

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 93000530 Date Listed: 6/22/93

Clinchfield Depot Unicoi TN
Property Name: County: State:

Multiple Name _____

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Patrick W. Andrus
Signature of the Keeper

6/23/93
Date of Action

=====
Amended Items in Nomination:

Due to technical oversight, a resource category in Section 5 of the nomination form was not checked. The Clinchfield Depot is a building. The nomination is officially amended to include this information.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

RECEIVED

National Register of Historic Places
Registration Form

MAY 17 1993

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 Carolina, Clinchfield and Ohio Railway Depot at Erwin

other names/site number Clinchfield Depot (preferred)

2. Location

street & number Corner of Nolichucky Avenue & Union Street Not for publication

city or town Erwin Vicinity

state Tennessee code TN county Unicoi code 171 zip code 37650

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
Signature of certifying official/Title

5/10/93
Date

Deputy State Historic Preservation Officer, Tennessee Historical Comm.
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): _____

Signature of the Keeper

Date of Action

Patrick W. Andrews

6/22/93

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	
<u>1</u>		buildings
		sites
		structures
		objects
<u>1</u>	<u>0</u>	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

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail related

Current Functions
(Enter categories from instructions)

VACANT

7. Description

Architectural Classification
(Enter categories from instructions)

OTHER: C C & O RAILROAD DESIGNS

Materials
(Enter categories from instructions)

foundation CONCRETE

walls BRICK; STUCCO PANELS

roof ASPHALT SHINGLES

other WOOD frame windows & doors
eaves supported by wood brackets

Narrative Description

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

ARCHITECTURE

COMMUNITY PLANNING & DEVELOPMENT

TRANSPORTATION

Period of Significance

1925 - 1943

Significant Dates

1925

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Hattan, W.C., Chief Engineer

for C C & O Railway

Primary location of additional data:

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

Name of repository:

Clinchfield Depot

Name of Property

Unicoi County, TN

County and State

10. Geographical Data

Acreage of Property 0.4957

Erwin, TN
199 NW

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid for Zone 17, Easting 37123410, Northing 4100108010

UTM grid for Zone, Easting, Northing

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 Sarah Eubanks, Trish Milan, Carla Stewart/ Nancy Jane Baker

organization UT School of Architecture/ TN Historical Comm.
701 (615) 974-5265

street & number East Volunteer Blvd/ BROADWAY telephone (615) 532-1562

city or town Knoxville / Nashville state TN zip code 37919 / 37043

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 Mr. Kenneth Toney

street & number P.O. Box 1648 telephone (704) 295-9511

city or town Blowing Rock state NC zip code 28605

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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Clinchfield Depot
Unicoi County, TN

Narrative Description

The Carolina, Clinchfield & Ohio Depot in Erwin, Tennessee (population 5301 in 1988) was designed and built in 1925 by the Carolina, Clinchfield and Ohio Railroad, commonly known as the Clinchfield Railroad. During the time of construction, Mr. W.C. Hattan was in charge of the Engineering Division which designed this station. The depot is located at the corner of Union Street and Nolichucky Avenue with the front facade facing east towards the central business district. The CC&O Depot is customarily called the Clinchfield Depot by individuals in the community and the CC&O officials.

The depot is a simple cross plan with the two story lobby waiting room and ticket office forming the short portion of the cross. A secondary waiting room, restrooms and trainmen's lobby are located in the south wing. The north wing holds the baggage and package express area, office, vault room, and restrooms for the main lobby.

The exterior is covered in red brick laid in a running bond. Thirty thousand face brick of a rough texture and eighty thousand common brick were ordered for the construction. Rough stucco panels are located below the large arched windows on the east and west entrance facades.

The two-story central portion of the structure has a hipped roof which is pierced by hipped roof dormers on both the east and west elevations. Each hipped roof dormer contains a center 6 light window flanked by side lights. The one story wings also have a hipped roof pierced by triangular dormers with half circle details. A broad continuous eave, supported by large wooden knee braces, surrounds the one story sections of the building. The roof was originally covered with Spanish terra cotta tile, however, it has been replaced with dark gray asphalt shingles.

The lobby portion of the east front facade is distinguished by three two story arches with windows. Rough stucco panels are situated below the two outer arches, with a complex window system above. The bottom portion of the outer two arches are each comprised of three 1-over-1-double hung wooden sash windows, with the center window being the largest. The upper portion is comprised of three sections, the center one being an operable hopper window. The upper and lower sections are separated by three horizontal wooden panels. The center arch contains the entrance in the bottom section. It is a multi light door with transom and side lights. The upper section is identical to the other two arches. The

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Clinchfield Depot
Unicoi County, TN

entrance is covered by a 16' x 6' marquee detailed with opal and blue stained glass and decorative metal knee braces. The upper portion of the entry facade is detailed with arches containing rough stucco imbedded with brick circles containing a numeric detail of the date of completion, 1925. Decorative brick work also outlines the arches. The north one story section of the east facade contains a triangular louvered dormer with a half circle detail, four 1-over-1 double-hung windows and a large cargo door. The south one story section of the east facade contains a triangular louvered dormer with a half circle detail, three 1-over-1 double-hung sash windows and a 3' x 7'6" door with nine lights and a transom above. The building contains original exterior lights on all elevations.

The south elevation contains a triangular louvered dormer with a half circle detail and two standard size 1-over-1 double-hung windows flanking two smaller size 1-over-1 double-hung windows. The east side of the south elevation cross extension contains a 1-over-1 double-hung window, while the west side of the cross extension contains 3' x 7'6" door with nine lights and a transom similar to the southeast front facade.

The west facade or track side facade is very similar to the east front facade. The center portion has the same arched openings, rough stucco panels, and numeric detail. The door is located in the center arch and is covered by the continuous broad overhanging eave. The south section of the west facade is similar to the front facade with two windows and two doors. The north section of the west facade is the same as the east facade with four windows and a cargo door.

The north elevation contains a triangular louvered dormer with a half circle detail and two standard size 1-over-1 double-hung windows. The east and west sides of the cross extension contain a 1-over-1 double-hung window in each.

The interior of the passenger lobby has an 18 foot ceiling height with plastered walls and brick wainscoting. The brick wainscoting is detailed to delineate a baseboard and chair rail at the foot and top of the wainscoting. Window and door surrounds are also composed of brick. The large arch window and door surrounds are 3 bricks in width, while the non-arched windows are just one brick wide. The original three ticket windows and grills with frosted lights are still intact. An original brass counter that joins the 3 windows is still visible today. The ceiling is supported by exposed mahogany beams set at right angles. The

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Clinchfield Depot
Unicoi County, TN

passenger lobby contains original light fixtures which are simple white globes suspended by a chain. The passenger restrooms at the north end of the lobby have plaster walls with 6 foot beaded board panelling and simple brick window surrounds.

The secondary waiting room or the African-American waiting room, restrooms, and trainmen's lobby have 10 foot ceilings with simple plaster walls and brick window and door surrounds similar to the passenger area but with no wainscotting.

The baggage and package area has a 10 foot ceiling with simple plaster walls and brick window and door surrounds similar to the passenger area but with no wainscotting. Other extant features of the room are the scales and vault.

The depot was an important structure along the Carolina, Clinchfield and Ohio Railway. Structurally the building is sound and requires few repairs to be brought back to its original dignity and importance.

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Clinchfield Depot
Unicoi County, TN

Narrative Statement of Significance

The Clinchfield Depot located in Erwin, Tennessee is being nominated under National Register criteria A and C for its local significance in transportation, community development and planning, and architecture. The location of the railroad in Erwin had major impact on the small community by providing instant growth recognition. The depot, built in 1925, is one of the three remaining stations along the original CC&O railroad route. The building is a prime example of railroad depot architecture from that era that also adapted to some of the vernacular styles of the community. It stands today very much as it was originally built.

Erwin, Tennessee is the county seat for Unicoi County, formed in 1875. Viola Ruth Swingle, in her book entitled Erwin, described the town as a deep cup set in the center of the county of with the outstanding beauty of the mountains forming the rim of the cup. The community remained small, less than 200 people, until the Charleston, Cincinnati and Chicago Railway (commonly called the 3C or CC&O) was constructed in 1888. At the time, the town was noted as a possible location for a future switching yard. The 3-C railroad was reorganized into the Carolina, Clinchfield & Ohio Railway on March 31, 1908 and was generally referred to as the Clinchfield Railroad. The railroad was the largest employer in Erwin from 1908 through 1954. The Clinchfield Depot was the visual evidence of the railroads active support of Erwin until its closing. "On January 1, 1983, the Clinchfield Railroad ceased to exist as an entity when it was totally absorbed by its lessee, the Seaboard System Railroad (CSX). Seventy-five years would pass and although the name would be committed to history, the spirit of the Clinchfield lives on" (King, p.8).

"The Clinchfield is one of the country's strategic 'bridge lines,' connecting a large group of railroads to the north and to the south, respectively. Connection is made at its northern terminus, Elkhorn City, Ky., with the Chesapeake & Ohio's Big Sandy branch from Ashland. Connection is made at its southern terminus, Spartanburg, S.C., with the Charleston & Western Carolina, Southern, and Piedmont & Northern." (CC&O RR Collection, 1951).

Prior to 1908, Carnegie, an outlying section of present day Johnson City, Tennessee was home to the shop buildings for the 3-C. However, in 1909 with the railroads reorganization, Erwin "sixteen miles south of Johnson City," was designated as "the operating headquarters of the company." (Way, p.154). William Way states in 1931 that there were extensive terminal facilities, shops, and a

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Clinchfield Depot
Unicoi County, TN

modern building for the general offices of the company. "The large railway yard stretches out for some distance beyond the ends of the town along a flat valley almost completely surrounded by high mountains." (Way, p. 154). The Clinchfield railroad bed foundation which was laid in 1908 is a marvel even by today's [1962] standards. (CC&O RR Collection, Speech, p. 6)

From 1888 - until the construction of the present depot in 1925 - Erwin used a converted boxcar for the depot. This depot was constructed by a Mr. W. C. Hattan the Chief Engineer for the CC&O Railway. Mr. Hattan used a standard railroad depot plan with details adapted from the house plans of Mr. Grosevenor Atterbury. Swingle describes the present day depot as "a very popular place, used for social gatherings, where most of the town's population young and old turned out to meet the trains and watch them come and go."

The make-shift boxcar depot was finally abandoned in October of 1925 for the newly completed depot. This depot was only one part of the larger complex located on the banks of the North Indian Creek. Other buildings contained the offices of the Superintendent, Car Service Agent, and the Master Mechanic.

The expansion of the CC&O Railway in Erwin meant instant growth for the small town. The railway employed hundreds of workers and provided important transportation links to neighboring markets.

"Things do not 'just happen'," writes O.K. Morgan, in regard to the development of local industries. "No territory ordinarily grows of its own right in these days when all communities are striving for growth. A vast amount of effort must be made. Great expenditures must be entailed. To build up a local industry a start is usually made from the zero lines. Early, the resources of the Clinchfield were virtually card indexed by engineers, geologists, chemists and experts of all lines, working at the behest and under the direction of the industrial department of the railroad. With data in hand, then began the dissemination of this information and quest for prospects that might be interested and available. Some were interested in mining coal, cress, kaolin, and feldspar; others in the manufacture of timber, brick, cement, tile, etc." (Way, p. 135).

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Clinchfield Depot
Unicoi County, TN

" ... Kingsport... Johnson City, Erwin, and Spruce Pine are other outstanding examples of local growth brought about directly and indirectly by the Clinchfield." (Way, p.136). For this reason industrial growth was attributed directly to the railroad. "Erwin is not only the operating headquarters of the Clinchfield Railroad, with its shops, terminal facilities, etc., but it is also home of the first pottery plant to be established south of the Mason-Dixon line (Southern Potteries). Three feldspar grinding factories (Erwin Feldspar Corporation), a porcelain manufacturing plant, a silk mill (A.P. Villa Bros. Silk Mill), a furniture factory, and several lumber mills have appeared since the organization of the Clinchfield." [Industrial Guide and Directory of Industries along the Clinchfield Railroad, Clinchfield Railroad Company 1928] (Way, p. 288).

To house the workers for the railroad in 1917, the Holston Corporation (a subsidiary of the CC&O Railway) hired a New York architect, Grosvenor Atterbury, to plan and lay out a tract of land for residential development. Part of this land and several of the houses built by the railroad were sold to Southern Potteries to provide housing for their employees. It is an important relationship to note how closely the railroad worked with the industries of the area to provide materials and services.

In 1926, the CC&O Railway demonstrated further faith in Erwin by bringing the remaining shops, accounting department and traffic department to the new General Office Building which was built simultaneously with the depot. This building and the other properties located in the CC&O Railway Complex are potentially eligible for the National Register. However, CSX corporation at this time does not wish to include their properties in this nomination.

"The Clinchfield's spectacular scenery and friendly atmosphere blended together to attract a number of special passenger-train operations." (King, p.40). "Dieselization of the Clinchfield began in 1948 when an A-B-A set of EMD F3's built for the L&N arrived on the property for demonstration. At 3:20 pm Tuesday, December 21, 1948, the first Clinchfield diesel powered train arrived in Erwin from Dante and a new era had begun" (King, p. 71). "Light rail, untreated ties, steam engines, telegraph and train orders have given way to rail weighing 132-lbs. per yard, creosote ties with an expected life of 30 to 35 years, diesel engines, coded communications of voice, teletype, and hot-box detectors, radio, including Centralized Traffic Control signaling on all main track and 22 passing tracks. The majority of these modern methods,

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Clinchfield Depot
Unicoi County, TN

material and equipment have come about since 1949." (CC&O RR Collection, Speech, pps. 6-7).

Dieselization was one of the areas that helped the Clinchfield to upgrade their economic commitment to the communities along railroad. Another was in "recognizing the importance of industrial development to the healthy economic growth of the area, the Clinchfield Railroad in 1953 inaugurated and Industrial Division to actively work in cooperation with the communities along its line. Since 1953 the Clinchfield Industrial Division has co-operated with the Erwin Citizens Committee for Industrial Expansion in locating five permanent new industries in Erwin they are: Davison Chemical Company, Strom Division of Hoover Ball, National Casket Company, Superior Hone and Tenacrest Division of the Safe-Guard Company." (CC&O RR Collection, Speech, pps. 14-15). All of these fine industries used the convenience of the Clinchfield Depot.

The depot in Erwin was the last of eight stations to be built along the Tennessee branch of the Clinchfield line. According to Caroline Jackson, in 1979 only the Clinchfield Depot and two other stations remained standing; the depot in Kingsport, Tennessee (1917, NR 1973) and the depot on Johnson City, Tennessee. The Erwin depot operated as a passenger station from 1925 until 1954, when regular passenger service was discontinued on the Clinchfield line. After that time, it was used as the signal and communications shop for the railroad. CSX corporation merged with the CC&O Railway in 1979 and moved its divisional offices out of Erwin in 1981. The building was sold in 1988.

The Erwin Depot is architecturally significant because it represents an excellent example of railroad designs by the CC&O. Its outstanding features include the stucco panels, elaborate/complex windows, and low roof lines with wooden brackets. From the late 1920s until the passenger railway demise in Erwin in the early 1950s the Clinchfield Depot was a center of the town's daily life, commercial activity, and civic pride. It still remains a visually important source of community cooperation and pride.

The Clinchfield Depot was an integral part of the Carolina, Clinchfield and Ohio Railway complex in Erwin, Tennessee. The Clinchfield Railroad was directly responsible for the rapid development and growth of the town. Historically, the depot lends itself to a great sense of excitement and adventure. The Carolina, Clinchfield and Ohio Railway Depot is a unique and important

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**Clinchfield Depot
Unicoi County, TN**

structure to Erwin and the area in that it retains its historical and architectural integrity.

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Clinchfield Depot
Unicoi County, TN

BIBLIOGRAPHIC REFERENCES

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- Blumenson, John. Identifying American Architecture. Nashville: American Association for State and Local History, 1977.
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- Garland, Judge Walter. Retired Unicoi County Judge, Erwin, Tennessee. Interview October 1991.
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- Swingle, Viola Ruth E. Erwin. Johnson City, Tennessee: The Overmountain Press, 1975.
- "Tennessee Pottery Plant Sips 31 Cases of China In Single Month," Nashville Banner, 6 September 1969.
- "The Railroad Is Coming," The Erwin Record, 30 June 1976.
- Way, William, Jr.. The Clinchfield Railroad. Chapel Hill University of North Carolina Press 1931.

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National Park Service

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Clinchfield Depot
Unicoi County, TN

Verbal Boundary Description

Property Description: Fronts Nolichucky Avenue, 211.67' west to 107.22' east to 101.76' rear curve to 198.80' to the beginning. 0.4957 acres or 21,592 square feet. deed book 161 page 296.

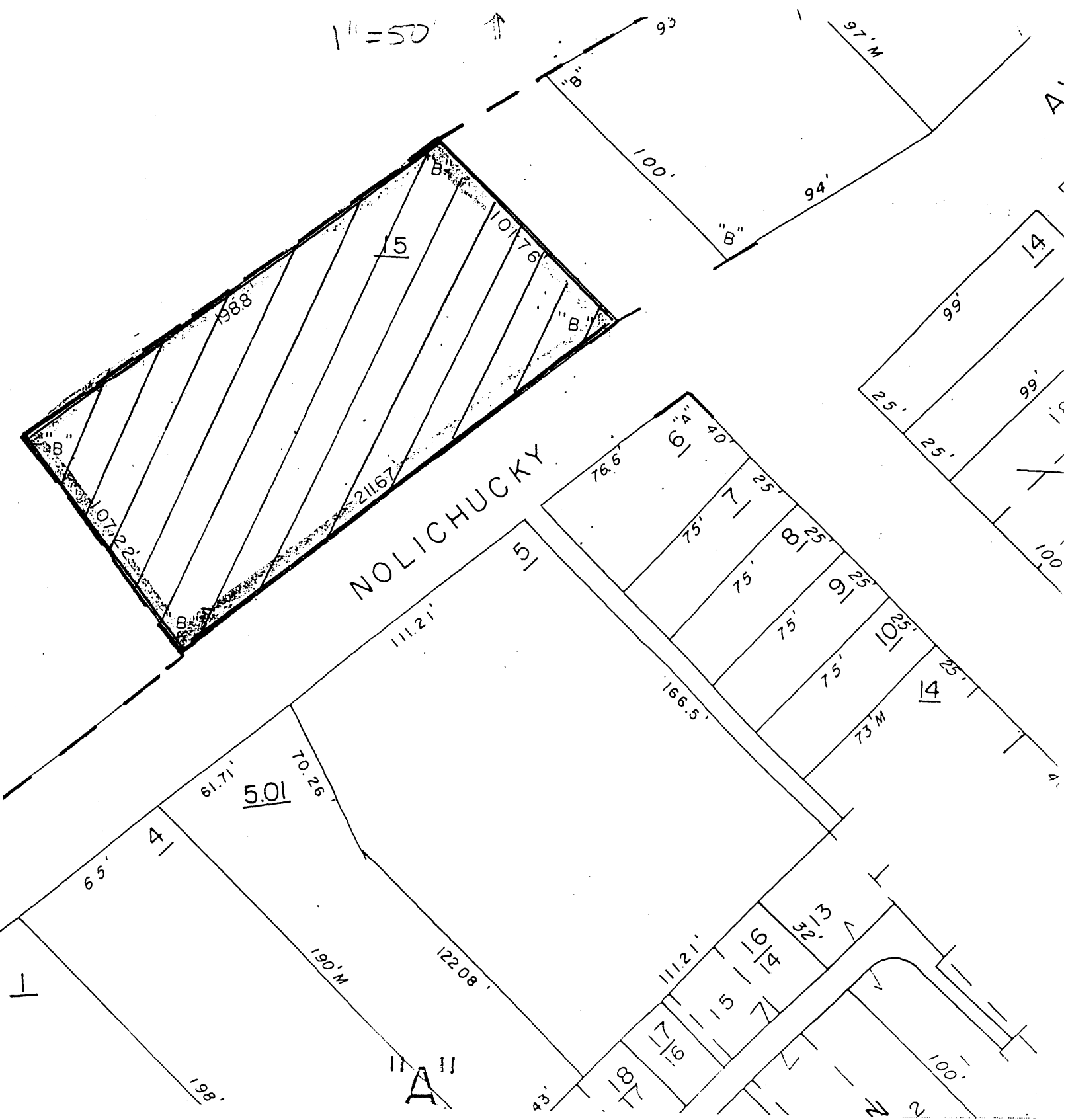
Boundary Justification

When CSX sold the depot this is the area that was contained in the deed.

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Clinchfield Depot
Unicoi County, TN



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Clinchfield Depot
Unicoi County, TN

Clinchfield Depot

Erwin, Unicoi County, Tennessee

Photos by: Nancy Jane Baker

Date: February 8, 1993

Negs: Tennessee Historical Commission
Nashville, Tennessee

Streetscape, east front facade, facing northeast.
1 of 21

Streetscape, east front facade, facing southwest.
2 of 21

East front facade, facing west.
3 of 21

Detail of east front facade, facing west.
4 of 21

South elevation, facing north.
5 of 21

Streetscape, west track side facade, facing southeast.
6 of 21

Detail of track side west facade, facing east.
7 of 21

Detail of track side west facade entrance, facing east.
8 of 21

North elevation, facing south.
9 of 21

Detail of door south elevation, facing north.
10 of 21

Detail of light and marquee east front facade, facing west.
11 of 21

Detail of interior track side windows of the station passenger
room, facing west.

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Unicoi County, TN

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Detail of brick wainscotting, facing north.

13 of 21

Detail of interior track side entrance door, facing west.

of 21

Detail of interior front facade window, facing east.

15 of 21

Detail of the ticket counter, facing south.

16 of 21

Detail of the ticket window, facing south.

17 of 21

Detail of the ceiling beams and light fixture.

18 of 21

Interior of the north wall of the passenger area, facing north.

19 of 21

Detail of the wainscotting in the passenger restrooms.

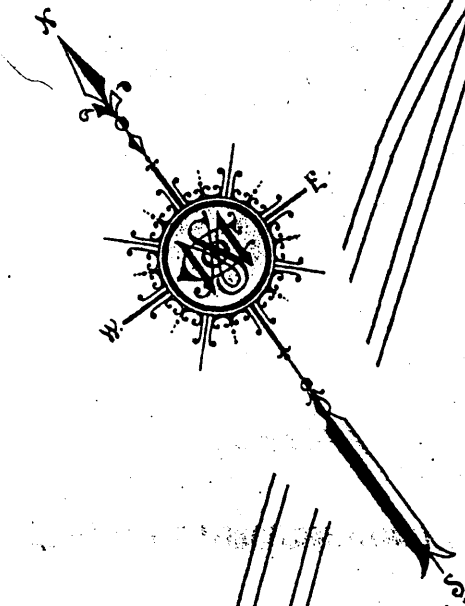
20 of 21

Overview of the passenger lobby with interested persons.

21 of 21

R. R. SIDING

R. R. YARRD BEYOND



(MAIN TRACKS)

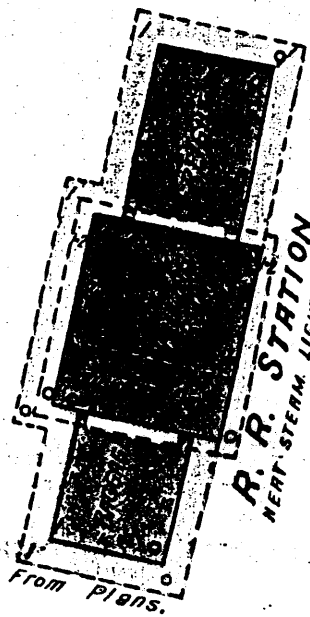
FENCE

WIRE FENCE

47

TENNIS COURT

IN OFFICES



R. R. STATION
VERT. STERN. LIGHTS; ELEC.

From Plans.

50'

1001

1002

1003

40'

4" W. PIPE

D.H.

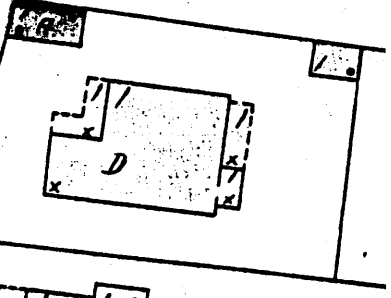
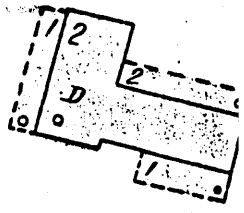
1004

CULVERT

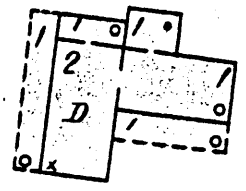
CREEK

15'

213



223



229

4" W. PIPE

C

