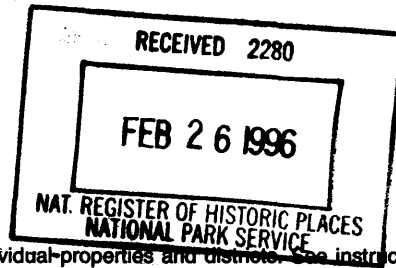


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name McKenzie Depot
other names/site number N/A

2. Location

street & number 85 Bruce Street East N/A not for publication
city or town McKenzie N/A vicinity
state Tennessee code TN county Carroll code 017 zip code 38201

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)
Herbert L. Hays 2/13/96
Signature of certifying official/Title Date
Deputy State Historic preservation Officer, Tennessee Historical Commission
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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): _____

Edson A. Beall 3/28/96
Signature of the Keeper Date of Action
Entered in the
National Register

McKenzie Depot
Name of Property

Carroll Co., TN
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation; rail-related (depot)

Current Functions
(Enter categories from instructions)

Commerce: Professional office

7. Description

Architectural Classification
(Enter categories from instructions)

Renaissance Revival

Materials
(Enter categories from instructions)

foundation Concrete
walls Brick; Concrete

roof Tile

other Wood; Metal

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheets.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

N/A

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- 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 # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Period of Significance

1927-1946

Significant Dates

1927

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Nashville, Chattanooga, and St. Louis
Railway

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

MTSU Center for Historic Preservation

McKenzie Depot
Name of Property

Carroll Co., TN
County and State

10. Geographical Data

Acreage of Property approx. one acre

UTM References

(Place additional UTM references on a continuation sheet.)

McKenzie, TN 444 NE

1	16	363290	3999360
Zone	Easting	Northing	
2			

3			
Zone	Easting	Northing	
4			

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Megan Dobbs and Carroll Van West

organization MTSU Center for Historic Preservation date September 25, 1995

street & number P. O. Box 80, MTSU telephone 615-898-2947

city or town Murfreesboro state TN zip code 37132

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Marty Marshall

street & number 85 Bruce Street East telephone _____

city or town McKenzie state TN zip code 38201

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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McKenzie Depot, Carroll Co., TN

VII. Description

The McKenzie Depot, which served both the Nashville, Chattanooga and St. Louis and Louisville and Nashville railroads, is located at the southeast corner of the intersection of Bruce Street and Waldron Street in downtown McKenzie, Tennessee. The old Nashville, Chattanooga and St. Louis railroad tracks run along the southern side of the depot and the Louisville and Nashville railroad tracks border the east elevation. This depot was built in 1927 to replace an earlier depot and is an excellent example of the Renaissance Revival style applied to a commercial building. The McKenzie depot is also a good example of a "combination depot", which combines two passenger waiting rooms, freight area, and ticket office within one building.

The building is a small town depot designed to accommodate the growing needs for railroad transportation. It was quite common for railroad companies to follow standardized plans for depot construction, and to add distinction through exterior architectural details. The McKenzie depot embodies characteristics typical of the Italian Revival style that was popular during the 1920s and is representative of the adaptation of popular styles to functional architecture used in commercial buildings. The L-plan of the depot is also noteworthy because it was designed to accommodate both railroads and was an uncommon configuration in Tennessee, where most small towns used linear plans for their depots.

The single-story stretcher bond brick building has a modified L-plan which includes waiting areas, ticket office, and freight docks. The depot can be divided into two sections: the stem of the L-plan, which is bordered by the Louisville and Nashville tracks on the south and the base of the L-plan, bordered by the Nashville, Chattanooga and St. Louis tracks on the east. The depot has a concrete foundation, concrete band course below the windows, and cement steps at all doors. The hipped roof is covered with Spanish tile and the projecting eaves are supported by scroll-sawn

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McKenzie Depot, Carroll Co., TN

brackets. Painted beaded board covers the ceiling beneath the extended eaves and the original exterior ceiling lights retain their painted metal shades and are centered between paired scroll sawn brackets.

The depot features the original multiple paned windows, all of which are nine-over-one double hung sash. They are placed either in pairs or individually, and are located directly above the concrete band course, which serves as a modified sill. The windows have painted wood lintels and stiles but otherwise are very plain. The depot also contains a variety of doors, including two painted metal garage doors at the freight docks. The service doors are single pane glass with metal frames with brass kick plates and hardware and twelve-light transoms, while the entry doors are comprised of single pane glass with wood frames and brass hardware, flanked by two twelve-pane side-lights and feature twenty-five-pane fanlights with rounded concrete hoodmolds.

The north elevation of the stem section faces Lee Street, parallel to the L & N tracks. The two bay elevation features two nine-over-nine windows which are flanked to the left and right by paired brackets, with two smaller brackets centered between the windows. A narrow brick chimney with concrete cap is centered directly above and between the windows and matches the central chimney of the depot.

The ten bay east elevation is parallel to the NC & St.L tracks and contains a variety of doors and windows. They are as follows: nine-over-one window, metal garage freight door, two nine-over-one windows, garage door, single pane glass service door with twelve pane transom, nine-over-one window, and a single pane glass service door with transom. Alternating short and long, paired and single, scroll-sawn wood brackets flank all windows and doors.

The ticket office projects out from the east elevation at the juncture of the stem and base and faces the intersection of the NC & StL and L & N railroad beds. This section contains one bay where the two eaves meet. The paired nine-over-one windows have broad wood framing and are placed directly above

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McKenzie Depot, Carroll Co., TN

the concrete band course.

The south elevation of the base is south of the ticket office and parallel to the L & N tracks. This passenger section of the depot is composed of five bays, again with a variety of windows and doors. They are as follows: two sets of paired nine-over-one windows, single pane glass entry door with twelve-pane sidelights and twenty-five-pane fanlight, and two more paired nine-over-one windows. Scroll-sawn wood brackets flank the openings and a decorative concrete rounded hoodmold graces the entry door.

The west elevation of the base of the L configuration, is identical to the north elevation with the exception of the chimney.

The north elevation of the base is opposite the tracks, facing the downtown commercial district. This elevation contains five bays, composed of two sets of paired nine-over-one windows, a large entry door of single pane glass with twelve-pane sidelights and twenty-five-pane fanlight, and two sets of paired nine-over-one windows. The entry door is marked by rounded hoodmold and all openings are flanked by the scroll-sawn brackets beneath the eaves.

The ten bay west elevation is connected to the base by a corner bay containing a single pane glass service door with twelve-pane transom and wood framing. The remaining bays include: nine-over-one window, entry door with sidelights and fanlight, two nine-over-one windows, metal garage door, two nine-over-one windows, garage door, and a half-glass single panel wood service door with twelve-pane transom. As with the other elevations, the decorative concrete band course runs below the windows and a decorative hoodmold marks the main entrance.

The depot interior is composed of two passenger waiting rooms separated by the ticket office, and the freight area, which contains the baggage and express rooms. The interior retains its historical integrity and is characterized by its simple style and restrained ornamentation. The plaster walls and

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McKenzie Depot, Carroll Co., TN

ceilings date to the period of construction as well as all interior woodwork, including the eight inch baseboards, eight inch chair-rail, and eight inch window and door frames. Most of the interior woodwork is original and has recently been painted. The interior doorways, which connect the two passenger areas with the ticket office, reflect the style of the exterior entrances with multi-paned side lights and fixed transoms.

The segregated passenger waiting rooms, referred to as the general waiting room and the negro waiting room on the original architectural plans for the depot, reflect the time in which it was constructed, when segregation in public buildings was very common, particularly in the south. The larger waiting room is located in the southwest section of the depot, facing the L & N tracks, and measures 30 feet 8 1/2 inches by 20 feet 2 inches. A multi-paned, double sliding door separates the main waiting room (white) from the women's waiting room, measuring 20 feet 2 inches by 10 feet, and the women's bathroom. A separate men's bathroom is accessible from the main waiting area. Another large doorway with four pane sidelights and a twenty-nine pane transom on the southeastern wall allows access from the passenger area into the ticket office.

The centrally located ticket office is located in the corner of the L-plan of the depot and the ticket window faces the junction of the NC & St.L and the L & N tracks. Glass paned, wood framed doors with multi-paned transoms are located on the east and west interior walls and open to the white and black waiting rooms.

The negro waiting room, which measures approximately 28 feet by 20 feet, is composed of one large room and is not divided into separate men's and women's passenger areas like the white waiting room. Men's and women's bathrooms are located on the north wall with separate access to the individual rooms, which are considerably smaller than those in the white passenger room. Two exterior doors, on the east and west exterior walls, provide access to both the NC & St.L tracks and the concrete platform.

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McKenzie Depot, Carroll Co., TN

The freight area, located north of the black waiting room, is not connected by interior doors to the waiting room. This area is divided into a baggage room and express room, which both open to the NC & St.L tracks and the concrete platform on the west side of the depot. Both the baggage and express rooms measure 25 feet by 20 feet 2 inches and retain much of their historic integrity. The freight area is characterized by shiplap interior siding on the north and south walls and on the ceiling of each room, while the east and west walls are brick. The rooms are not connected but each has exterior freight and passenger doors on the NC & St. L trackside and on the platform side.

The interior of the depot is in excellent condition and retains its historic integrity. The depot currently serves as an office building for a local business and has been carefully restored while preserving and maintaining the building's architectural integrity and interior configuration.

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McKenzie Depot, Carroll Co., TN

VIII. Statement of Significance

The McKenzie Depot in McKenzie (1990 pop. 5,168), Carroll County, TN, is eligible for the National Register of Historic Places under Criterion A, for its local significance in transportation, and under Criterion C, for its local significance as the town's only example of Renaissance Revival architecture, designed by the company architects of the Nashville, Chattanooga, and St. Louis Railway (NC&St.L).

The town of McKenzie was organized and platted in 1865 and in the immediate post-Civil War years, the town developed as "a classic West Tennessee railroad town at the original junction of the NC&St.L and the Memphis branch of the Louisville and Nashville Railroad." (1) The town of McKenzie, thus, was created by the mere fact that two railroad lines crossed each other at this point on the map, in the northwest corner of Carroll County. The town's economic future was secured when the transportation network represented by both the NC&St.L and the Louisville and Nashville entered into a permanent financial alliance in 1879-80 as investors in the Louisville and Nashville bought control of the smaller line in order to impede its growth as a regional transportation competitor. By 1880, the NC&St.L was under the financial control of the larger and more capitalized Louisville and Nashville Railroad, although the NC&St.L maintained a separate entity until formal merger in 1957.

As a key junction point for two associated railroad lines in West Tennessee, McKenzie experienced steady, yet unspectacular growth in the late nineteenth and early twentieth centuries. Two commercial areas developed within the town. The primary commercial district stood around a town square, which was located two blocks away from the present depot site. A secondary commercial and light industrial zone developed, in symmetrical fashion, directly across from the tracks of the Nashville, Chattanooga, and St. Louis line.

The nominated McKenzie Depot dates to 1927 when this brick building replaced a smaller, and frame constructed, depot. Its construction is associated with key economic and transportation developments in West Tennessee during the 1920s. First, the years from 1920 to 1929 witnessed increased competition among the region's railroad lines for both passenger and freight traffic.

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McKenzie Depot, Carroll Co., TN

The end of federal control over the nation's railroads during World War I ended with the congressional approval of the Transportation Act of 1920. With control over their operation once again in private hands, railroad corporations throughout the country made new investments in order to replace out-dated or worn-out facilities and to gain an edge on their competitors. In northern West Tennessee during the early 1920s, for example, the Illinois Central Railroad built a new brick combination station (NR 3/25/93) for the town of Newbern and the Mobile and Ohio built a Mediterranean Revival-styled depot for the town of Union City (NR 7/28/95). The NC&St.L countered with two standardized Renaissance Revival-styled passenger stations for the towns of Milan (demolished 1993) and McKenzie. The construction of these impressive gateways (in a small town context) reflects not only the increased competition between corporations now freed from federal control but they more importantly reflect the growth of economic clout exercised by small rural towns that were located at important railroad junctions. In the nineteenth century, small town business investors and entrepreneurs were largely at the mercy of the railroad corporations because no other dependable transportation network remained at their disposal but the all-powerful railroad. The rapid expansion of the trucking industry, which dated to at least 1920, began to change the local balance of transportation power in small rural railroad towns across the nation. The increased use of the automobile for private travel further undermined the dominance of passenger traffic once enjoyed by the railroads. Consequently, to please now more-powerful commercial and business interests in small towns who desired to have a more impressive gateway to their community, and to attract a steady number of passengers to the "comfort" of railroad passenger travel (compared to cross-country automobile treks), railroad companies, like the NC&St.L, constructed modern, architecturally striking, brick passenger stations even in small towns like McKenzie.(2)

Thus, the Renaissance Revival architecture of the depot in McKenzie reflects more than a corporate concern that its buildings be attractive. The architecture was also an economic statement of the town's future prospects. "Town-depot architecture objectifies the curious double nature of the American small-town railroad station operation. While the depot

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McKenzie Depot, Carroll Co., TN

belonged legally to the railroad company, it belonged emotionally to the townspeople it served," observes historian John R. Stilgoe. (3) Local residents took pride in the new brick, architecturally distinctive depot. Even in a decade that the emerging highway system would leave McKenzie, for the time being, off the "main line" when the Memphis-to-Bristol Highway passed south through Huntingdon, the new passenger station symbolized the historical connection between the town and the fortunes of the regional railroad network. Ironically, a 1923 description of McKenzie, while noting that the town was on the NC&St.L and that it had fine commercial prospects, also observed that the growing industry of the area was truck farming. (4) Even as the new depot opened for business, both the nearby "modern" highway and the lure of truck farming was lessening the dependence of McKenzie residents on the once-dominant railroad transportation network.

Yet, the new 1927 depot was closely associated with a period of increased confidence and boosterism in McKenzie. In 1923, the locally significant Bethel College had been re-organized and a new and larger endowment, with \$100,000 alone coming from the Iowa estate of John T. Laughlin, was established. From 1924 to 1928, its new (and extant) Administration Building was constructed, along with three other new brick buildings. The construction signaled new era for the college. Student enrollment increased and McKenzie finally had an educational and cultural institution that attracted visitors to the town on a regular basis. Another important development in the town's economic history during the 1920s is the Southern Star Lumber Company, which shipped its products through the McKenzie depot. The large saw mill produced nine million board feet of lumber per year and the lumber company employed fifty men. The lumber company contributed to railroad traffic through the Second World War. One extractive industry also kept the trains stopping regularly at McKenzie for the next several decades. North, across the tracks from the passenger station, is the extant office of a clay company which extracted prized clay deposits from nearby Gleason and shipped them across the country from this McKenzie base.

Although an industrial base for railroad traffic remained, passenger traffic never recovered from the decade of the Great

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McKenzie Depot, Carroll Co., TN

Depression. There was the typical increase of passengers during the Second World War, with workers headed to such new industrial posts as the Arsenal Works in Milan and to military bases throughout West Tennessee, especially in Memphis. After the war, passenger traffic steadily decreased. According to local informants, the last passenger train stopped in McKenzie in 1970.

Despite the end of the railroad era, the McKenzie Depot remains a locally impressive architectural statement. Reflecting the design abilities of the company architects of the NC&St.L Railway, the station is the only extant statement of Renaissance Revival commercial architecture in either McKenzie or Huntingdon, the county seat of Carroll County. In fact, with the demolition of the NC&St.L depot in Milan in 1993, it is the only extant Renaissance Revival styled passenger station in West Tennessee. Its careful and sensitive restoration as an office building in 1995 has transformed what was once a symbol of McKenzie's economic decay into a symbol of community pride and economic promise.

Endnotes:

1. Carroll Van West, Tennessee's Historic Landscapes: A Traveler's Guide (Knoxville: University of Tennessee Press, 1995), 418.
2. For more detailed discussion of these transportation trends, see John R. Stilgoe, Metropolitan Corridor: Railroads and the American Scene (New Haven: Yale University Press, 1984); Albro Martin, Railroads Triumphant: The Growth, Rejection, & Rebirth of a Vital American Force (New York: Oxford University Press, 1992); H. Roger Grant and Charles Bohi, The Country Railroad Station in America (Boulder, CO: Preutt Publishers, 1978).
3. Stilgoe, Metropolitan Corridor, 195.
4. Austin P. Foster, Counties of Tennessee (Nashville: Department of Education, 1923), 103.

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McKenzie Depot, Carroll Co., TN

IX. Bibliography

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History of Carroll County, Tennessee, Vol. One-1987. Huntingdon, TN: Carroll County Homecoming '86 Historical Book Committee, 1986.

Martin, Albro. Railroads Triumphant: The Growth, Rejection, & Rebirth of a Vital American Force. New York: Oxford University Press, 1992.

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McKenzie Depot, Carroll Co., TN

X. Geographical Data

Verbal Boundary Description

The nominated property stands at 85 Bruce Street East in McKenzie, Carroll County, Tennessee. The nominated boundaries are defined as plot 24 from the attached tax map #12-L from the Carroll County Tax Assessors office.

Boundary Justification

The nominated boundaries contain all of the historic property associated with the McKenzie Depot under single ownership.

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National Park Service**

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Continuation Sheet**

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McKenzie Depot, Carroll Co., TN

PHOTOGRAPHS

N.C. & St. L Railway Depot
McKenzie, Carroll Co., TN

Photos by: Carroll Van West

MTSU Center for Historic Preservation
P.O. Box 80, MTSU
Murfreesboro, TN 37132

Negatives: Tennessee Historical Commission
2941 Lebanon Road
Nashville, TN 37243

Date: July 1995

North elevation , looking south
1 of 16

West elevation, looking east
2 of 16

West elevation, looking southeast
3 of 16

West elevation, looking southeast
4 of 16

West elevation, looking east
5 of 16

West elevation, looking northeast
6 of 16

South elevation, looking northeast
7 of 16

Ticket office, looking northwest
8 of 16

East elevation, looking northwest
9 of 16

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Continuation Sheet**

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McKenzie Depot, Carroll Co., TN

East elevation, looking southwest
10 of 16

General (white) waiting room, looking south
11 of 16

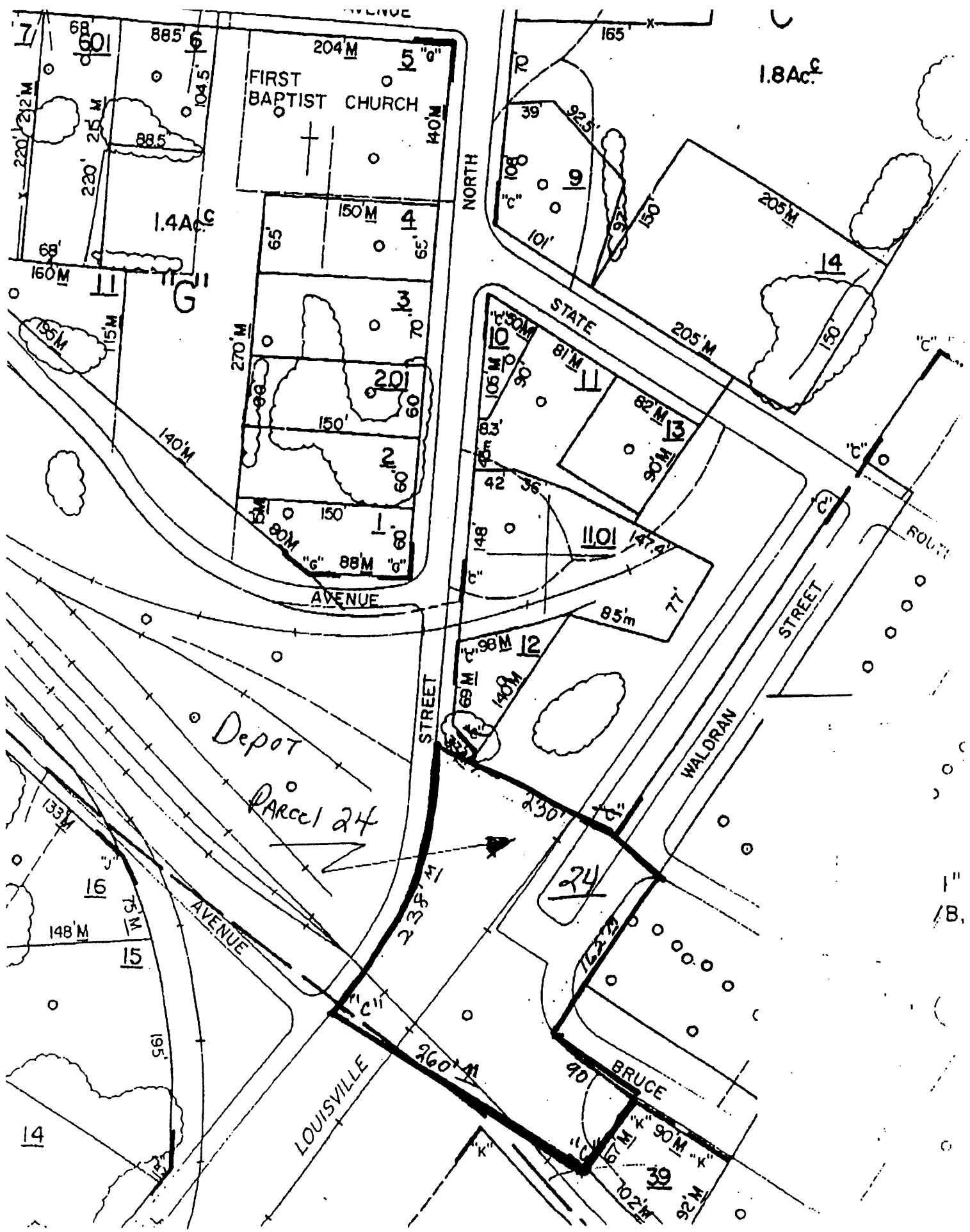
Ticket office, looking southeast
12 of 16

Ticket office, looking northwest
13 of 16

Womens' waiting room, looking southeast
14 of 16

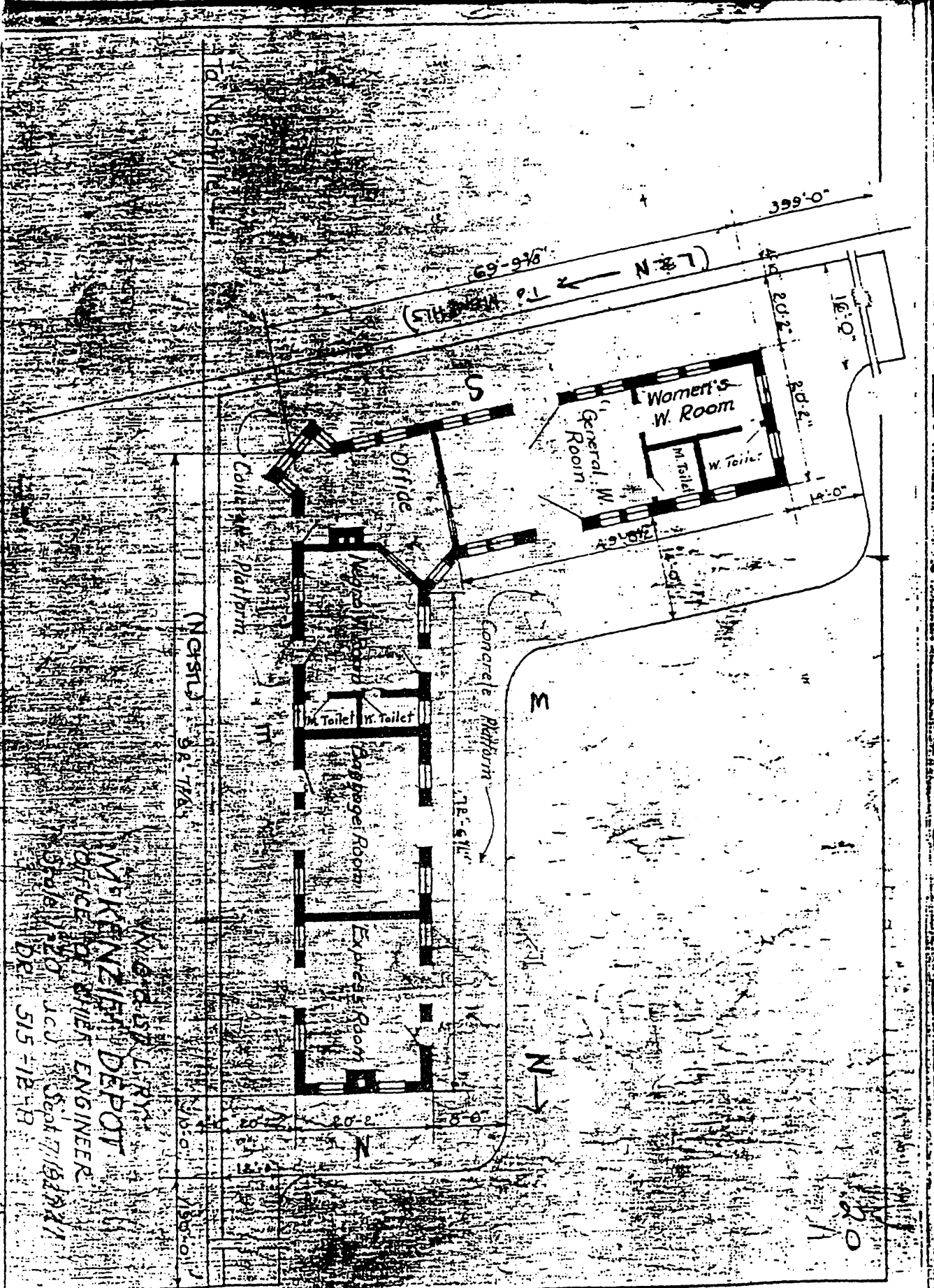
Baggage room, looking northwest
15 of 16

Express room, looking north
16 of 16



1" = 100'  McKenzie Depot
Carroll County TN

MCKENZIE DEPOT
Carroll County, TN



MCKENZIE DEPOT
ENGINEER
J.C. SHILLEN
DR. 515-1248
Sept. 7, 1921