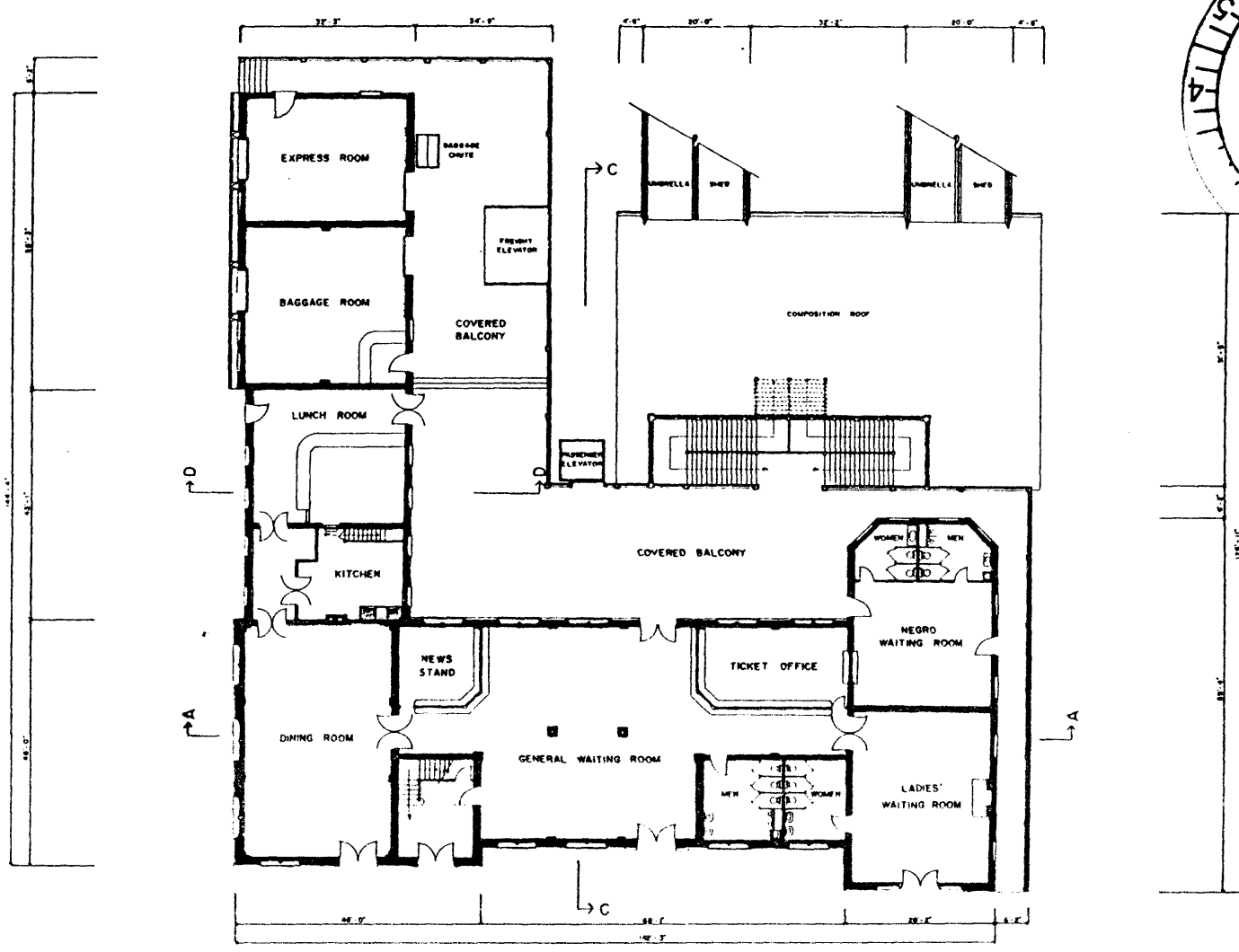
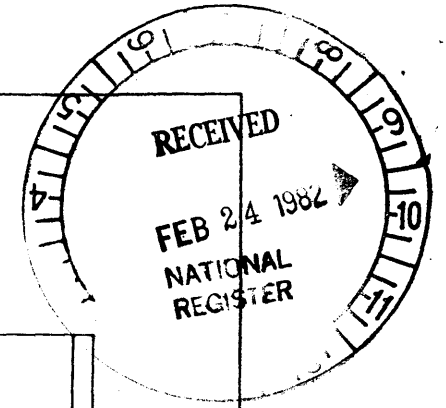
NORTH ELEVATION



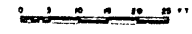
BASED ON ORIGINAL CONSTRUCTION DRAWINGS
SHEET No. C/1846 DATED JULY 1904, FROM
THE L.&N.'s DEPARTMENT OF ENGINEERING

LOUISVILLE & NASHVILLE RAILROAD STATION
KNOXVILLE, TENNESSEE

REDRAWN BY LUTHER D. CAIN
DURING THE FALL OF 1976 AT
THE UNIVERSITY OF TENNESSEE



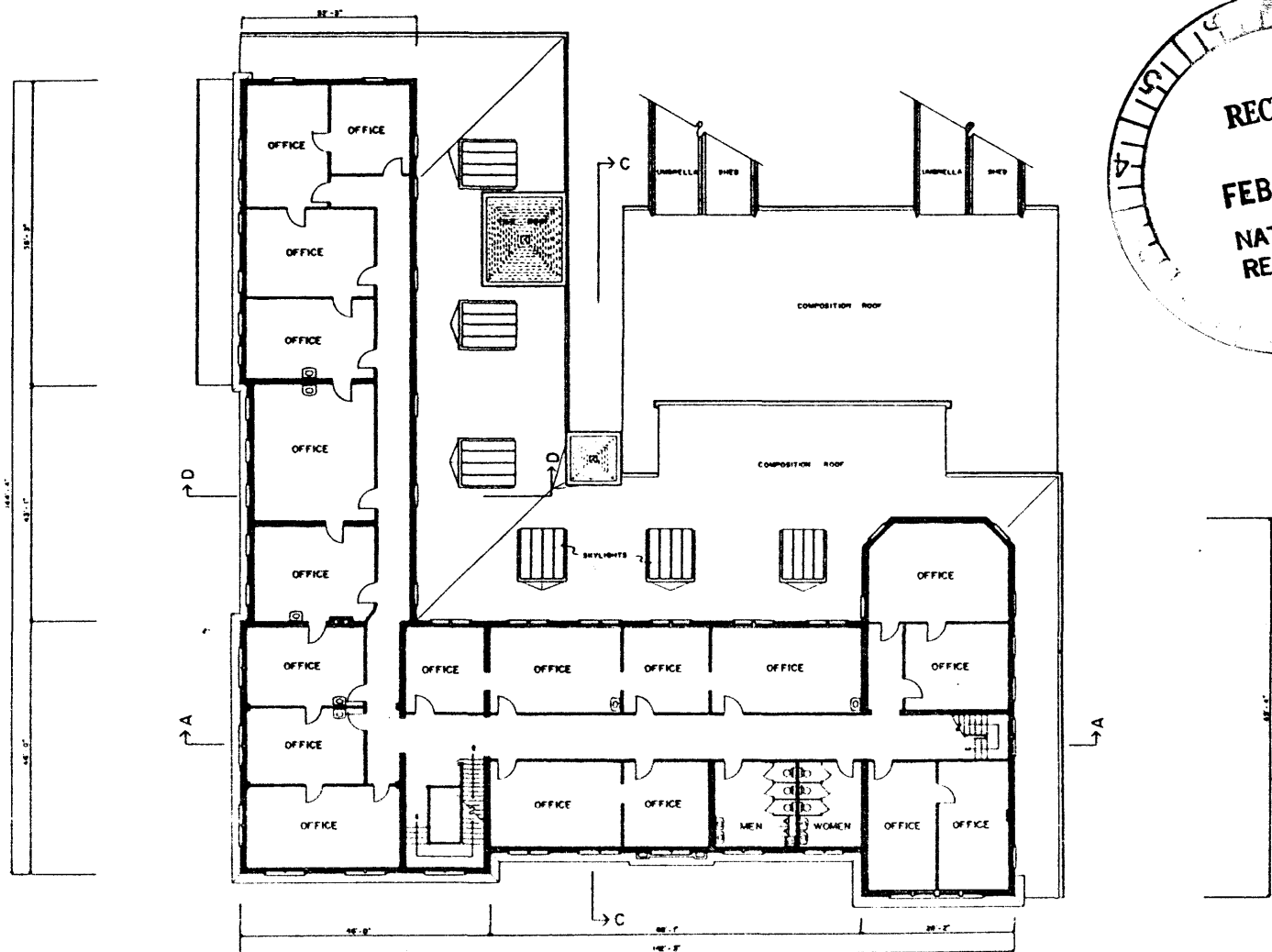
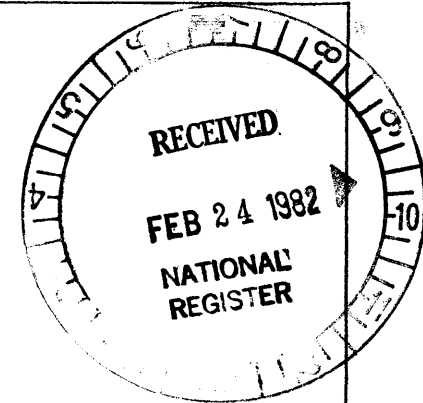
FIRST FLOOR PLAN



BASED ON ORIGINAL CONSTRUCTION DRAWINGS
 SHEET No. C/1843 DATED JULY 1904, FROM
 THE L&N DEPARTMENT OF ENGINEERING

LOUISVILLE & NASHVILLE RAILROAD STATION
 KNOXVILLE, TENNESSEE

REDRAWN BY LUTHER D. CAIN
 DURING THE FALL OF 1976 AT
 THE UNIVERSITY OF TENNESSEE



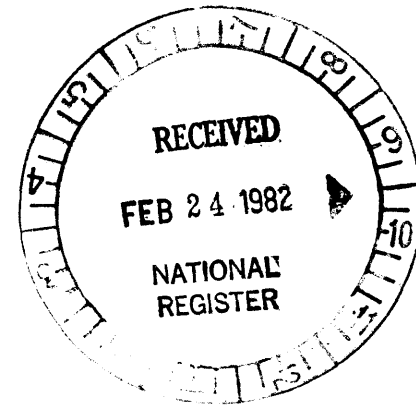
SECOND FLOOR PLAN



BASED ON ORIGINAL CONSTRUCTION DRAWINGS
 SHEET No. C/1844 DATED JULY 1904, FROM
 THE L.N.'S DEPARTMENT OF ENGINEERING

LOUISVILLE & NASHVILLE RAILROAD STATION
 KNOXVILLE, TENNESSEE

REDRAWN BY LUTHER D. CAIN
 DURING THE FALL OF 1976 AT
 THE UNIVERSITY OF TENNESSEE



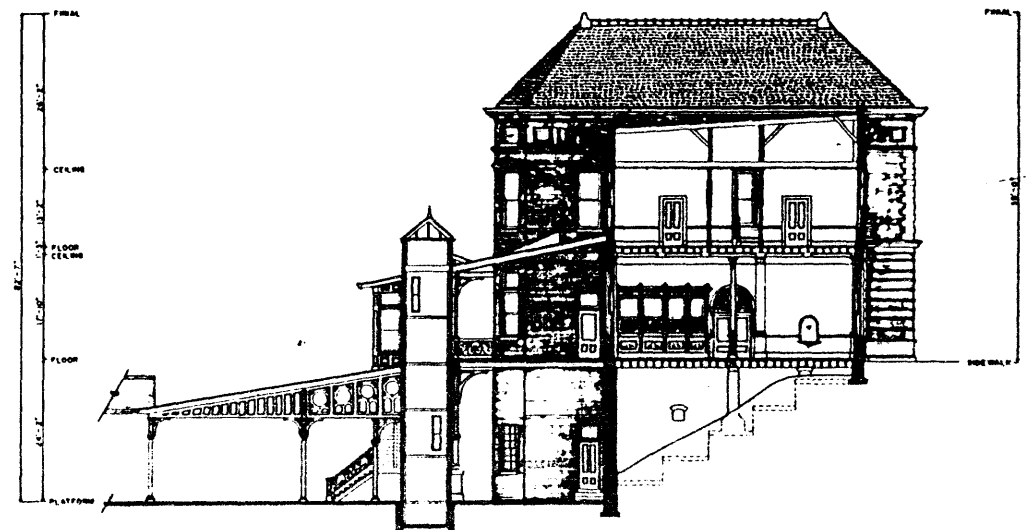
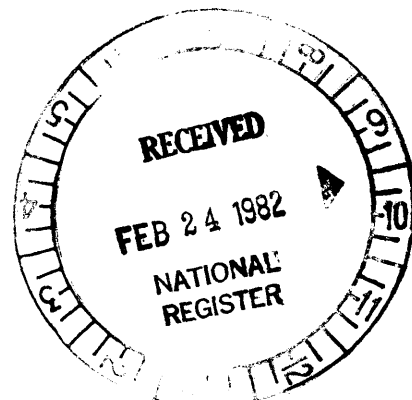
LONGITUDINAL SECTION A-A
 THROUGH CENTER OF WESTERN AVENUE WING LOOKING SOUTH



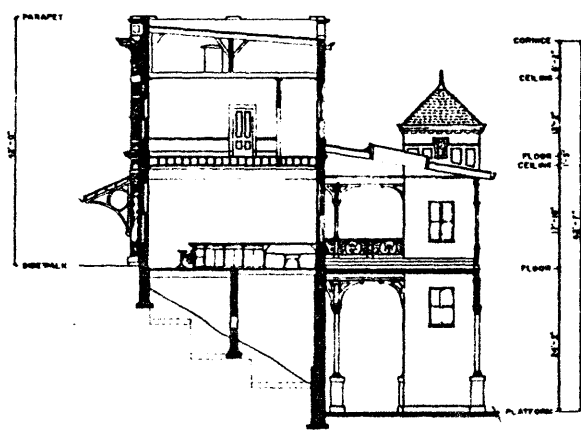
BASED ON ORIGINAL CONSTRUCTION DRAWINGS
 SHEET No. C/1880 DATED JULY 1904, FROM
 THE L&N'S DEPARTMENT OF ENGINEERS

LOUISVILLE & NASHVILLE RAILROAD STATION
 KNOXVILLE, TENNESSEE

REDRAWN BY LUTHER D. CAIN
 DURING THE FALL OF 1976 AT
 THE UNIVERSITY OF TENNESSEE



TRANSVERSE SECTION C-C
THROUGH GENERAL WAITING ROOM LOOKING WEST



TRANSVERSE SECTION D-D
THROUGH LUNCH ROOM LOOKING SOUTH

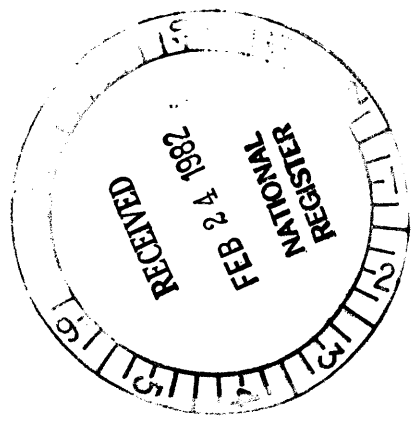
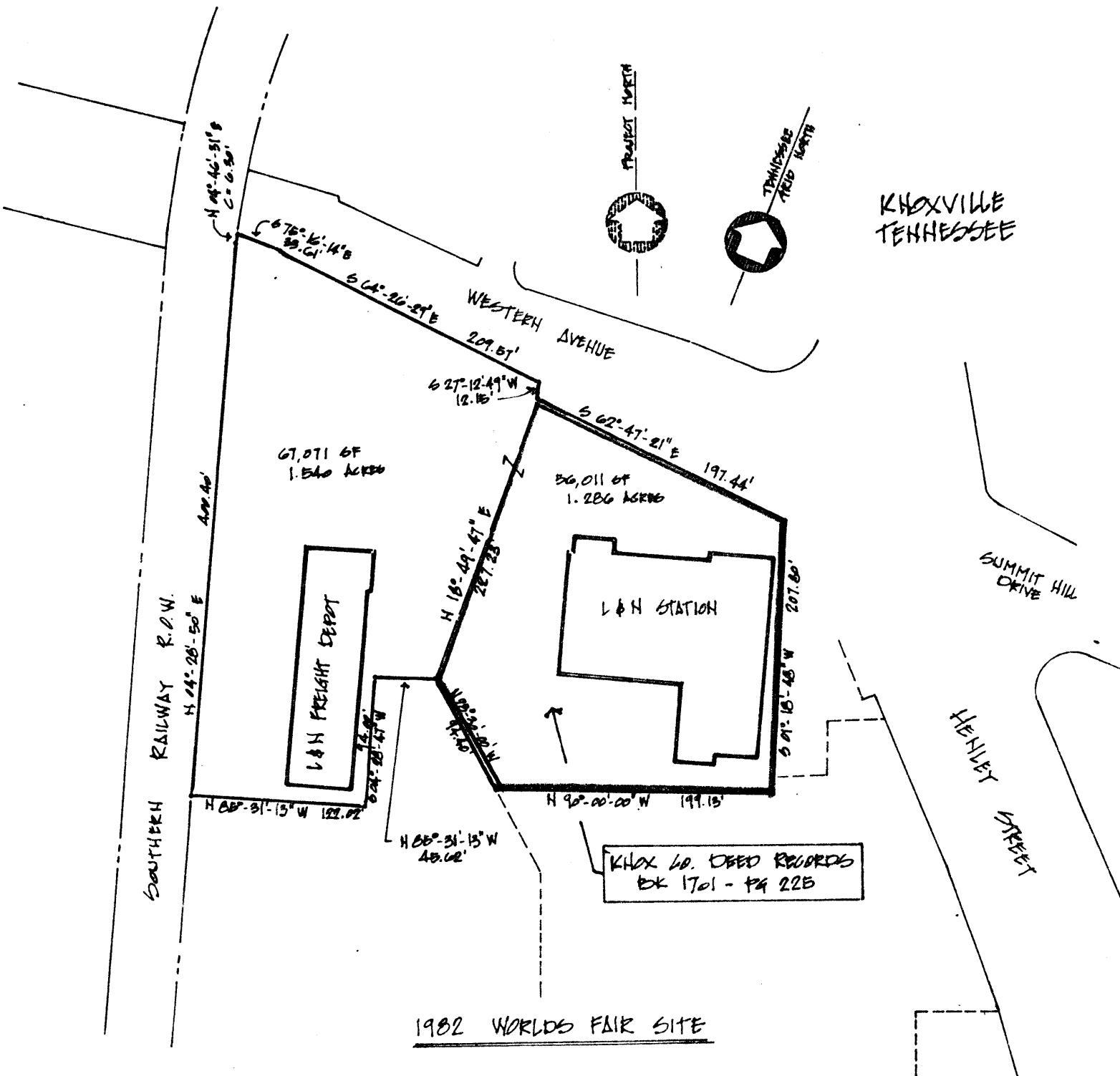


BASED ON ORIGINAL CONSTRUCTION DRAWINGS
SHEET No. C/1882 DATED JULY 1904, FROM
THE L&N'S DEPARTMENT OF ENGINEERING

LOUISVILLE & NASHVILLE RAILROAD STATION
KNOXVILLE, TENNESSEE

REDRAWN BY LUTHER D. CANN
DURING THE FALL OF 1976 AT
THE UNIVERSITY OF TENNESSEE

KNOXVILLE
TENNESSEE



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

United States Department of the Interior
National Park Service

6/7/93

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

Louisville and Nashville Passenger Station Knox County, TENNESSEE

ADDITIONAL DOCUMENTATIONAL APPROVAL

Delores Zeyen 7/15/93

82003982

71000831. Buckingham House, Sevier County. NR3/18/71. The correct significant date should be 1796 only.

71000832. Sevier County Courthouse, Sevier County. NR3/24/71. Romanesque Revival should be added as another style.

73001822. Collier-Crichlow House, Rutherford County. NR7/16/73. Delete the term Chateausque as a style.

77001264. Riverwood, Davidson County. NR7/20/77. Delete the terms Adamesque and Colonial as styles.

82003982. Louisville and Nashville Passenger Station, Knox County. NR3/25/82. Delete the term Chateausque as a style.

83003024. U.S. Post Office, Elizabethton, Carter County. NR8/9/83. There is no style mentioned in the data base. The nomination mentions Beaux Arts as a style, but Classical Revival is probably more correct.

83003026. Gladstone Apartments, Davidson County. NR6/16/83. Delete the term Elizabethan Revival and add Classical Revival as the style.

83004256. Knoxville YMCA, Knox County. NR11/17/83. Add the term Renaissance Revival as a style.