

**United States Department of the Interior
Heritage Conservation and Recreation Service**

For HCRS use only

**National Register of Historic Places
Inventory—Nomination Form**

received

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

*TO WASHINGTON
AP. 1979*

1. Name

historic The Old L&N Depot, Railroad Museum, Nashville, Illinois

and/or common L&N Depot Museum, Nashville, Illinois

2. Location

street & number 101 East Railroad Street, P. O. Box 9 N/A not for publication

city, town Nashville N/A vicinity of congressional district 22

state Illinois code 012 county Washington code 189

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"/> museum *
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<u>N/A</u>	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other: *planned

4. Owner of Property

name The Historical Society of Washington County, Illinois

street & number 300 South Kaskaskia, P. O. Box 9

city, town Nashville N/A vicinity of state Illinois 62263

5. Location of Legal Description

courthouse, registry of deeds, etc. Washington County Courthouse

street & number City Square

city, town Nashville state Illinois 62263

6. Representation in Existing Surveys

title Inventory of Historic Landmarks in Washington County has this property been determined eligible? yes no

date 1975 federal state county local

depository for survey records Illinois Department of Conservation, Historic Sites

city, town Springfield state Illinois

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date <u>N/A</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The depot is a one-story frame structure measuring 21 feet by 50 feet. The exterior is sided with weatherboard on the upper portion of the building and wainscoting of vertical flush boards on the lower one fourth. Vertical flush boards are also used for siding on the gable ends. Trim around windows, doors, at the top of the wainscoting, and at the bottom of the vertical siding in the cable ends consists of 1 inch by 4 inch boards. Doors are panel type with tongue and groove boards forming the panels. The windows are double hung with 9/9 light sash patterns (see attached photographs 1-8).

The interior is divided into four rooms, including a baggage room, general waiting room, agent's office with projecting bay, and ladies waiting room (see floor plan attached). Ticket windows open to both waiting rooms from the agent's office. Interior walls are finished with boards, and the ceilings are 12 feet 9 inches high. Two chimneys served two wood and coal burning stoves which occupied each waiting room.

The only alterations to the 1885 building are partitions for men's and women's toilets in the ladies waiting room, which were added when interior plumbing became available. Two windows were added in each restroom on the south facade, and an original window was boarded up on the west facade. The changes distract very little from the overall historical integrity of the building and easily could be changed, if necessary.

The Washington County Historical Society plans to restore the depot and establish a railroad museum in the building. This planned use is consistent with the intent of the National Register of Historic Places to encourage private groups and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection (36CFR Part 60.2).

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

Specific dates 1885 Builder/Architect unknown

Statement of Significance (in one paragraph)

Several historical factors contribute to make the Louisville and Nashville Depot locally and regionally significant. Its architectural significance lies in the building's vernacular simplicity, a form which symbolizes both a vanishing rural American landscape and the starkly functional orientation of a railroading era now past. There are few depots of this style remaining. It is the only restorable example in Washington County; and, according to Charles Stevens, a 38-year employee of the L&N, it is one of only five remaining in the Evansville, Indiana, division. According to the East St. Louis office of the L&N, the following depots remain in Illinois: Nashville (closed), Dahlgren (closed), Belleville (closed), Carmi (open, doing railroad business), Mt. Vernon (open, doing railroad business), Danville (closed), Rossville (privately owned railway museum), and Milford (owned by the City of Milford).

The L&N Railroad was founded in 1850 (Herr 1964) and still remains one of the major railroads serving the eastern and southern United States. Its significance in the commercial growth and development of the southeastern United States centered around the coal, steel, and lumber industries. In Washington County, Illinois, the line transported grain (wheat, corn, and soybeans), coal, milk and milk products, and lumber to major markets. Goods sent to and through Washington County included fertilizer, retail merchandise, automobiles, and automobile parts. Although the transportation of freight was and remains an important part of any railroad, the historical significance of the Nashville depot with regard to transportation is more easily demonstrated by the movement of passengers. After World War II, and throughout the 1920s and 1930s, passenger transportation continued to increase. At one time, the depot in Nashville serviced seven passenger trains daily; and, between passenger and freight lines, an average of one train every hour passed through the town, both day and night. Residents of Nashville recall the depot as a hub of activity. Edwin Schmitt remembers crowds on the platform every Sunday waiting for the "10:30," carrying the Sunday papers from St. Louis. Ruth Temme recalls the trains as an important part of local transportation for students from neighboring villages attending Nashville High School. Students would purchase a school ticket which, in 1910, cost \$2.00 a month or about 5¢ a ride from Beaucoup to Nashville. Adult fare was 10¢ a ride or 2¢ a mile. S. J. Povolish, who was employed as a pumper for the L&N at the Beaucoup depot, recalls the significance of the depots as departure points for hometown boys leaving for World War I, World War II, and even Korea.

The depot is significant as a physical reminder of an irretrievable part of our economic past in the areas of commerce, communications, and transportation, as well as a testimonial to the social history and human drama of rural midwestern America.

manhattan
12/8/84

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Period:

The specific period represented by this depot is the mid-1880's when the L & N Railroad built this rural depot, just like it built other rural depots in this time frame of 1880-1890 here in Southern Illinois.

Architecture:

"This style" of depot is the simple, not elaborate small depot with very little or none at all, extra "gingerbread" around the outside of the depot under the overhangs. It is also not like the more elegant and bigger depots that were quite larger in length and width and possibly a second floor added and/or a "dormer" built into the roof itself. These were the depots that the larger cities had, such as the depots at Centralia, Carbondale, Marion, & Mt. Vernon which were all larger cities which needed the larger facilities and also made them quite fancy and "showy".

This was the style that was consistent in the way the small town/rural depots on the Louisville & Nashville Railroad line here in Southern Illinois was built back in the 1880's. They were built only to be a functional depot in small rural towns and not to be the "ornate" showpieces that the larger cities had as their depots in some cases.

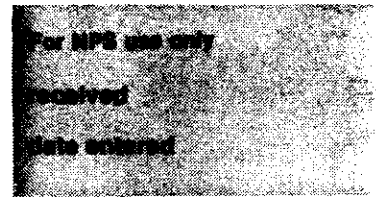
This depot has a little fancy molding around the door and window jambs, both in the inside and on the outside. But, it does not have the "scallops" on the fascia boards on any side of the depot. The depots that were on the L&N line here in Washington County, like the Nashville one, which are all gone now were at Venedy Station, Okawville, Addieville, Beaucoup, and Ashley. So the only example left of this railroad's style and design of the small town/rural depot here in Washington County is the simple, yet in its own way pretty, depot at Nashville.

History:

The impact of the L&N Railroad on the commercial life of Washington County and Nashville alike, is that the fertilizer that was needed for the farms and crops was brought in by rail, the lumber & materials needed to build houses for the residents, the retail merchandise and in later years also automobiles that were made or manufactured elsewhere in the USA, had to come in to the county and also to Nashville by rail. The people could not go 50 miles in about 3 hours time (one way) to get items needed for farming and for shelter. The milk from the farms were brought into town (Nashville) as well as the livestock raised & shipped out to the large cities and the creamerys and slaughter houses. The groceries sold in town (not produced locally) and the manufactured hardware items and also drugs for the drug stores and doctors had

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to come to Nashville by rail. The grain that was grown here had to be shipped out from the local elevators and mills by train. Around the turn of the century and the first quarter of the 20th Century, Nashville had 2 flour mills which made soft wheat flour and exported it by rail on a large scale to the Southern states and even Central America.

Also a nearby elevator (Gaebe Elevator Addieville) in the first half of this century, made a popular brand of flour, which was widely sold up and down the L&N. The coal that was produced in the county, and as such as at Venedy and sent out though Venedy Station, and at the coal mines at Nashville, were sent out by rail. One of Nashville's, the Nicholson Coal Company, later becoming the Clarkson mine, was along the L&N tracks east of the depot. It once served as a coaling station for the railroad (the L & N itself) before the diesels. So the L&N railroad, since it started in Washington County around 1880, has brought in much needed supplies and also taken out crops (wheat, corn, soybeans, oats) from the area. Even the L&N depot itself at Nashville had the lumber for the soffit, which was made out of blue poplar wood brought in by rail when it was built, as it was not a wood grown here in the county. Even to this day the Washington County Farm Service elevator, just east of the depot and where the spur leading off the main track leads into, has fertilizer sent in by rail cars and sends out grain grown in the area.

When Washington County was first settled in the early 1800's (1800-1850), the only way the inhabitants could go from one place to another was by walking or by horseback. Then came the form of transportation by horse & wagon or horse & buggy. These all involved covering any distance in a long period of time, sometimes even a full day or even days, such as for long trips (50-60 miles). Then came the railroads into the county. This greatly changed and improved the mode of transportation by making available, to the people of Nashville and the county, a way and means of traveling any distance in a greatly reduced amount of time. Young and old alike used the train to go to school and to travel to other communities in shorter time. Also the quality was improved by traveling in a closed passenger car instead of traveling in an open buggy or wagon or on horseback, especially in rain or in winter.

Communication with neighboring communities and more distant cities was greatly improved with the advent of the railroad and the telegraph. All correspondence done in the county, up to probably around 1925 or when the telephone came here, was by word of mouth or was done by letters which were brought into Nashville on the train and also sent out from here by train. The news from outside the county and throughout the U.S. and the world was brought into Nashville by the telegraph key, operated around-the-clock at the DEPOT. This is how the local newspapers were able to find out and then print for county residents to read, the news of statewide, national, and international importance. Later also, other newspapers, St. Louis Post-Dispatch and

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Globe-Democrat, for example, were brought in by train and sold locally for the news and other items which they contained. So without the railroad, and consequently the telegraph also, the mail would not have been brought into and sent out of Nashville; local inhabitants would not have any knowledge of the news or happenings outside of probably this county; the newsprint for newspapers (locally printed) would not have been available; and the residents would have had very little chance, to receive some items and merchandise which they needed, and to travel outside this area. The local people and the county would have been very much isolated from the rest of the state, county and the world. As you can see, the railroads became the primary mover of people and of goods both into and out of Nashville and the county. Into the 1890's and later, this was the Golden Age of railroading.

No, it did not affect or determine settlement very much in Washington County as most of the communities had been already founded and established, some 20 to 30 years earlier, and others like Nashville were started some 40+ years before (like around early 1830's).

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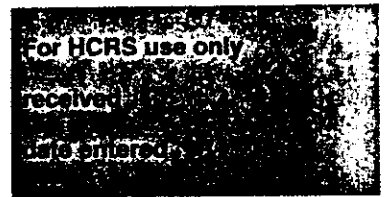
Alexander, Edwin P. Down at the Depot. New York: Clarkson N. Potter, Inc., 1970

Brinkman, Grover. This is Washington County 1818-1968. Sesquicentennial Committee of the Historical Society of Washington County, Illinois, 1968

History of Washington County, Illinois 1879. Philadelphia: Brink, McDonough & Co., 1879.

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Herr, Kincaid A.
1964 The Louisville & Nashville Railroad, 1850-1963. Public
Relations Department, L&N, Louisville.

Statements, January 10, 1984:

Mr. S. J. Povolish, Nashville, Illinois, former employee of L&N Railroad.
Mrs. Ruth Temme, Nashville, Illinois.
Mr. Edwin H. Schmitt, Nashville, Illinois.

Letters:

December 8, 1982. Charles Castner (L&N) to Billy Temme, Washington County
Historical Society
November 20, 1982. Louis Penningroth, Railroad Historian, to Washington
County Historical Society

Interview:

July 12, 1983. Charles Stephens (last agent, L&N Depot), Washington
County Historical Society

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The sketch map is drawn with the boundaries supposedly passing through a building. This is not correct. The map that was furnished by the depot project was an authentic aerial map used by the county assessor's and the county treasurers' offices, only photo-copied. The red boundary lines drawn by me around the depot to show the leased area do not pass through any building or through the depot itself either. The boundary does, however, pass through only the shadow of the depot on the north side of the depot, between itself and the tracks. Also it possibly could pass through one or two freight cars waiting on the siding off to the south of the main track and to the east of the depot. The boundaries cannot thus be changed as they do not pass through any building or structure whatsoever.

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acreage of nominated property 1/5 acre

Quadrangle name Nashville, Illinois

Quadrangle scale 1:24000

UMT References

A	<u>16</u>	<u>291900</u>	<u>4246950</u>	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification (see attached map)

The depot is 100 feet east of the Kaskaskia-Railroad Street intersection between Railroad Street and the existing L&N railroad tracts

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

state	N/A	code	county	code
state		code	county	code

11. Form Prepared By

name/title Communications Division

organization American Resources Group, Ltd. date January 18, 1984

street & number 127 North Washington Street telephone (618) 529-2741

city or town Carbondale state Illinois 62901

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.

State Historic Preservation Officer signature David Perry

title Director date 3/23/84

For HCERS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: _____ date _____

Chief of Registration

WISCONSIN, Price County, Phillips, Bloom's Tavern, Store and House, 396 S. Avon Ave. (03/07/85)
WISCONSIN, Rock County, Clinton, Clinton Water Tower (Water Works Structures of Rock County - 19th Century TR), High St. (03/07/85)
WISCONSIN, Rock County, Janesville, Janesville Pumping Station (Water Works Structures of Rock County - 19th Century TR), 500 Blk. River St. (03/07/85)

The following properties were also entered in the National Register but were excluded from a previous notice:

GUAM, Agana, Agana Historic District (Agana Houses TR), Roughly bounded by 2nd S., 3rd S., and 9th W., Santa Cruz and Legaspi Sts. (02/08/85)

ILLINOIS, Washington County, Nashville, Louisville and Nashville Depot, 101 E. Railroad St. (03/01/85)

MASSACHUSETTS, Bristol County, Taunton, Taunton Green Historic District (Taunton MRA), Broadway, Taunton Green, Main and Court Sts. (03/01/85)

MASSACHUSETTS, Middlesex County, Reading, Ace Art Company (Reading MRA), 24 Gould St. (02/01/85)

MASSACHUSETTS, Middlesex County, Reading, Common Historic District (Reading MRA), Roughly bounded by Main, Highland, and Federal Sts. (02/01/85)

MASSACHUSETTS, Middlesex County, Reading, Harnden-Browne House (Reading MRA), 60-62 Salem St. (02/01/85)

MASSACHUSETTS, Middlesex County, Reading, Haverhill Street Milestone (Reading MRA), Haverhill St. (02/01/85)

MASSACHUSETTS, Middlesex County, Reading, Reading Standpipe (Reading MRA), Auburn and Beacon Sts. (02/01/85)

MASSACHUSETTS, Middlesex County, Reading, Smith Shoe Shop (Reading MRA), 273 Haverhill St. (02/01/85)

MASSACHUSETTS, Middlesex County, Reading, Woburn Street Historic District (Reading MRA), Woburn St. from Temple St. to Summer Ave. (02/01/85)

MISSOURI, Barry County, Cassville vicinity, Camp Smokey/Company 1713 Historic District (ECW Architecture in Missouri State Parks 1933-1942 TR), Off Park Rd. (02/26/85)

MISSOURI, Barry County, Cassville vicinity, Roaring River State Park Dam/Spillway (ECW Architecture in Missouri State Parks 1933-1942 TR), Off Park Rd. (02/28/85)

MISSOURI, Barry County, Cassville vicinity, Roaring River State Park Deer Leap Trail (ECW Architecture in Missouri State Parks 1933-1942 TR), Off Park Rd. (02/26/85)

MISSOURI, Barry County, Cassville vicinity, Roaring River State Park Honeymoon Cabin (ECW Architecture in Missouri State Parks 1933-1942 TR), Off Park Rd. (02/26/85)

MISSOURI, Barry County, Cassville vicinity, Roaring River State Park Shelter Kitchen No. 2 and Rest Room (ECW Architecture in Missouri State Parks 1933-1942 TR), Off Park Rd. (02/26/85)

MISSOURI, Buchanan County, Rushville vicinity, Sugar Lake State Park Open Shelter (ECW Architecture in Missouri State Parks 1933-1942 TR), Off MO 138 (02/28/85)

MISSOURI, Camden County, Camdenton vicinity, Lake of the Ozarks Recreational Demonstration Area Barn/Garage in Kaiser Area (ECW Architecture in Missouri State Parks 1933-1942 TR), NE of Camdenton in State Park (02/28/85)

MISSOURI, Camden County, Camdenton vicinity, Lake of the Ozarks Recreational Demonstration Area Rising Sun Shelter (ECW Architecture in Missouri State Parks 1933-1942 TR), NE of Camdenton in State Park (02/26/85)