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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any 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.

1. Name of Property

Historic name: Greenback Depot

Other names/site number: Louisville and Nashville (L&N) Depot

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

2. Location

Street & Number: 6736 Morganton Rd

City or town: Greenback State: TN County: Loudon

Not For Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

☐ national ☐ statewide ☒ local

Applicable National Register Criteria: ☒ A ☐ B ☐ C ☐ D

Clarke [illegible] 10/21/13

Signature of certifying official/Title: **Date**

Deputy State Historic Preservation Officer, Tennessee Historical Commission

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of Commenting Official: **Date**

Title: **State or Federal agency/bureau or Tribal Government**

Greenback Depot
Name of Property

Loudon County, Tennessee
County and State

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

for Edson N. Beall 12.18.13
Signature of the Keeper Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Private	X
Public – Local	
Public – State	
Public – Federal	

Category of Property
(Check only **one** box.)

Building(s)	X
District	
Site	
Structure	
Object	

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

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions (Enter categories from instructions)	Current Functions (Enter categories from instructions)
TRANSPORTATION/Rail-related	VACANT

7. Description

Architectural Classification
(Enter categories from instructions.)
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Craftsman

Materials: (enter categories from instructions.)
Principal exterior materials of the property: WOOD: Weatherboard; METAL: Steel

Narrative Description

The Greenback Depot is located at 6736 Morganton Road, between the intersections of Walnut and Oak streets, at the northwestern edge of what remains of the town's historic commercial district. While the track is no longer extant, the railroad grade, which runs north to south through downtown, is discernible as it transects at a 45° angle the downtown street grid. Per the 2010 US Census, the town has a population of just over 1,000 people. Greenback is located in the northeastern corner of Loudon County, separated from the rest of the county by Tellico Lake, which follows the course of the Little Tennessee River and Tellico River (which TVA impounded in 1979). The nominated property includes the parcel that contains the depot and the adjoining parcel containing the former railroad grade, which is still discernible as a linear resource on the landscape.

Greenback Depot (contributing building, 1914)

The current footprint of the building measures 30' x 82', running generally south to north. There is a gravel parking lot on the east, which is where customers would have claimed freight and baggage from the depot *(Photo 0001)*. The former railroad grade is on the west and is currently covered in grass, as is the rest of the property. The building is situated at an angle to Morganton Road that curves in front (to the south) of it. The

combination depot (meant to house both freight and passengers in addition to the station agent office) is a single-story, frame building, clad in weatherboard and vertical bead board. The mixed roof form features a hipped roof on the south half of the building with a south-facing gabled dormer on the southwest projecting bay, a west-facing gabled dormer on the western projecting bay, and a gabled wing (containing the baggage and freight areas) on the north half of the building *(Photo 0002).* There is a metal standing-seam roof. The eastern roofline of the gable wing is pierced in two places by a metal-pipe roof exhaust *(Photo 0001).* There is a poured concrete slab foundation on the southwest end of the building (passenger/station agent area) and a brick pier foundation on the northeast end (freight area).

The exterior wall cladding is a combination of vertical bead board and horizontal weatherboard. Encircling the building below the eaves is a wood cornice with a vertical bead board panel frieze located below the cornice and outlined with a white wood frame. Above the foundation is a vertical bead board panel water table, which is also outlined with a simple wood frame. The areas between the cornice and water table contain the windows and feature narrow, horizontal weatherboard, painted beige. Other than the clerestory window on the north end of the building, the window openings contain four-over-four double-hung wood sash windows, painted red, within a simple, white-painted wood frame. Those windows are arranged in pairs, which are divided by a white-painted chamfered wood post. The overhanging roof is supported by triangular scroll-sawn wood braces, painted white *(Photo 0005).* All exterior doors are original and wood. The 2012 north addition has yellow-painted wide weatherboard (differentiated from the narrow clapboard on the historic building) and is skirted with green-painted plywood panels.

East Elevation

The south half of the east elevation (the passenger and station agent areas) projects farther east than the rest of the building. It is pierced by two windows to the south and a single window to the north. The north half of the building (the baggage and freight area) features original six-panel wood double doors that are topped by a six-light transom, all set within a simple wood frame. The remaining section of the east elevation of the baggage and freight area is pierced by two large doorways that are accessed by a wood platform with stairs on the south. The rolling track doors are wood and hang from an interior rail. The track doors have an upper and lower panel, each containing vertical bead board. A breezeway separates the north addition from the rest of the historic building. There is no decoration or fenestration on the east side of the addition *(Photo 0001 & 0004).*

South Elevation

The south elevation is broken into two bays. The projecting bay on the east side of the south elevation contains a pair of window openings, and the bay is surmounted by a gable roof dormer containing louvered compass-head vents. The west bay is pierced by a pair of window openings *(Photo 0001 & 0002).*

West Elevation

The south end of the building (passenger and station agent area) is divided into three bays. The west elevation is oriented to face the railroad track, which ran parallel to the length of the building. The bay that projects to the south is pierced by an entry with a wood door that is surmounted by a three-light wood transom set within a simple wood surround. The center bay of the passenger area is pierced by another entry with a wood door that is topped by a three-light wood transom on the south and a pair of wood windows to the north of the entry. The west projecting bay has a window opening on the north and the ghost markings of where a door was located on the south, which is now covered with wood weatherboard *(Photo*

0002). The north half of the building (baggage and freight area) features a wood panel where the double baggage doors were once located and two large door openings located along the length of the freight area. These doorways are accessed by a wood platform that has wood stairs on the south and north. The rolling doors are suspended from an interior rail. Other than the breezeway between the historic building and the addition, there is no ornamentation or fenestration on the west elevation of the north-projecting addition *(Photo 0003).*

North Elevation

The north elevation of the 2012 addition is pierced by a square clerestory fixed window within the gable. The addition's roofline is lower than the historic building, so the horizontal weatherboard in the south-facing gable end of the historic building is visible and a four-light fixed window is set within a square wood surround beneath the roofline of the addition in the open walkway *(Photo 0003 & 0004).*

Interior

The interior is visually divided into the passenger and freight areas. The ceiling is open throughout to expose the roof rafters. Two rows of not original but period appropriate pendant lights run the length of the building. There is wood plank flooring throughout. The passenger and station agent area of the building rests at grade.

The room that once housed the Colored Waiting Room is located in the southeast corner *(Photo 0008).* It has a fiberboard ceiling that is not original and rests at the height of the windows *(Photo 0011).* From within the room, it is accessed by an interior six-panel wood door with transom on the north side of the west wall and an exterior six-panel wood door on the south side of the west wall. There is a three-vertical-light wood window on the east side of the north wall with a projecting wood counter under the window on both sides of the wall *(Photo 0010)* The wainscoting on the walls features vertical bead board surmounted by a chair rail below the windows and horizontal bead board at the level of the windows *(Photo 0011).*

The rest of the interior is open space, with an exterior six-panel wood door with transom located at the south end of the east wall *(Photo 0008 & 0009).* The wainscoting on the walls mimics the paneling on the exterior. Below and above the windows is vertical bead board, with horizontal bead board at the level of the windows, all within a wood frame. The framing for the lower panel is a wide wood baseboard at the bottom and a chair rail at the top. The original ceiling height was 13' and the wood crown molding remains at this level and serves as the top of the vertical bead board panel above the windows. Above this are framed panels of horizontal bead board, which may not be original, as this would have been located above the original ceiling.

The baggage area is located to the north of the passenger and station agent space. It has a wall on the west similar to that found in the freight area except that is has four wood panels where the double doors were once located *(Photo 0008).* The entranceway on the east side of the baggage area has vertical wood paneling on either side of the doorway *(Photo 0009).*

The freight area on the north half of the building is raised above grade so as to be at the same level as a train car. It is accessed by two large doorways on both the east and west with an interior wood stair leading down to the baggage area to the south. The freight area has wood plank floors, the walls are divided into vertical bead board wainscoting on the bottom half and original plaster above, and the ceiling is open to expose the wood roof rafters *(Photo 0007).* Below the window on the north wall, unfinished and unpainted wood boards

have been applied to the wall surface. There are vertical boards that rise to the same level as the wainscoting on the east and west walls, and then horizontal boards between the window and the vertical boards. In the northeast corner is a projecting wood shelf, painted red, located immediately north and above the door on the east wall.

The 2012 north addition contains three rooms: a bathroom on both the east and west sides, and a changing room in the center. The changing room has a clerestory window on both the south and north sides that provide light to the clerestory four-light wood window in the gable-end of the north elevation of the historic building *(Photo 0006 & 0009).*

Alterations

The original core of the building measures 30' x 67' and was comprised of the 20' x 60' freight room, the 12'x 20' baggage room, the 14' x 30' station agent office, and the space that originally contained two waiting rooms: the 13' x 16' General Waiting Room and the 11' x 21' Colored Waiting Room *(see M0001).* In the late 1960s, the floor plan was modified in order to 1) remove the interior wall dividing the Baggage Room and the Station Agent Office, 2) remove the wall between the Station Agent Office and the General Waiting Room; and 3) move the wall of the Colored Waiting Room to reduce the footprint to 11' x 11' *(see Floor Plan).* In 2012, a 20' x 15' addition was constructed on the north elevation (rear). This addition is connected to the original building via a breezeway which serves to hyphenate and differentiate the addition. This addition has a lower roof line than the original building. Also, the sole distinctive architectural feature on the original north elevation, the small gable-end window, is exposed within the breezeway.

The slate roof was replaced in the 1980s with a standing seam metal roof which, in turn, was replaced with materials-in-kind in 2012 and painted gray to match the original color palette of the former slate roof. The exterior wall materials and windows are all original. The door to the station agent's office on the west elevation and the door to the baggage room on the south elevation were both enclosed in the 1980s. The freight and baggage rooms never had a ceiling, but the 13' ceiling in the rest of the building was removed in 1984 when Supra Boat Company installed a second story within that space to serve as offices. That false second story was removed in 2012 and the ceiling remains exposed throughout the building.

Integrity

The property has retained a high level of integrity of **setting** and **location** due to its siting across from the remnants of the downtown commercial district and the inclusion of the former railroad grade within the nomination boundary. Due to the functional nature of depots, part of their design is that the "minimal changes in elevation between the surrounding grade and the interior floor permitted passengers to pass smoothly from the sidewalk through the building and on to the railroad platform."[1] The building has maintained this essential design feature along with the raised platform for freight in order to transition it from a road-based vehicle, through the depot, and then onto a railroad car, providing a high level of integrity of **design.** Although the layout of the passenger side of the depot has changed through the removal of the walls that once separated the various rooms, this was a common change for depots in the historic period once

[1] Antonio Aguilar, Technical Preservation Services, National Park Service, "Incompatible Alterations to the Setting and Environment of a Historic Property," *Interpreting the Secretary of the Interior's Standards for Rehabilitation,* ITS Number 41 (October 2006): 2.

passenger service was discontinued.[2] While this rearrangement does impact the historic associations with the Jim-Crow Era of segregation in southern transportation; that story is still represented by the two separate passenger entrances to the building thus allowing for a moderate level of integrity of **association** for that context, but a higher level of integrity of **association** in terms of its more general railroad history and function. Although the roof materials have changed and some of the interior walls were removed, all of the other building materials remain, allowing the building to demonstrate the Craftsman style architectural details that were popular on railroad buildings in the 1910s. This provides for a moderate level of integrity of **materials** and **workmanship**. These combined elements allow for a high level of integrity of **feeling** as the depot and its associated setting continue to demonstrate its historic function within the town of Greenback.

[2] Paul Archambault, *Cleveland Southern Railway Depot, Cleveland, TN,* National Register of Historic Places registration form, 26 September 2007, listed 27 March 2008, NRIS 08000235 (Nashville, TN: Tennessee Historical Commission), 3-5.

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.)

[X] 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 N/A
(Mark "x" in all the boxes that apply.)

Property is:

[ ] 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 old or achieving significance within the past 50 years.

Areas of Significance
(Enter categories from instructions.)

TRANSPORTATION

Period of Significance

1914-1954

Significant Dates

1914

Significant Person
(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Louisville & Nashville Railroad

Statement of Significance Summary Paragraph

The Greenback Depot is eligible for the National Register of Historic Places under Criterion A in the area of Transportation from 1914, the year the depot was completed, to 1954, when operations ceased, at the local level of significance. A railroad-created town, Greenback's small downtown prominently features the depot which was an essential component of the commercial core. Although a railroad stop had operated from this location since the 1890s, this depot building served as the location for passenger and freight service for just over forty years. Located adjacent to the historic commercial district, the depot was an essential part of the fabric of downtown Greenback.

Narrative Statement of Significance

As the current town of Greenback formed specifically to be located along the route of the railroad, the railroad stop at the depot is the significant location for telling the transportation history of the community. The original location of the town of Greenback was several miles to the east of the present location. Lorenzo Thompson opened a store, known as Thompson's Stand, on his property in 1876. As the area developed and the business grew, he began to operate an unofficial post office out of the store. [3] By the early 1880s, this service had grown to the point where Thompson decided to petition for an official post office. After the US Postal Service rejected several names as being repetitive of other local place names, Thompson's employee, Andrew Jackson Wilson, enlisted the assistance of the postmaster, Nathaniel Greer, in nearby Morganton. The two of them decided to submit the name "Greenback" in honor of Jonathan Tipton, a local man, who had run for the Tennessee General Assembly as the Greenback Labor Party candidate. The Post Office accepted this application and opened the new office within Thompson's Stand in 1883 with Lorenzo Thompson as the first postmaster.[4]

When Thompson learned that a new railroad line through the area would bypass his business by a mile, he decided to relocate his operations to where the railroad would intersect with Morganton Road. Rather than opening a new business of his own, he relocated the post office into the Swanay Brothers Store and made Albert M. Swanay the assistant postmaster. Several other businesses in the vicinity followed suit and relocated, forming a new commercial core adjacent to the railroad. The former post office location became "Old Greenback" on maps and the new location became "Greenback."[5]

When the railroad started service to Greenback in 1890, it had no depot and the location was simply a stop. When the Knoxville Southern Railroad opened a depot in 1891, it bore the name "Allegheny" on the building. A nearby resort bore that name and entrepreneurs had quickly bought up the land surrounding the developing commercial core and formed the Allegheny Town Company to sell the remaining lots. The Knoxville Southern Railroad purchased the property for its right-of-way through the area from J.B. Hall (an early promoter of the town and stockholder and officer of the Allegheny Town Company) in 1887.[6] While

[3] Loudon County Heritage Committee and County Heritage, Inc., *Loudon County, Tennessee, and Its People, 1870-1999* (Waynesville, NC: County Heritage, Inc., 1999), 9.
[4] Edwin Jones Best, Sr., *A Place Called Greenback: An East Tennessee Town at the Turn of the Century, 1870-1917* (Maryville, TN: Byron's Graphic Arts, 1993), 57-58.
[5] Best, 65.
[6] J.B. Hall to Knoxville Southern Railroad, Warranty Deed Book 17, p. 559, 4 November 1887, Register of Deeds Office, Loudon County, Loudon, TN.

they made the transaction in 1887, the railroad had the transaction witnessed and notarized in June of 1889, which is when news of the railroad's route spread through the area. They did not actually register the deed with the County until June 1910.

Despite the town company's name, Thompson kept the post office name as Greenback, and in the spring of 1897, the railroad changed the name on the station to Greenback.[7] The town continued to grow during this time and by 1898, Greenback had "three stores, one white and one black baseball team, a barbershop, one room school, blacksmith, corn mill, livery stable, and the Alleghany Hotel."[8] The hotel (a different operation than the resort several miles away) served railroad passengers and remained in operation until 1947. While the hotel continued to bear the name that had originally been intended for the town, the Allegheny Town Company's intentions were ultimately thwarted by the power of the post office and railroad depot monikers.

By 1890, there were many small railroads across the country. At that point, larger companies began to purchase smaller operations, starting a wave of consolidation.[9] The line that passed through Greenback underwent ownership by several companies as a result. The Knoxville Southern had incorporated in 1887 and completed a line from Knoxville to Marietta, GA in 1890. They consolidated into the Marietta and North Georgia Railroad in the later part of 1890. The Atlanta, Knoxville, and Northern Railroad Construction Company bought out the line in 1895. Finally, the Louisville & Nashville (L&N) Railroad purchased the line in 1902.[10]

The town continued to grow and the L&N decided to expand their service to the area and began construction of a larger combination depot in 1913 (completed in 1914), which would provide passenger, baggage, and freight service all within one building. On 9 January 1914, the *Maryville Times* reported in its Greenback section of the paper: "Our town seems to be on a boom just now, as indicated by the new buildings, viz. a large passenger and freight depot, three dwellings and others to follow soon."[11] Later that year, the town saw the completion of a new, stand alone post office building downtown.[12]

During 1914, there were six passenger trains that ran through town: three going north and three going south. Students from Vonore, McGhee, Meadow, and Kizen commuted to school in town via train.[13] The freight operations served a number of industrial and agricultural endeavors in the region. In a 1926 promotional piece, L&N described their Knoxville Line freight business like so:

[7] Edwin Jones Best, Sr., Collection, notes, Folder 160, Box 9, McClung Historical Collection, Knoxville Public Library, Knoxville, TN.
[8] Loudon County Heritage Committee, 9.
[9] Kincaid A. Herr, *Louisville & Nashville Railroad: 1850-1963* (Louisville, KY: Public Relation Department, L&N, 1943, Revised Edition 1964), 127.
[10] Edwin Jones Best, Sr., Collection, notes, Folder 160, Box 9, McClung Historical Collection, Knoxville Public Library, Knoxville, TN.
[11] "Greenback," *Maryville Times*, 9 January 1914.
[12] "Greenback," *Maryville Times*, 10 July 1914.
[13] Edwin Jones Best, Sr., Collection, notes, Folder 160, Box 9, McClung Historical Collection, Knoxville Public Library, Knoxville, TN.

> Knoxville is the center of a highly-productive Coal and Iron Mining region. Zinc also is mined there. More than thirty quarries produce Marble. Car and Car-Wheel Works, Cotton and Woolen Mills, Iron and Lumber Works are large industries. The local supply and shipping trade keep these and other industries running at full capacity.[14]

Between 1889 and 1929, businesses constructed thirty-four commercial buildings in downtown Greenback. By 1984, only nine of those buildings remained with the depot being the oldest. Eighteen had burned during the six major fires that struck the commercial district and seven were torn down.[15] One of those fires nearly destroyed the depot. On the night of 6 October 1923, the exterior of the depot was damaged when a block of buildings adjacent to the depot caught fire. Several windows burst from the heat and the paint burned off portions of the building. A telephone operator called in volunteer fire fighters and two hundred people responded. They formed bucket lines to both put out the fire in the commercial block and to extinguish flames that periodically spread to the depot building.[16] That fire damage is still apparent in the roof rafters of the building.

Although the depot served many essential transportation functions, it was host to any number of other enterprises due to the multi-tasking nature of its longtime station agent: William H. Jones. During his tenure as the station agent from 1910 (housed in the previous depot) until his death in the station in 1954, he served as the deputy county court clerk and squire, sold vehicles, sold hunting and fishing licenses, and also sold marriage licenses. He officiated for over 3,500 marriages with many of the ceremonies taking place within the depot.[17]

Upon the death of Jones, L&N ceased using the depot. At that time, Greenback no longer had passenger service and only hosted freight business. The rise in automobile ownership had led to a marked decrease in passenger trains during the mid-twentieth century. By 1950, L&N had discontinued seventy-four passenger trains and eliminated passenger service on thirty-four mixed (passenger and freight) trains.[18] In 1951, Greenback only had two freight trains a week stopping at the depot.[19] The Greenback Cooperative (COOP) leased the depot space in 1956 and used the building to store fertilizer. They modified the interior in the late 1960s to allow for more storage space by removing most of the interior walls and leaving only one small office space, which was the former "Colored Waiting Room."

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[14] Louisville & Nashville Railroad, *The L&N Served South: A Place to Visit, A Place to Live, and to Prosper* (Louisville, KY: Louisville & Nashville Railroad Company, 1926), 9. Capitalization of the names of types of industry is original to the publication.
[15] Edwin Jones Best, Sr., Collection, correspondence from Edwin Best to "Uncle Tom," 14 March 1984, Folder 5, Box 99, McClung Historical Collection, Knoxville Public Library, Knoxville, TN.
[16] "Flames Destroy Business Block," *Knoxville Sentinel*, 7 October 1923.
[17] "The Community You Live In…Greenback," September 1951, clipping in Greenback subject file, McClung Historical Collection, Knoxville Public Library, Knoxville, TN.
[18] Herr, 294.
[19] "The Community You Live In…Greenback," September 1951, clipping in Greenback subject file, McClung Historical Collection, Knoxville Public Library, Knoxville, TN.

The L&N ceased all passenger service along the Knoxville Line in 1968 and continued limited freight service along the line through Greenback until 1978.[20] The L&N Railroad merged with Seaboard Coast Line Railroad in 1982. The new company, Seaboard System Railroad, divested itself of the depot property and its right-of-way through Greenback in 1983.[21] They sold the depot property to the City of Greenback, which immediately sold it to Bobby and Linda Tarwater.[22] The Tarwaters sold antiques out of the building until Bobby's death in 1984, at which point, his wife sold the building to Supra Sports, a manufacturer of boats.[23]

During their tenure at the property, Supra decided that it needed more office space for employees, so the company installed a second floor within the former passenger/station agent office space. They removed the ceiling within that portion of the building in order to add the floor within the large open space. Supra sold the property in 1989 to George Fowler, who retained the property for a decade.[24] After Fowler declared bankruptcy in 1999, Larry and Mary Alley purchased the depot.[25] They attempted to find a preservation-minded buyer over the course of the next decade, going so far as to put an auction up on eBay in 2003 (it did not sell there).[26]

On 30 March 2012, Ronald Edmondson purchased the property from the Alleys.[27] To reverse years of neglect, Edmondson set to repair the deterioration through his preservation-minded rehabilitation of the building. He removed the false second story within the building, which was having structural issues. He also replaced the failing metal roof with a new roof and painted it in slate gray to evoke the look of the original slate roof that had been replaced decades earlier. The rest of the building received new paint and repairs to its deteriorated elements. Edmondson regularly has the building open for community events and is investigating a long-term community use.

[20] Willard Yarbrough, "Flamingo Runs Last Time: Ends Half Century of Service," *Knoxville News Sentinel*, 10 March 1968.
[21] Seaboard System Railroad to City of Greenback, Warranty Deed Book 150, p. 816, 22 April 1983, Register of Deeds Office, Loudon County, Loudon, TN.
[22] City of Greenback to Bobby L. Tarwater and Linda S. Tarwater, Warranty Deed Book 150, p. 819, 22 July 1983, Register of Deeds Office, Loudon County, Loudon, TN.
[23] Linda S. Tarwater to Supra Sports, Warranty Deed Book 153, p. 250, 14 May 1984, Register of Deeds Office, Loudon County, Loudon, TN.
[24] Supra Sports to George Fowler, Warranty Deed Book 184, p. 761, 15 December 1989, Register of Deeds Office, Loudon County, Loudon, TN.
[25] George Douglas Fowler Bankruptcy Case to Oakmore Enterprises, quitclaim deed, Warranty Deed Book 248, p. 231, 9 June 1999, Register of Deeds Office, Loudon County, Loudon, TN; Oakmore Enterprise Corporation to Larry Gene Alley and Mary Martha Alley, Warranty Deed Book 248, p. 235, 31 August 1999, Register of Deeds Office, Loudon County, Loudon, TN.
[26] "Historic Railroad Depot & Property Tennessee," EBay listing in Greenback subject file, McClung Historical Collection, Knoxville Public Library, Knoxville, TN.
[27] Larry Gene Alley and Mary Martha Alley to Ronald D. Edmondson, Warranty Deed Book 353, p. 545, 30 March 2012, Register of Deeds Office, Loudon County, Loudon, TN.

9. Major Bibliographic References

Bibliography

Aguilar, Antonio, Technical Preservation Services, National Park Service, "Incompatible Alterations to the Setting and Environment of a Historic Property," *Interpreting the Secretary of the Interior's Standards for Rehabilitation,* ITS Number 41 (October 2006).

Archambault, Paul. *Cleveland Southern Railway Depot, Cleveland, TN.* National Register of Historic Places registration form, 26 September 2007, listed 27 March 2008, NRIS 08000235. Nashville, TN: Tennessee Historical Commission.

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"Flames Destroy Business Block," *Knoxville Sentinel*, 7 October 1923.

"Greenback," *Maryville Times*, 10 July 1914.

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Louisville & Nashville Railroad. *The L&N Served South: A Place to Visit, A Place to Live, and to Prosper.* Louisville, KY: Louisville & Nashville Railroad Company, 1926.

Yarbrough, Willard. "Flamingo Runs Last Time: Ends Half Century of Service." *Knoxville News Sentinel*, 10 March 1968.

Archival Sources

Edwin Jones Best, Sr., Collection, McClung Historical Collection, Knoxville Public Library, Knoxville, TN.

Greenback Subject File, McClung Historical Collection, Knoxville Public Library, Knoxville, TN.

L&N Collection, University of Louisville, Special Collections, Louisville, KY.

Scrapbooks, Greenback Historical Society, Greenback, TN.

Warranty Deed Books, Register of Deeds Office, Loudon County, Loudon, TN.

Previous documentation on file (NPS):			Primary location of additional data:
	preliminary determination of individual listing (36 CFR 67 has been requested)	X	State Historic Preservation Office
	previously listed in the National Register		Other State agency
	previously determined eligible by the National Register		Federal agency
	designated a National Historic Landmark		Local government
	recorded by Historic American Buildings Survey #		University
	recorded by Historic American Engineering Record #	X	Other
	recorded by Historic American Landscape Survey #	Name of repository: East Tennessee Development District	
Historic Resources Survey Number (if assigned):			

10. Geographical Data

Acreage of Property Less than one acre **USGS Quadrangle** Meadow 139 NW

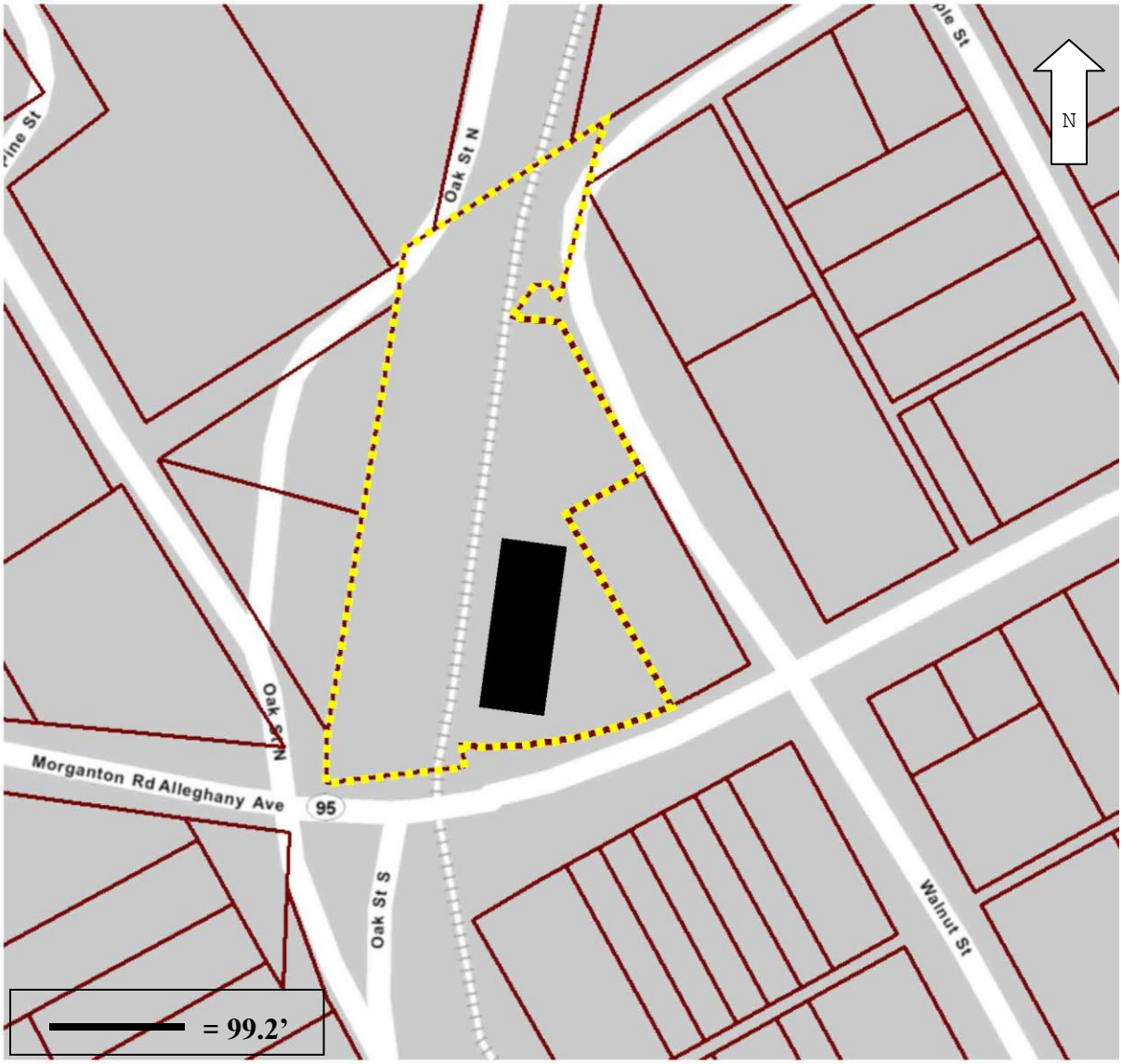
Latitude/Longitude Coordinates
Datum if other than WGS84:
(enter coordinates to 6 decimal places)

1. Latitude: 35.661273 Longitude: -84.171722

Verbal Boundary Description
The nominated property includes parcels 070L A 004.00 and 070L A 006.00 as seen on the accompanying tax map.

Boundary Justification
The property boundary includes land historically and currently associated with Greenback Depot.

Loudon County - Parcel: 070L A 004.00 & 070L A 006.00



Date Created: 4/22/2013

Tax parcel map showing the boundary of the Greenback Depot which is outlined with a dashed yellow line. The depot is the black rectangle.

11. Form Prepared By

Name: Heather L. Bailey, Ph.D. (for property owner)

Organization: East Tennessee Development District

Street & Number: PO Box 249 (216 Corporate Place) Date: June 10, 2013

City or Town: Alcoa Telephone: 865-273-6003

E-mail: HBailey@etdd.org State: TN Zip Code: 37701

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to map.
- **Photographs (**refer to Tennessee Historical Commission National Register *Photo Policy* for submittal of digital images and prints**)**
- **Additional items:** (additional supporting documentation including historic photographs, historic maps, etc. should be included on a Continuation Sheet following the photographic log and sketch maps)

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.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Photo Log

Name of Property: Greenback Depot
City or Vicinity: Greenback
County: Loudon State: Tennessee
Photographer: Heather L. Bailey
Date Photographed: 24 April 2013

0001 Southeast oblique, photographer facing northwest.
0002 Southwest oblique, photographer facing northeast.
0003 Northwest oblique, photographer facing southeast.
0004 Northeast oblique, photographer facing southwest.
0005 Detail of roof brackets on east elevation, photographer facing southwest.
0006 View of original gable-end window on north elevation, now contained in breezeway between original building and addition, photographer facing south.
0007 Interior, freight and baggage area, photographer facing southwest.
0008 Interior, station agent office area, photographer facing southeast.
0009 Interior, station agent office area and baggage area, photographer facing northeast.
0010 Detail of ticket window, photographer facing south.
0011 Interior, waiting room, photographer facing northeast.

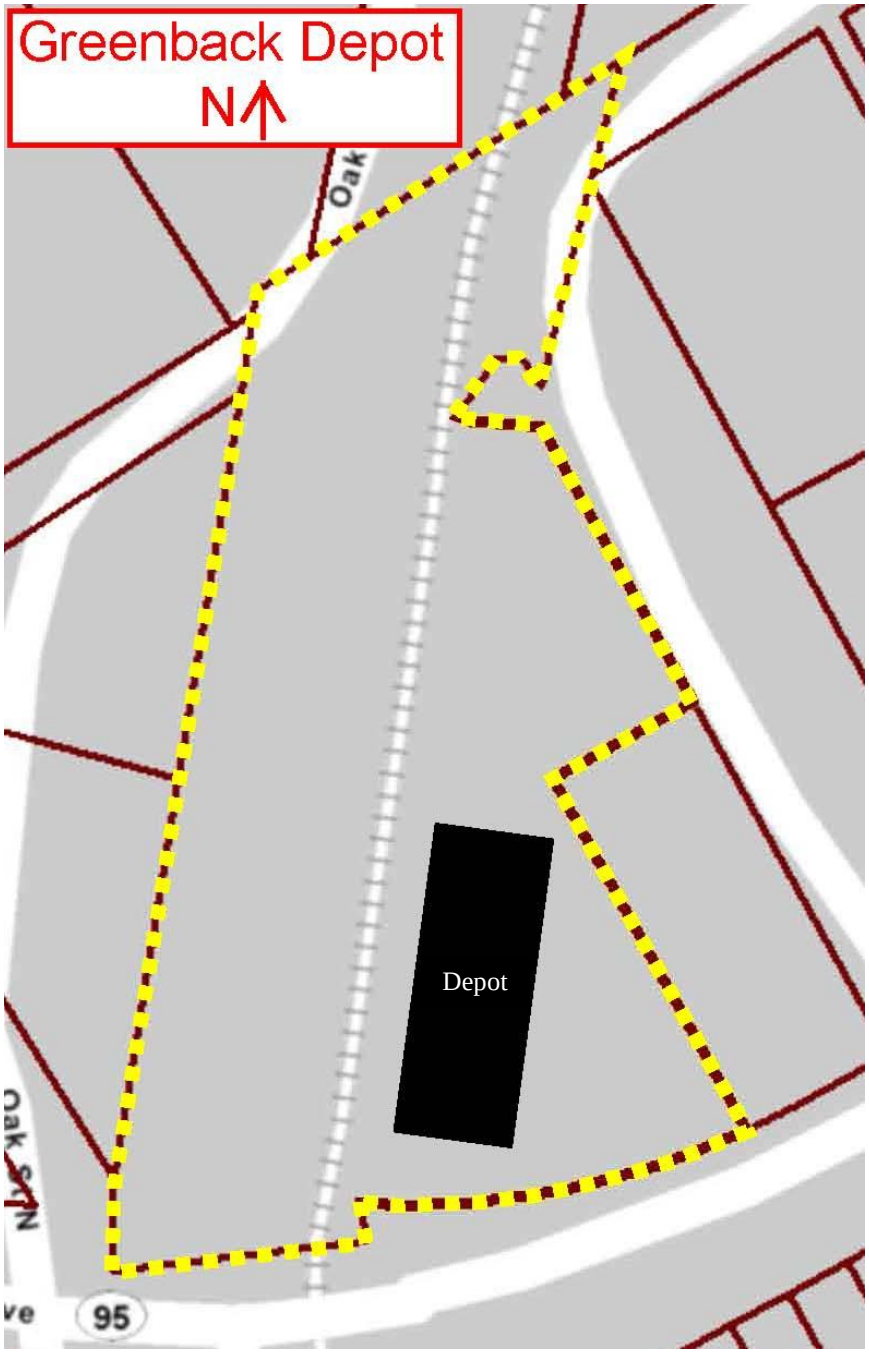
Map Log

M0001. L&N Floor Plan, Greenback Depot, 1918. *(University of Louisville, Special Collections)*
M0002. Allegheny Town Company Plat, 1914. *(Greenback Historical Society)*
M0003. USGS Topographic Map, Meadow Quad, 1935.
M0004. USGS Topographic Map, Meadow Quad, 1952.
M0005. USGS Topographic Map, Meadow Quad, 1984.

Historic Image Log

H0001. Greenback Depot, ca. 1914. *(Greenback Historical Society)*
H0002. Greenback Depot, ca. 1914. *(Edwin Best Scrapbook, Greenback Historical Society)*
H0003. William H. Jones, station agent, 29 July 1914. *(Edwin Best Scrapbook, Greenback Historical Society)*
H0004. Downtown Greenback during WWI, depot on the right. *(Greenback Historical Society)*
H0005. Unidentified family at the depot, ca. 1920s. *(Greenback Historical Society)*
H0006. Unidentified family at the depot, ca. 1920s. *(Greenback Historical Society)*
H0007. Greenback Depot, ca. 1950s. *(Greenback Historical Society)*
H0008. Greenback Depot, ca. 1980s. *(Greenback Historical Society)*

Site Plan (not to scale)



Site plan for the Greenback Depot. The boundary of the property is outlined with a dashed yellow line. The depot is the black rectangle.

Current Floor Plan (not to scale)

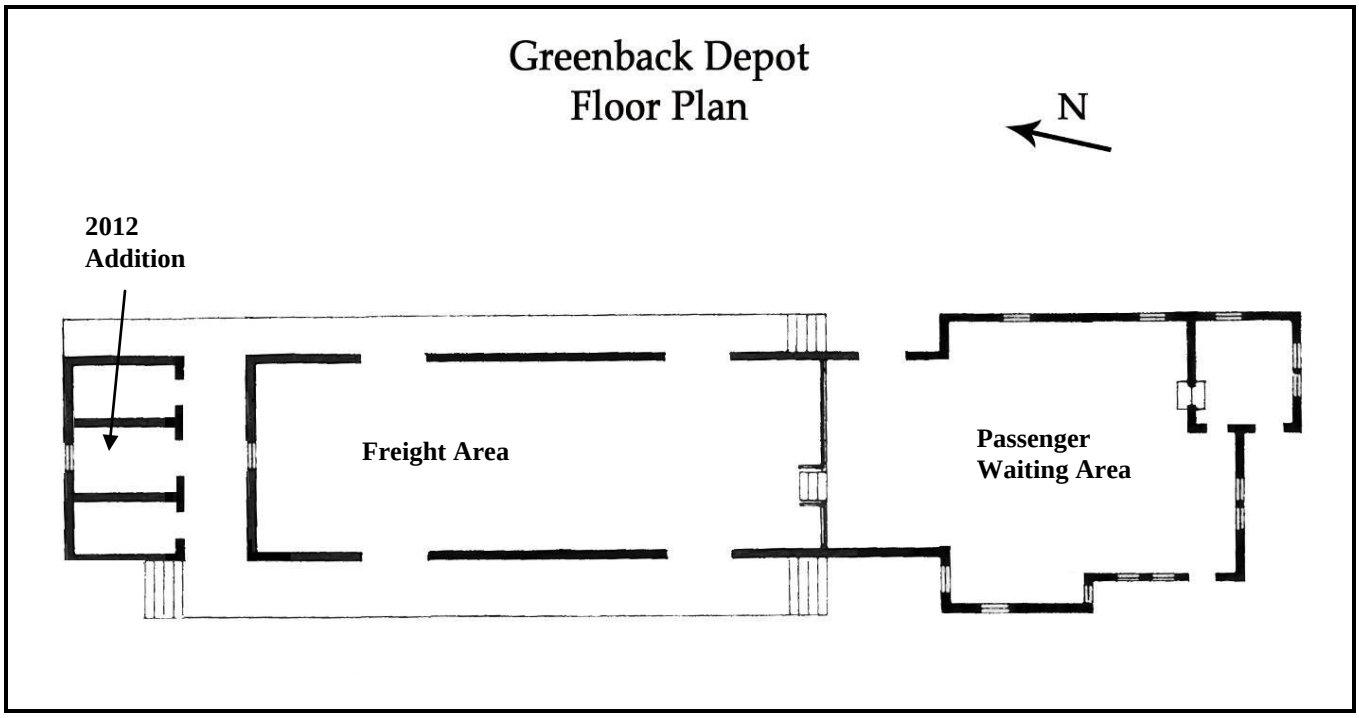
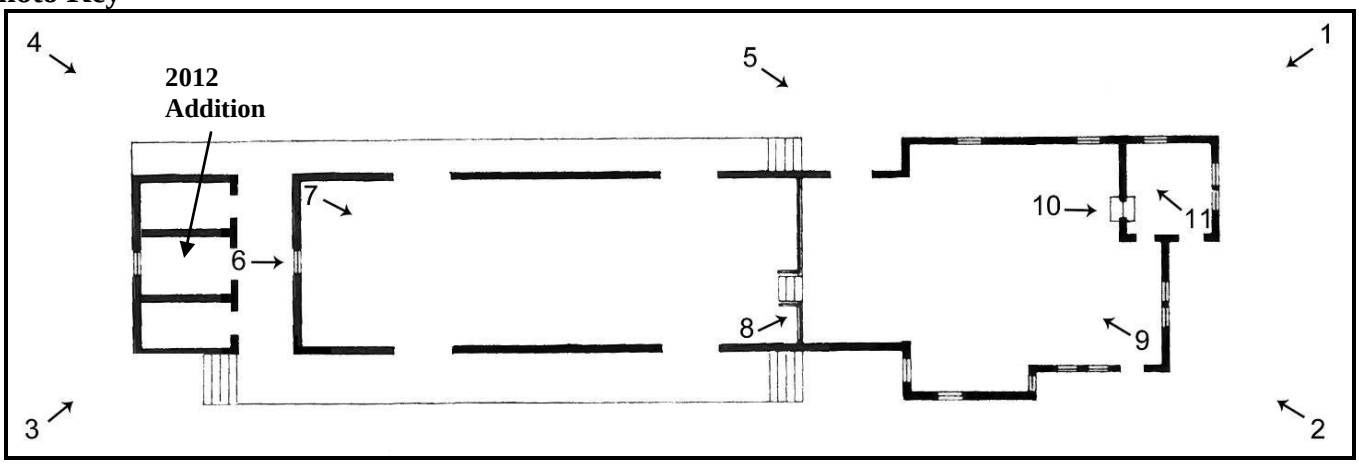
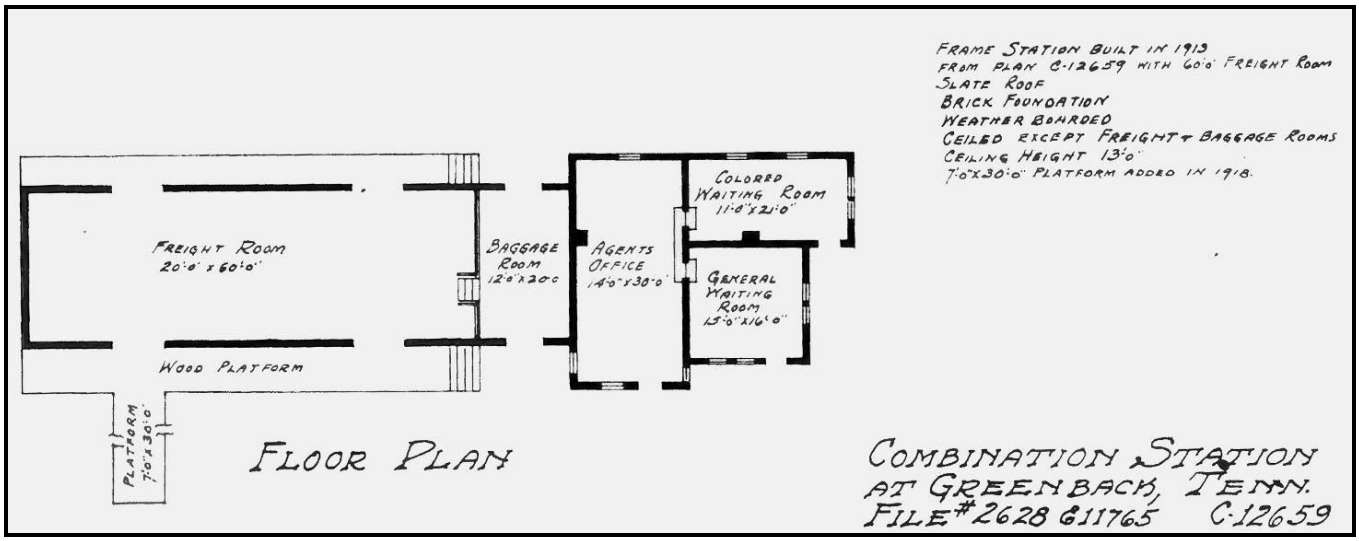


Photo Key



Maps



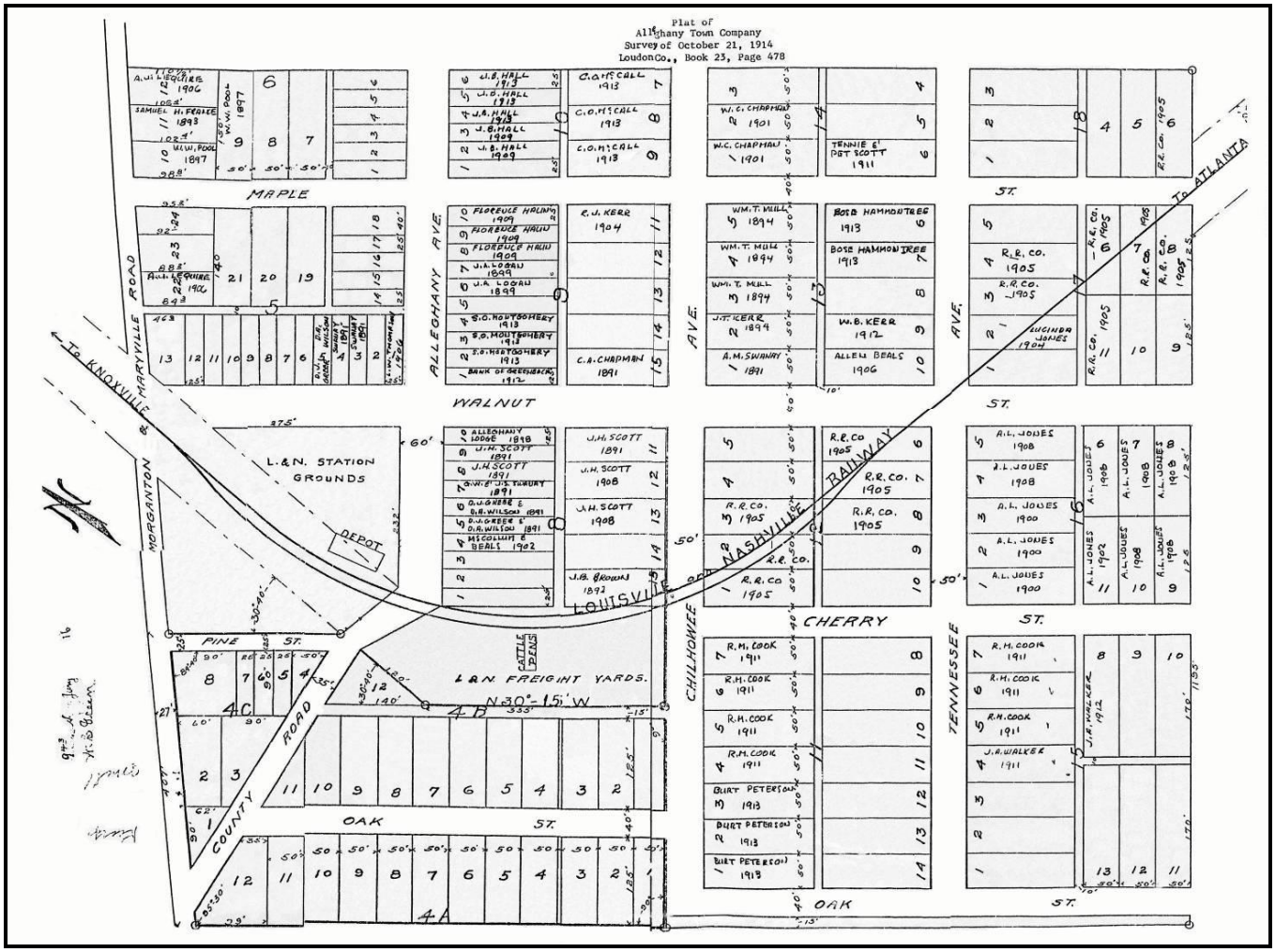
M0001. L&N Floor Plan, Greenback Depot, 1918. *(University of Louisville, Special Collections)*

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number ____ Page 21

Greenback Depot
Name of Property
Loudon County, Tennessee
County and State
N/A
Name of multiple listing (if applicable)



M0002. Allegheny Town Company Plat, 1914. *(Greenback Historical Society)*

GREENBACK DEPOT LOCATION
1935 USGS Topographic Map
Meadow Quadrangle 139-NW

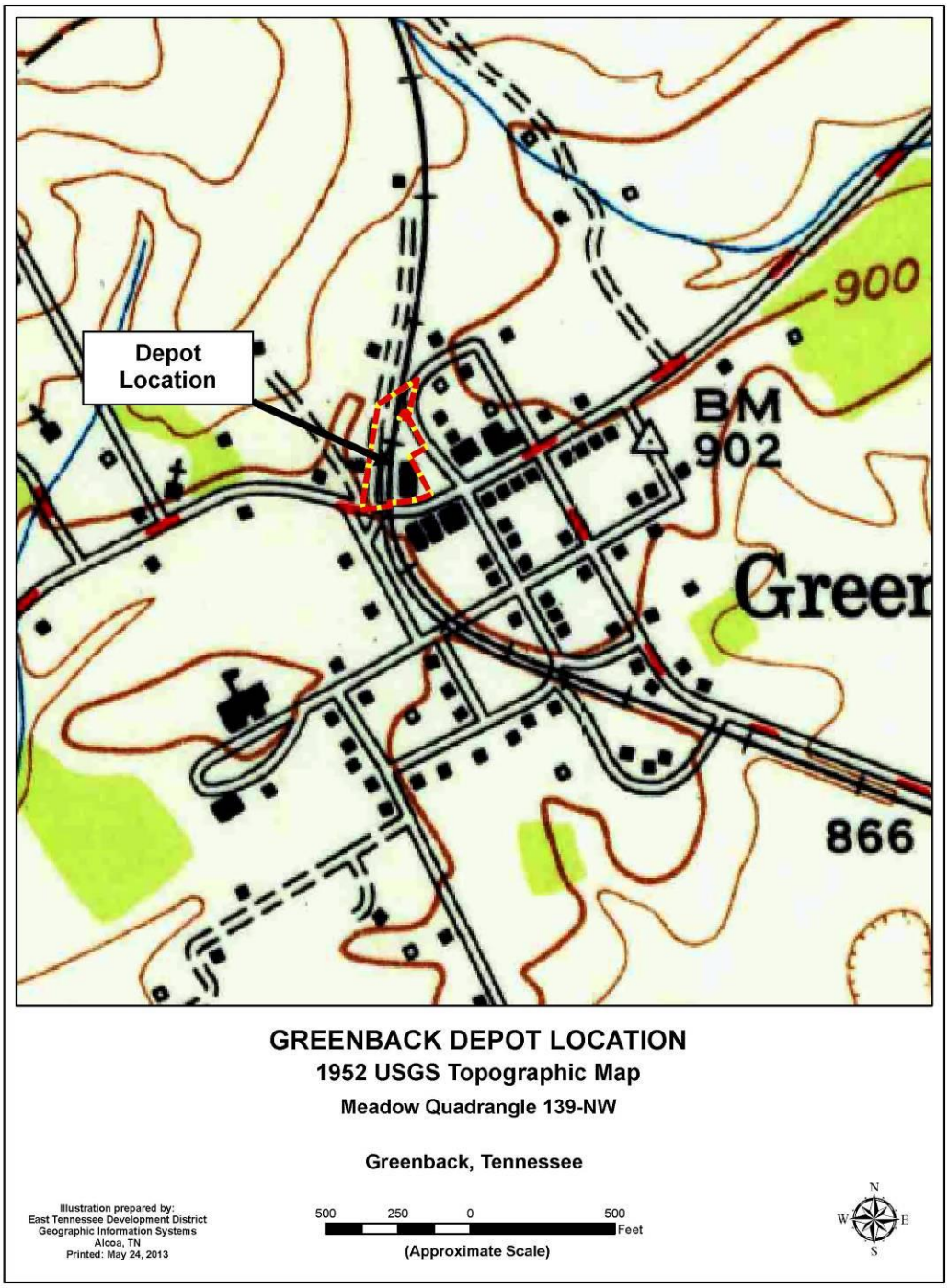
Greenback, Tennessee

Illustration prepared by:
East Tennessee Development District
Geographic Information Systems
Alcoa, TN
Printed: May 24, 2013

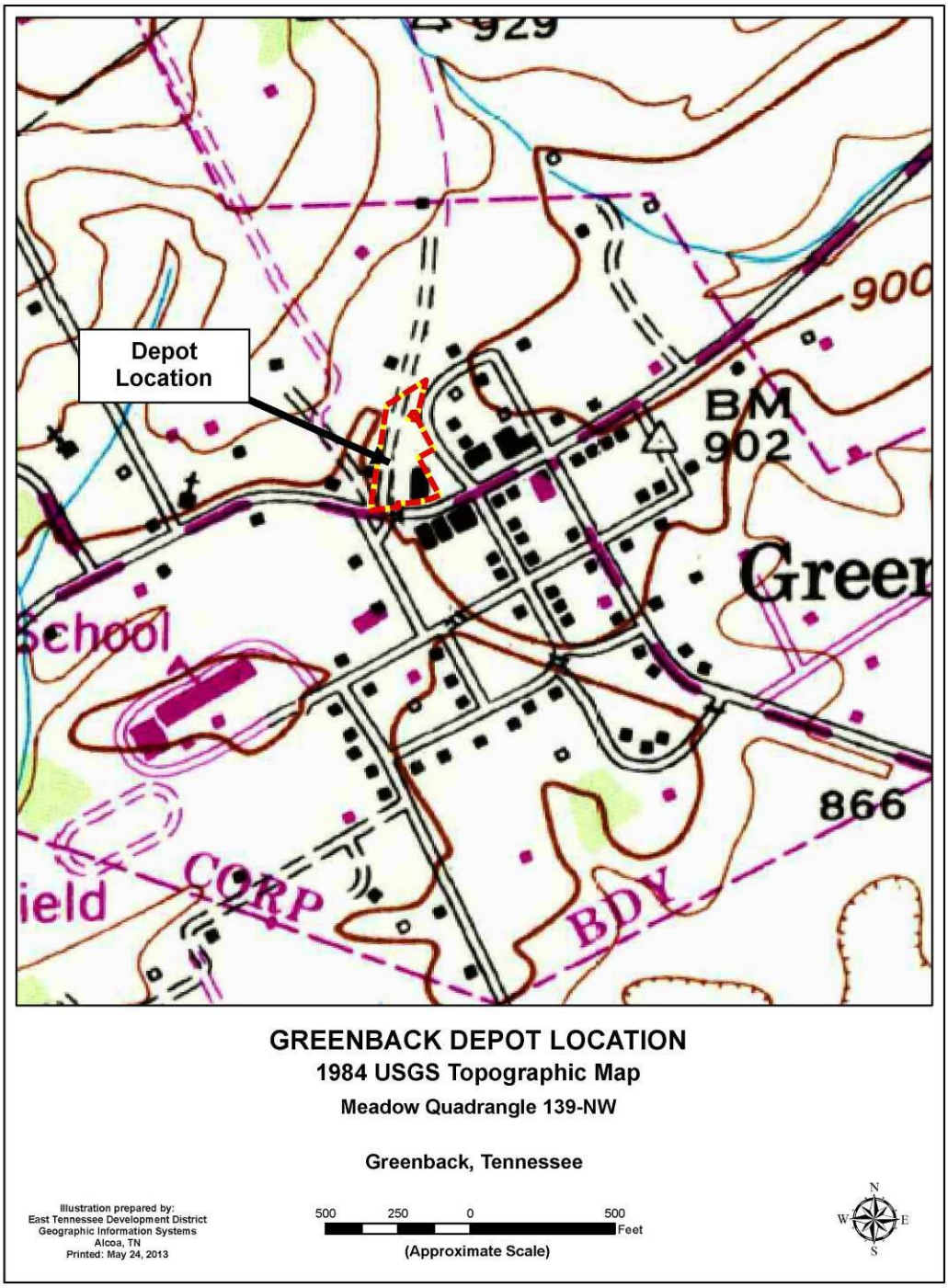
500 250 0 500 Feet
(Approximate Scale)

N W E S

M0003. USGS Topographic Map, Meadow Quad, 1935.



M0004. USGS Topographic Map, Meadow Quad, 1952.



M0005. USGS Topographic Map, Meadow Quad, 1984.

Historic Images

H0001. Greenback Depot, ca. 1914. *(Greenback Historical Society)*

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H0007. Greenback Depot, ca. 1950s. *(Greenback Historical Society)*

H0008. Greenback Depot, ca. 1980s. *(Greenback Historical Society)*

HAPPY 5TH BIRTHDAY
CHLOE
I LOVE U

HAPPY 13TH BIRTHDAY
CHLOE
I LOVE U

D&E

Bikkens

Sign
Dept
eureka!
BETTER
THAN
DYSON