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United States Department of the Interior
National Park Service

FEB 22 1988

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Collinwood Railroad Station
other names/site number Tennessee Western Railroad Station

2. Location

street & number Old Railroad Bed N/A not for publication
city, town Collinwood N/A vicinity
state Tennessee code TN county Wayne code TN 181 zip code 38450

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u> </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> objects
			<u> </u> Total

Name of related multiple property listing:
NA

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Herbert L. Byers Deputy State Historic Preservation Officer Date 2/16/88
Tennessee Historical Commission

State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Herbert L. Byers Entered in the National Register 3-24-88

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
TRANSPORTATION/rail-related

Current Functions (enter categories from instructions)
OTHER/meal center

7. Description

Architectural Classification
(enter categories from instructions)OTHER/combination railroad station

Materials (enter categories from instructions)

foundation BRICK
walls weatherboard

roof slate, OTHER/clay
other WOOD

Describe present and historic physical appearance.

The Collinwood Railroad Station at Collinwood (pop. 1,064), Wayne County, Tennessee is a good example of early twentieth century railroad station design where a station was used for both passengers and freight. Located in the center of Collinwood, the 1916 frame depot is probably the oldest building in the community. Although the interior has undergone some alterations, the station has maintained its historic exterior appearance and is notable for its slate and clay roof. Overall, the Collinwood Railroad Station retains its integrity.

The station is a one story frame building, laid out on a generally rectangular plan with off-center bays, containing stationmaster's office and signal room, on two elevations. Walls are weatherboarded, with vertical boards at the base below a belt course, creating a wainscoted effect. This feature extends around to the freight section. The building rests on brick piers and is topped by a combination gable and hipped roof composed of slate accented by clay tile cresting. This is the most distinctive feature of the building. Roof joints are trimmed with overlapping clay tiles terminating in simple small crests. Gabled dormers with semi-elliptical wood louvers, seen on all elevations except the northeast, add distinction to its clean lines. Brackets at the eaves support the roof, which is broken only near the northwest end by a single corbeled brick chimney.

The southeast or original trackside facade has a large six-panel sliding loading door, retrofitted with an exterior screen door, and double-hung windows with 1/1 lights in the freight section. A nine-panel single-leaf door with a one light transom and two 1/1 windows are in the central bay, while the southwest or waiting room bay has another six-panel door and 1/1 window.

The northwest or parking area facade is similar to the southeast facade, except that the freight room has two large loading doors, one of which is now permanently closed. The central bay also has two 1/1 windows and a six-panel door that opens to the west side. The waiting room has an extra 1/1 sash window, for a total of two.

The southwest elevation features two 1/1 sash windows, and the northeast elevation is quite plain but for a single fixed light window high on the

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wall. From a line just below the eaves to the roof the wall is covered with vertical tongue-and-groove boards.

The interior follows its original plan, with long open freight room to the northeast, office and signal room in the central bay, and waiting room to the southwest. Ceilings are of grooved wooden boards and the floors are covered with linoleum over the original wooden flooring. The walls are now covered with panel boards. Most of the original doors and other interior elements remain, but the original door between the offices and the freight room has been replaced with a plain hollow-core door. The original six-panel wood doors are set in plain wood frames with bull's eye corner blocks. Window casings are similar in design. The former stationmaster's office now serves as a kitchen.

The station is sited on a triangular lot in the center of Collinwood, just south of the small downtown area. The railroad has been taken up, and is now a street, renamed Old Railroad Bed. A very simple fence of cut telegraph poles joined at the top by single boards encircles much of the lot.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G NA

Areas of Significance (enter categories from instructions)

TRANSPORTATION
ARCHITECTURE
SETTLEMENT

Period of Significance

1916-1933

Significant Dates

1916

Cultural Affiliation

NA

Significant Person

NA

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Collinwood Railroad Station at Collinwood, in southern Wayne County, Tennessee, is nominated under National Register criteria A and C for its significance, to Collinwood and Wayne County in architecture, transportation, and settlement. The bracketed frame depot is the only surviving resource connected with the Tennessee Western Railroad, a rail line constructed to serve the needs of local iron industry. It is also the only historic resource connected with rail transportation in Wayne County. Used for both passenger and freight operations, the rail line was the only dependable means of transportation in the area. Local industries for years depended on the rail line and the station as a shipment point. The town of Collinwood was established only as a result of construction of the railroad, therefore, the depot has significance related to the settlement of the community. The depot is a good example of early twentieth century railroad station design. It is distinguished by its slate and tile roof, brackets, bays, and asymmetrical plan.

The iron industry in Middle Tennessee started at Cumberland Furnace in Dickson County during the 1790s. By 1835 there were at least twenty-seven furnaces in operation in the region, many of which also ran bloomeries and refining forges. The capacity of most of these early operations was small, about three to six tons of pig iron, and most of these early industries were suspended by late in the nineteenth century. Railroad construction to support the iron industries occurred mostly in the later half of the nineteenth century. The Tennessee Western Railroad in Wayne County was the last major railroad line built to support the iron industry in Middle Tennessee. The Tennessee Valley Iron and Railroad Company incorporated the Tennessee Western Railroad on June 27, 1912 and began construction on the line in August. Although there had been attempts for several decades to construct a railroad in Wayne County, this was the only successful effort.

The Tennessee Western Railroad was to have been built from the main Louisville and Nashville Railroad line at Iron City in adjacent Lawrence County to a point near Old Wayne Furnace, five miles east of Waynesboro on Forty-Eight Creek, where iron deposits were being exploited. The eventual

See continuation sheet

9. Major Bibliographical References

Byler, Edgar D., III. "Old Timer's Day, Collinwood, Tennessee, Souvenir Program." 19 August 1985.

O'Neal, Michael Ray. "Historic Railroad Depot Architecture in Middle Tennessee." Master's Thesis, Middle Tennessee State University, 1983.

Sulzer, Elnor G. Ghost Railroads of Tennessee. Indianapolis: Vane A. Jones Company, 1975.

Previous documentation on file (NPS): NA
 preliminary determination of individual listing (36 CFR 67) has been requested
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property Less than 1 acre

UTM References

A

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

C

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B

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Zone Easting Northing

D

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See continuation sheet

Collinwood 43NW

Verbal Boundary Description

The boundary for the Collinwood Railroad Depot is shown as lot 6 on the accompanying Wayne County tax map.

See continuation sheet

Boundary Justification

The boundary includes all of the land currently associated with the station.

See continuation sheet

11. Form Prepared By

name/title Richard Quin, Miranda Roche/Historic Preservation Staff
organization South Central Tennessee Development District date September 1987
street & number P.O. Box 1346 telephone 615/381-2040
city or town Columbia state Tennessee zip code 38402-1346

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goal was to cross over very rough country to reach iron deposits at Allens' Creek, the southern terminus of the Nashville, Chattanooga and St. Louis Railway's Colesburg Division or Hohenwald branch line. The railroad was never built past Collinwood, although there was some grade work northeast of town.

Construction of the line, following Holly Creek from Iron City and then over ridgelines to Collinwood, was completed November 13, 1913. The railroad consisted of 17.516 miles of track, with 3.851 miles of yards and sidings. The line was opened by the Louisville and Nashville Railroad under an agreement of October 8, 1912, whereby the Tennessee Western Railroad was to procure the right-of-way, prepare the roadbed, and purchase ties, and the Louisville and Nashville Railroad was to construct the track and maintain and operate the line for thirty years. Rails and track were to remain the property of the Louisville and Nashville unless purchased by the Tennessee Western Railroad or Tennessee Valley Iron and Railroad Company. The Louisville and Nashville Railroad would pay the Tennessee Western any gross earnings, but if the line operated at a loss, the Louisville and Nashville retained its right to end the agreement and remove its property on thirty days notice. The Tennessee Valley Iron and Railroad Company invested \$174,502.54, and the Louisville and Nashville invested \$102,680.11.

The site of present Collinwood was a corn field before the Tennessee Western Railroad arrived. The land was sold to the Collinwood Land Company, who established the town and named it for company president W.W. Collins. He was also the manager for the Tennessee Valley Iron and Railroad Company's lands in Wayne County. Lots were advertised for sale in the new town on June, 1913. By February of the next year, the town was occupied by thirty-three families (two hundred people). A month later, the population had increased to forty-six families (three hundred people), five business houses, a livery stable, and a new chemical plant was planned. In April a telephone line was strung to Iron City; by now, the population had reached 406. Major employers were the Tennessee Valley Iron and Railroad Company, Superior Tie and Lumber Company, and the Bon Air Lumber Company. Most people in town worked with the railroad or these companies along the line. Collinwood was incorporated March 25, 1915.

The railroad station was completed in October 1916. The one story, olive green frame building was constructed with a typical Louisville and Nashville Railroad design. The square bays, use of horizontal and vertical wood siding, hip, and gable roof with slate tiles and clay cresting, gable dormers, and simple floor plan were standard features for stations used for both freight and passengers. The Collinwood Railroad Station was unusual

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in that it had 1/1 windows and different brackets from many Louisville and Nashville railroad stations.

The line had a thriving business shipping farm products to distant markets. County politicians and businessmen clamored for extension of the line through Waynesboro and westward, but a county-wide bond issue to help finance further construction was soundly defeated. It was resurrected, and managed to pass in 1917. Survey work began, and track was laid as far north as Tie Camp in the Double Branches area several miles northeast of Collinwood.

By 1918, four or five trains were leaving the station daily. The Tennessee Valley Iron and Railroad Company obtained a contract to build a wood alcohol distillation plant for use in munitions manufacturing during World War I. The company would also operate a charcoal iron furnace in conjunction with the wood alcohol plant. The town continued its rapid boom, by now the population was over 2,000, with many living in hotels, boarding houses, or tents and shanties. In August 1920, the Tennessee Charcoal Iron Company opened the blast furnace, "Anna", at Collinwood. The large furnace used ore from the Hardwick Mine that was located on the rail route. Other mines along the line were Corning, halfway between Collinwood and Iron City; Elting Mine and the J.B. Powell mine, 1 1/2 miles northwest of Corning; Robinson Mine, two miles southwest of Hardwick. The smaller mines were often connected by the light spurs.

For many years a train transporting both passengers and freight left Iron City daily (except Sunday) at 12:50 PM, arrived in Collinwood at 1:50; then it left Collinwood at 2:20, returning to Iron City an hour later. Freight carried in addition to ore included some timber, lumber, crossties, and farm products. Collinwood had two sidings, two spurs to local industries (Bond Bros. and Standard Oil), and an industry track (J.F. Hassell). The station served passengers and served as the railroad agent for the northern terminal of the line.

Collinwood's prosperity was short-lived, and with the end of the end of the War, the boom collapsed. The Tennessee Valley Iron Railroad Company, unable to secure additional government funds to complete the plant, filed for bankruptcy. Their assets were purchased by the Tennessee Charcoal Iron Company, who completed the facility and began to produce pig iron, wood alcohol, acetate of lime, and tar. But by 1922 the plant was again idle and the Tennessee Charcoal Iron Company ceased all operations. The local brown iron ores proved to have too high a phosphorus content in comparison to others, and the iron industry was largely abandoned by the 1930s. The Great Depression set in and the population declined sharply. On January 1,

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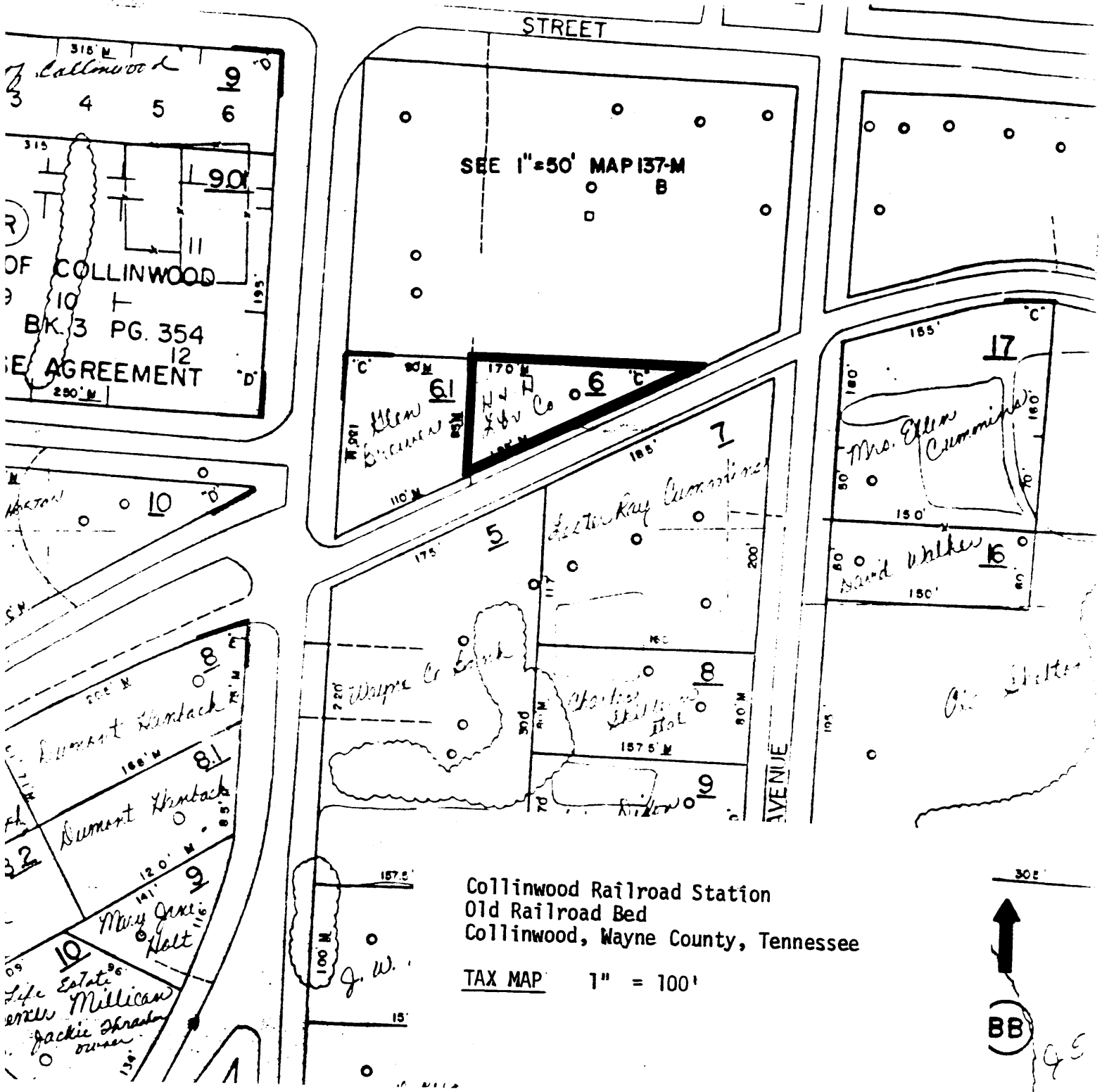
1933, service along the line was cut to twice a week, and on May 6, 1938, passenger service was discontinued. Freight trains were still being sent on an "as needed" basis, about once a week.

The Louisville and Nashville Railroad applied to abandon 16.64 miles of main track (retaining short feeder spurs at Iron City) on October 24, 1938. Permission was granted January 7, 1939, effective in thirty days. Operations ceased February 12, 1939. The hopes of the citizens of Wayne County, who had so long desired that a railroad would enable development of their rural county, were dashed. The depot is now owned by Hassell and Hughes Lumber Company, the city's largest employer, and serves as a senior citizens meal site administered by the South Central Tennessee Development District. The railroad was considered so important to the county that Pulitzer Prize winning author Thomas S. Stribling, a Wayne County native, wrote about it in his novel Teeftallow.

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Collinwood Railroad Station
Old Railroad Bed
Collinwood, Wayne County, Tennessee

TAX MAP 1" = 100'

