

Union Depot

West Ninth Street, between Chestnut and Broad Sts.

Chattanooga

Hamilton County

Tennessee

HABS No. TN-233

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WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey  
National Park Service  
Department of the Interior  
Washington, D.C.

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ARCHITECTURAL DATA FORM

STATE TENNESSEE		COUNTY HAMILTON	TOWN OR VICINITY CHATTANOOGA
HISTORIC NAME OF STRUCTURE (INCLUDE SOURCE FOR NAME) UNION DEPOT			HABS NO. TN-233
SECONDARY OR COMMON NAMES OF STRUCTURE			
COMPLETE ADDRESS (DESCRIBE LOCATION FOR RURAL SITES) W. Ninth St., between Chestnut and Broad Sts.			
DATE OF CONSTRUCTION (INCLUDE SOURCE) 1858: Original portion 1881: Adjacent addition (head or main station)		ARCHITECT(S) (INCLUDE SOURCE) Col. W.C. Smith of Nashville, architect of 1881 head station.	
SIGNIFICANCE (ARCHITECTURAL AND HISTORICAL, INCLUDE ORIGINAL USE OF STRUCTURE) The original depot was used by Maj. Charles Anderson in 1861 as a hospital for Confederate troops. Later, Union troops used the depot for a hospital. The "General", the famous train of Andrew's Raid, was based here. The depot is the only building in Chattanooga built prior to the War between the States, and the only surviving building (see page 2)			
STYLE (IF APPROPRIATE)			
MATERIAL OF CONSTRUCTION (INCLUDE STRUCTURAL SYSTEMS) Original depot: hand made bricks and some stone. Head station: red bricks			
SHAPE AND DIMENSIONS OF STRUCTURE (SKETCHED FLOOR PLANS ON SEPARATE PAGES ARE ACCEPTABLE) Both structures are two stories high. First floor: separate gentleman's smoking room; ladies waiting room; ticket office; baggage office; and rest rooms. (con't. on page 2)			
EXTERIOR FEATURES OF NOTE The original depot is identified by its arched roof; the head station has a mansard roof with pyramidal-roofed towers on its main facade. Pointed-head dormers on towers.			
INTERIOR FEATURES OF NOTE (DESCRIBE FLOOR PLANS, IF NOT SKETCHED) Head station: original floors were plain wood planks with brick foundations; the corridor had a mosaic floor; in 1900 the floors were changed to Georgian marble. Interior trim made of walnut, ash and white pine. Wood ceilings. Paneled wainscot in ladies waiting room with carved wood pilasters supporting a cornice. Carved woodwork (con't. on page 2)			
MAJOR ALTERATIONS AND ADDITIONS WITH DATES 1900: interior changes. Edgefield and Nashville Manufacturing Co. did the carved woodwork for the ladies waiting room. 1911: fire burned shed which was later replaced. 1927: two-thirds of "shed" torn down and butterfly shed erected. 1928-29: interior remodeled.			
PRESENT CONDITION AND USE			
OTHER INFORMATION AS APPROPRIATE Eugene LeHardy, construction engineer, and John Lothar, master builder, were responsible for the construction of the original depot, and railroad company workers were used to built the depot. (additional information on page 2)			
SOURCES OF INFORMATION (INCLUDING LISTING ON NATIONAL REGISTER, STATE REGISTERS, ETC.)			
COMPILER, AFFILIATION Margaret Summerville, April 1971. Edited by Susan McCown, HABS Historian, Winter 1985.			DATE

SIGNIFICANCE:

that may have been built with bricks made by slaves.

SHAPE AND DIMENSIONS:

Second floor: offices for the various railroads (L and N Railroad, Western and Atlantic Railway and Southern Railway). (Dimensions for both structures not available).

INTERIOR FEATURES OF NOTE:

in ladies waiting room made in 1900. Walnut doors. (Information for the original depot not available).

OTHER INFORMATION AS APPROPRIATE:

Ownership history: The original owner of the 1858 depot was Western and Atlantic or Georgia Railway, and the present owner is State of Georgia. The head station is owned by the L and N Railroad (west half to Chestnut Street) and Western and Atlantic Railway owns the other half. The L and N Railroad has leased the rights for the line until 1994.

