

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: Forsyth Railroad Depots and Baggage Room

Other names/site number: Macon and Western Railroad Depot; Central Railroad and Banking Company Depot; Central of Georgia Railway Depot; Central of Georgia Railway Baggage Room

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: East Adams Street

City or town: Forsyth State: GA County: Monroe

Not For Publication: Vicinity:

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 X statewide ___ local

Applicable National Register Criteria:

X A ___ B X C ___ D

	<u>5/30/13</u>
Signature of certifying official/Title:	
Dr. David C. Crass/Historic Preservation Division Director/Deputy SHPO	
<u>Historic Preservation Division, Georgia Dept. of Natural Resources</u>	
State or Federal agency/bureau or Tribal Government	
In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
<hr/>	
Signature of commenting official:	Date
<hr/>	
Title :	State or Federal agency/bureau or Tribal Government

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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 Edison H. Beall
Signature of the Keeper

7-23-13
Date of Action

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>3</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>3</u>	structures
<u>0</u>	<u>0</u>	objects
<u>3</u>	<u>3</u>	Total

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.)

RECREATION AND CULTURE: museum

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Queen Anne

LATE VICTORIAN: Romanesque

Materials: (enter categories from instructions.)

Principal exterior materials of the property: BRICK; STONE

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Forsyth Depots and Baggage Room are located on a long, narrow strip of land between East Adams Street and the railroad tracks near downtown Forsyth in Monroe County in central Georgia. There are three contributing buildings on the property, which all retain their historic integrity. The c. **1846-1850 depot** is a large, one-story, rectangular building constructed of uncoursed rubble with ashlar quoins. The Atlanta architectural firm of Bruce and Morgan designed the **1899 depot**. It is of balloon-frame construction, clad in red brick. Several stylistic influences are seen in this large, one-story building. The roofline, chimneys, and tower recall the Queen Anne style, while the banded stone trim, window groupings, and large, arched window openings evoke the Richardsonian Romanesque. The depot contains separate waiting rooms and restrooms historically used by white and African-American travelers. The exterior retains its multi-pane windows with colored-glass, granite trim, bundled chimneys, and wood brackets under the eaves. The separate **baggage room**, constructed 1917, is a small, one-room, brick building with pyramidal roof. Constructed in running bond, this brick masonry building has a concrete floor and beltcourse. Large, arched door openings with sliding wood doors are located on the north and south elevations. A covered walkway joins the 1899 depot to the baggage room. There are three noncontributing structures on the property – a fire truck, a caboose, and a steam engine.

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Narrative Description

The Forsyth Railroad Depots and Baggage Room are located between East Adams Street and the railroad tracks near downtown Forsyth in Monroe County. There are three contributing buildings on the property, which all retain their historic integrity (photograph 9).

The oldest building is a large, one-story, rectangular building constructed of uncoursed rubble with ashlar quoins built as a **passenger and freight depot c.1846-1850** (photographs 1 and 2). It sits upon a raised stone base adjacent to the rail line at the west end of the property (photographs 4-6). The building is covered with a hip roof with wide overhanging eaves supported by brackets (photograph 3). The street facade has one, arched, door opening located in the center of the building (photograph 1). A glass door was added in the door opening after the building ceased operating as a depot. There are three, six-over-six, double-hung wood windows surrounded by light-colored granite on this elevation. All three windows are located to the right of the entrance door. There are no windows to the left of the door. A new, metal railing begins at the door and extends around the west end of the building towards the north or trackside facade. The railing sits atop a raised uncoursed rubble and concrete platform.

On the trackside façade of the building are two large, arched openings with sliding wood doors (photograph 7 and 8). One of the openings is surrounded by brick (photograph 7). The date of alteration for this door is unknown. There are two, six-over-six, double-hung windows located on this elevation to the left of the doors (photograph 4). The original door and window openings are surrounded by light-colored granite.

The interior plan is divided into two spaces. Most of the interior is one, large, open space (photographs 23 and 24). A Fairbanks cotton scale is located just inside the Adams Street entrance (photograph 26). The walls are the same uncoursed rubble as the exterior, with plaster covering some small areas. The ceiling is open with large, exposed rafters. Large, wood, sliding doors remain on all three arched openings (photographs 25 and 26).

On the southeast end of the building, a small room has been partitioned off from the rest of the interior. It has beadboard and plank walls. The ceiling is wood and the floor has been covered with linoleum tiles (photograph 27). The room has two entrance doors on the end of the building, in addition to a single, six-over-six, wood, double-hung window that is located between the doors. All exterior openings are surrounded by light-colored granite.

The **1899 brick passenger depot** is located at the east end of the property (photographs 9-16). Designed by the architectural firm of Bruce and Morgan, the building is one of the most intact and most elaborate small-town depots in Georgia. Several stylistic influences are seen in this large, one-story building. The roofline, chimneys, and tower recall the Queen Anne style, while the banded stone trim, window groupings, and large, arched window openings evoke the Richardsonian Romanesque. The exterior retains its multi-pane windows with colored-glass,

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granite trim, bundled chimneys, and wood brackets under the eaves. Granite quoins, located below the stone trim, are on each corner of the building.

The street elevation has a single, wood-paneled, entrance door. Double-hung windows with 35 small, square panes of colored-glass in each of the upper sashes are located on either side of the door (photographs 11-12). Arched windows and smaller one-over-one sash windows are on the street elevation. The variation on a cross-hipped roof includes a front gable with three arched windows above the door (photograph 13). Wide eaves, with decorative brackets extending the roofline beyond the main body of the building, sheltered waiting passengers. Both ends of the building contain a single, paneled-wood door, one arched window, and two, nine-over-one sash windows. The southeast elevation has a concrete passenger platform (photograph 13). The trackside elevation contains the ticket office, which includes a projecting bay. Large, arched openings with a single wood-paneled door are located on either end of this elevation. A rectangular opening, which has been altered, is located beside the ticket window (photograph 16). The tower is a prominent feature of this elevation. With its sloping base, the full height of the tower rests upon the ticket office. Decorative features include multi-light, colored-glass windows and decorative brackets (photograph 19). The original fish-scale shingles have been removed and replaced by asphalt sheeting.

The interior plan of the depot contains four main rooms: the general waiting room, the ladies' waiting room, the African-American waiting room, and the ticket office. All of the waiting rooms had separate access to the ticket office. The two waiting rooms for white customers comprised about two-thirds of the interior floor space. Each of the three waiting rooms had a fireplace for heating and separate restrooms, which were segregated by race and sex. The four, equal-sized restrooms, were located at the south end of the building. The restroom space is extant, although the fixtures have been removed from the two rooms in the African-American area. The interior retains its plaster walls, scored-hexagonal concrete floors, three brick mantels, and wood doors, door surrounds, wainscoting, and vaulted wood ceilings (photographs 28-36).

Slight modifications were made in 1957 in order to use the original general waiting room as a freight room. These changes included removing the Adams Street side porte cochere, realigning a restroom door, and altering one of the trackside entrance doors.

There are three noncontributing structures on the property. These include a steam engine, a fire truck, and a caboose. The first two are located next to the stone depot. The steam engine is a Frick Eclipse, model 6294. It was built in Pennsylvania in 1896 and was used on a farm in Monroe County. The steam engine was donated to the historical society in 1993. The Chevrolet fire truck was used in Forsyth in the 1940s and 1950s. Still belonging to the City of Forsyth, the truck has been on display next to the depot since 1993. The caboose is located next to the brick depot. Norfolk-Southern Railway gave the caboose to the historical society in 1990.

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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.)

- 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

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Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE
TRANSPORTATION
SOCIAL HISTORY

Period of Significance

c.1846-1963

Significant Dates

c.1846-1850 – stone depot constructed
1899 – brick depot constructed
1917 – baggage room constructed

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Bruce and Morgan

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

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The Monroe Railroad and Banking Company, chartered in 1833, completed 26 miles of track from Macon to Forsyth in 1838. Sold and reorganized in 1845 under the name of the Macon and Western Railroad, the new company completed the line to Terminus (Atlanta) in 1846 and established regular service. Due to the increase in service, a depot was constructed in Forsyth sometime between 1846 and 1850. With a change in railroad ownership and name in 1895, the Central of Georgia Railway completed a new brick depot just east of the stone depot in 1899. A free-standing baggage room was added in 1917. The Forsyth Railroad Depots and Baggage Room are significant at the state level under Criterion C in the area of architecture as excellent and intact examples of railroad-related buildings for both passenger and freight service in Georgia. The depots retain their exterior and interior character-defining features. The period of significance is from the date of construction (c.1846) of the stone depot to 1963, the end of the historic period when the buildings were still used by the railroad. The 1899 depot is significant at the local level under Criterion A in the area of social history for its reflection of how public facilities were racially segregated during the late 19th and the first half of the 20th centuries with separate waiting rooms for white and African-American travelers. All of the buildings are significant at the local level under Criterion A in the area of transportation for their direct association with passenger and freight transportation in Forsyth.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The Forsyth Depots and Baggage Room are significant at the state level under Criterion C in the area of architecture as excellent and intact examples of railroad-related buildings for both passenger and freight service in Georgia. The depots retain their exterior and interior character-defining features including their form, floor plan, and ticket counters. Both of the depots conform to typical railroad buildings constructed in Georgia and elsewhere in the 19th century. They are built adjacent to the railroad tracks and have broad, overhanging eaves to shelter passengers and baggage.

The stone depot is one of a few antebellum depots remaining in Georgia. Others include the 1848 stone depot located in Crawford, Oglethorpe County; the stone 1840s depot in Ringgold, Catoosa County; the 1852 stone depot in Dalton, Whitfield County; the brick 1850s depot in Bartow, Jefferson County; and the 1857 brick depot in Albany, Dougherty County. The long, low, rectangular, utilitarian form of the Forsyth Depot, with one side facing the tracks and the other facing the street, is typical of most railroad depots of this era. Depots constructed towards the latter part of the 19th century were often more elaborate in design as the South's economy began to recover from the lingering effects of the war and Reconstruction. These later depots often reflect the eclectic architectural styles of the era.

The 1899 brick depot is one of the finest, most elaborate, and most intact small-town depots of its era in the state. The depot's most distinctive features include the Romanesque arches, banded stone trim, multi-light colored-glass windows, and Queen Anne-style tower. The Romanesque style of architecture was used for countless numbers of railroad stations across the United States. In the case of the Forsyth depot, designed by the Atlanta architectural firm of Bruce and Morgan

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(1882-1904), a blend of Queen Anne and Romanesque influences, resulted in an elaborate depot that was atypical of small town Georgia depots.

Bruce and Morgan designed many public buildings in Georgia, Florida, South Carolina, and Tennessee during this time. Alexander C. Bruce (1835-1927) and Thomas H. Morgan (1857-1940) formed a partnership after William Parkins retired from Parkins & Bruce. Morgan had been associated with the two as their draftsman. Bruce and Morgan courthouses include Brooks, Bulloch, Butts, Fayette, Floyd, Hancock, Haralson, Monroe, Newton, Talbot, and Walton counties. Other projects included residences, churches, banks, depots, libraries, and hotels throughout the state.

The separate baggage room is a rare extant resource. The combination of the three buildings is also a rare example of extant multiple railroad-related buildings in Georgia.

The 1899 depot is significant at the local level under Criterion A in the area of social history for its reflection of how public facilities were segregated during the late 19th and the first half of the 20th centuries with separate waiting rooms for white and African-American travelers. Racially segregated waiting rooms were typical of Georgia depots and others across the South. Georgia, along with the rest of the South after the 1896 Supreme Court decision in *Plessy v. Ferguson*, enacted a variety of laws that restricted African Americans' access to schools, restaurants, hospitals, and public places. Signs that said "Whites Only" or "Colored" were posted at entrances and exits, water fountains, waiting rooms, and restrooms. This segregation would last until the Civil Rights era of the 1960s. These waiting rooms remain intact in the 1899 depot in Forsyth.

All of the buildings are significant at the local level under Criterion A in the area of transportation for their direct association with passenger and freight transportation in Forsyth. Throughout the 19th and most of the 20th centuries, railways served as the mainstay for the large-scale transportation of materials, goods, and persons throughout Georgia and the United States. Railroad depots represent the portal points for this vital distribution network. The depots and baggage room provided freight and passenger service to Forsyth for over 100 years.

Developmental history/additional historic context

Monroe Railroad, later the Monroe Railroad and Banking Company (1833-1845) constructed the railroad from Macon to Forsyth in 1838. The company's first locomotive, the "Ocmulgee" made its inaugural trip on December 10, 1838. The locomotive had arrived via steamboat from Darien, Georgia, on the Altamaha and Ocmulgee rivers to Macon. Soon there was a daily train to Forsyth, leaving Macon at 7:00 am and on the return, leaving Forsyth at 7:00 pm for the two-hour trip to Macon.

The construction of the railroad line in the 1830s reflected the need to provide transportation to export cotton to market from Monroe County, which in 1840 was among the top cotton-producing counties in Georgia. The presence of a large Fairbanks scale in the stone depot

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suggests the importance of cotton shipping from Forsyth. By 1850 Monroe County had grown to be the fourth largest cotton-producing county in Georgia. Forsyth became the first of the cotton-producing towns in Georgia's Piedmont region to have a rail connection to Savannah by way of the Central of Georgia Railroad at Macon.

The financial depression felt during the Van Buren administration (1837-1841) had an impact on the Monroe Railroad and Banking Company and serious financial problems developed. General Lewis L. Griffin, president of the railroad, received a great deal of blame for the problems of the company. On New Year's Eve in 1842, a mob seized him on the square in Forsyth, a few blocks from the railroad and held him hostage until his friends rescued him the next day. Eventually the company went bankrupt.

Before Griffin's difficulties began, the company had started construction of the railroad to Terminus, which would later be Atlanta, with limited financial resources. By the fall of 1840, the road extended 11 miles above Forsyth toward Barnesville, with oak rails. The company could not afford to buy iron ones. Locomotives brought passengers and freight to the end of the rails and then horses pulled the railcars into Barnesville.

The Macon and Western Railroad, with Daniel Tyler of Norwich, Connecticut, and his associates, bought the assets of the Monroe Railroad and Banking Company in 1845. They extended the line to reach Atlanta in 1846, establishing regular freight and passenger service there.

There are no known records to indicate clearly the date of construction of the stone depot, although a 1923 newspaper article gives the date of construction as 1844, without citing the evidence for the date. The Monroe Railroad and Banking Company's line first reached Forsyth in the fall of 1838 with a turntable thought to be located near the present brick depot. When the Macon and Western Railroad extended the line toward Atlanta, it constructed depots in both Barnesville and Jonesboro that were quite similar to the stone depot in Forsyth. Writing about the Barnesville and Jonesboro depots, Wilber W. Caldwell in *The Courthouse and the Depot* noted that a similar depot was constructed in nearby Barnesville in 1852 and in Jonesboro.

Bishop Henry Benjamin Whipple traveled through Forsyth in 1844. His diary gives no indication of the nature of a depot here. He wrote "At . . . Forsyth . . . we were detained 25 minutes for the men to chop wood for the engine. This is the first railroad I have ever seen where the cars were stopped to cut fuel."

Tourist traffic was assisted by the availability of the depot in the antebellum period. In both the pre-war and immediate postwar periods, owners of the resorts at nearby Indian Springs sought to attract tourists by providing transportation from the depot in Forsyth to Indian Springs. Entrepreneur Edward Varner, owner of the McIntosh Hotel there, advertised in 1853 that he had "two splendid four horse coaches and sixteen of the best horses that the country can produce to ply between the Forsyth Depot and the Indian Spring." His ad also noted, "We meet both the day and night trains of cars" coming into Forsyth.

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The convenience of transportation to Forsyth by train contributed to the success of Monroe Female College, established in 1848 just across the tracks from the depot. Because students could easily reach Forsyth by train, the Monroe Female College was able to enroll students from all over the state and thus avoided the problem of having to depend solely upon the local college-age population for enrollment. The arrival of students at the beginning of the new session was an exciting time at the depot. Porters came to assist the students in carrying their baggage to the college dormitories.

A problem for the Macon and Western Railroad in the 1850s was the transportation of African-American persons along the line. Emerson Foote, its superintendent, established regulations concerning "transportation of negroes." All blacks had to have a pass, either from their owners or from the "person having lawful control, specifying that he or she has permission to pass between any given station."

In 1861 the stone depot was the point of departure for Confederate troops, beginning with the Quitman Guard, which left Forsyth early in April 1861 for Pensacola before the action at Fort Sumter. The presence of the railroad facilitated the movement of soldiers from Forsyth to the front and brought them (or their bodies) back later.

Beginning in 1863, Forsyth became one of the towns in Georgia in which the Confederate medical department established hospitals. Those wounded or sick soldiers arrived at the depot before they were moved to the hospital on the college grounds or to another of the hospital sites located throughout the town. The numbers of these men increased very significantly in 1864 with the movement of federal troops into the northern part of the state.

The line did not suffer extensive damage during the war and was able to begin shipping cotton and other commodities shortly after the war ended. However, due to later financial difficulties, in 1872 the Macon and Western Railroad was acquired by the Central Railroad and Banking Company under the guidance of its president, William M. Wadley of Monroe County.

The presence of the railroad contributed to the development of nearby local industries because of the convenience of rail transportation. As noted in a Georgia statewide railroad industry context, railroads generated development in almost every community they passed through. This development was generally related to industry or agriculture. Thomas R. Talmadge established the Southern Cotton Oil Company near the depot, and in 1899 three local industrialists, R. P. Brooks, C. A. Ensign, and J.W. Newton, established the Trio Manufacturing Company, a textile company, with its buildings adjacent to the stone depot. The construction of the Lancaster Hotel at the intersection of the current Bennett and East Johnston streets reflected a need to provide lodging for passengers arriving in Forsyth by rail. This building was also the point from which mail arrived and departed Forsyth. Mail arrived at the depot and a post office employee transported it to the downtown post office. In the 1940s Emerson Woodward held this job and frequently gave children rides on the cart on which he moved sacks of mail.

On May 2, 1886, Jefferson Davis, the ex-president of the Confederate States of America, passed through Forsyth, stopping briefly at this station. Davis was on the rear platform of the train and

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“returned thanks for the greeting and gave a few words of encouragement to the throng of people before him,” according to the *Advertiser* (4 May 1886). Davis had been in Atlanta for the dedication of the Benjamin Hill monument and was traveling to Savannah for the dedication of its Nathaniel Green statue.

The Central Railroad and Banking Company was sold in 1895 after having gone into receivership in 1892. The new company became the Central of Georgia Railway. The Central of Georgia became part of the Southern Railway Company in 1963. In 1982 the Norfolk Southern Corporation was formed with the merger of the Norfolk and Western with the Southern Railway Company. In 1990, the name Norfolk Southern came into use.

When the brick depot opened in 1899, the railroad began using the stone depot for freight. Later, a local business Adams-Briscoe rented part of it for storage and another section became the small motor repair shop of S. T. Dumas and his son Hardy Dumas. In the late 1990s, the City of Forsyth received a grant to rehabilitate the building. They added the glass door on the Adams Street side of the building, in addition to installing air-conditioning and heating. The Monroe County Historical Society currently uses this building for its monthly meetings and for exhibition space.

The construction of the brick depot was the result of state intervention on behalf of the citizens of Forsyth by the Georgia Railroad Commission. By the 1890s, there were many reasons to regard the stone depot as inadequate and certainly not modern. Among other things, its cavernous room did not easily permit segregated waiting rooms, which was the norm in the Jim Crow South. Robert Berner, a Forsyth attorney representing its citizens, appealed to the state railroad commission in 1892 to order a new depot in Forsyth. A few years later, noting that the movement associated with Berner “never resulted in anything,” the *Macon Telegraph* reported, “a new depot is sadly needed. The old one, like the old court house, belongs to the past, and will not answer the needs of the present.” When the Central of Georgia refused an order of the state railroad commission to erect a new depot in Forsyth, the state railroad commission sued in Monroe County Superior Court in 1897. The court ordered the Central of Georgia to construct a new passenger station. The result was the present brick building.

As throughout much of the 19th century, this building proved to be the point from which students at Monroe Female College, renamed Bessie Tift College in the early 20th century, arrived in and departed from Forsyth.

The brick passenger station also served as the place from which men in the military left. Forsyth had a National Guard unit, which took trains from this depot. Richard N. Fickett, who had strong ties to Forsyth through his maternal relatives, the Hardins, remembered the excitement at this depot in 1917 when the Quitman Guard left for the Mexican border-- “The depot was jam-packed, inside and outside, by the Forsyth boys in uniform, each loaded down with weapons and equipment, awaiting the arrival of the troop trains from Barnesville and above. Men were running about, lining up to fill canteens; relatives and friends were all about, catching a last look at their men in uniform, wondering what lay

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ahead for them in the uncertainty of war.” Fickett also remembered, “World War II found the depot again serving and witnessing sad departures for distant duty.”

The station was also popular with local residents as the point of departure to Atlanta, which rail transportation made convenient for one-day business and shopping trips. Particularly popular was the Nancy Hanks, which the Central of Georgia put on the rails in 1947 and continued to run until 1971. By then the Central of Georgia was able to argue that passenger traffic had so diminished that it was losing money on operation of the passenger train. The Nancy Hanks had carried more than a million passengers during her first year of service and 23 years later, she carried about 51,000. The railroad received permission to close down passenger service on its route from Savannah to Atlanta, which ran through Forsyth. For the first time in 133 years, it was no longer possible to catch a train to leave or to go to Forsyth.

After the depot no longer provided freight and passenger service, the Depot Players, a local theatre group, converted the brick depot into a small performance venue. In the 1970s a series of plays, including “Wait Until the Dark,” “Bell, Book, and Candle,” and “The Glass Menagerie,” were performed.

The Forsyth Woman’s Club was able to secure a lease on the property in 1971, a few months after the Nancy Hanks made its last run, in hopes of preventing the destruction of the building. The club transferred the lease to the Monroe County Historical Society. The society, organized in 1971, uses the building for its headquarters, Monroe County historical exhibits, and for its archival holdings, especially those related to the histories of families in Monroe County.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Caldwell, Wilber W. *The Courthouse and the Depot: the Architecture of Hope in an Age of Despair: a Narrative Guide to Railroad Expansion and its Impact on Public Architecture in Georgia, 1833-1910*. Macon, GA: Mercer University Press, 2001.

Coleman, Kenneth. *A History of Georgia*. Athens, GA: University of Georgia Press, 1977.

Cox, Jim. *Rails across Dixie, a History of Passenger Trains in the American South*. Jefferson, NC: McFarland & Company, Inc., 2011.

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Monroe County Historical Society. *Monroe County, Georgia, a History*. Atlanta, GA: W. H. Wolfe Associates, 1979.

Phillips, Ulrich Bonnell. *History of Transportation in the Eastern Cotton Belt to 1860*. New York, NY: Octagon Books, 1968.

Whipple, Henry Benjamin and Lester B. Shippe. *Bishop Whipple's Southern Diary, 1843-1844*. New York, NY: Da Capo Press, 1968.

Previous documentation on file (NPS):

___ 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 # _____

___ recorded by Historic American Landscape Survey # _____

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Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreeage of Property less than one acre

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- 1. Latitude: 33.035332 Longitude: -83.934319
- 2. Latitude: Longitude:
- 3. Latitude: Longitude:
- 4. Latitude: Longitude:

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- 1. Zone: Easting: Northing:
- 2. Zone: Easting: Northing:
- 3. Zone: Easting: Northing:
- 4. Zone: Easting : Northing:

Forsyth Railroad Depots and Baggage Room
Name of Property

Monroe County, GA
County and State

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is indicated by a heavy black line on the attached map, which is drawn to scale.

Boundary Justification (Explain why the boundaries were selected.)

The boundary is the land immediately surrounding the historic depots and baggage room and includes three noncontributing structures.

11. Form Prepared By

name/title: Lynn Speno
organization: Historic Preservation Division, Georgia Dept. of Natural Resources
street & number: 254 Washington Street, SW, Ground Level
city or town: Atlanta state: GA zip code: 30334
e-mail lynn.speno@dnr.state.ga.us
telephone: 404-651-5911
date: May 28, 2013

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 this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Forsyth Railroad Depots and Baggage Room

Name of Property

Monroe County, GA

County and State

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Forsyth Railroad Depots and Baggage Room

City or Vicinity: Forsyth

County: Monroe State: Georgia

Photographer: Charlie Miller, Historic Preservation Division, GA Dept. of Natural Resources

Date Photographed: January 8, 2013

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 37. Stone depot, street elevation. Photographer facing northeast.
- 2 of 37. Stone depot, street elevation detail of stonework. Photographer facing northeast.
- 3 of 37. Stone depot, street elevation, window detail. Photographer facing east.
- 4 of 37. Stone depot, trackside elevation. Photographer southwest.
- 5 of 37. Stone depot, trackside elevation. Photographer west.
- 6 of 37. Railroad tracks. Photographer facing west.
- 7 of 37. Stone depot, trackside elevation, detail of door. Photographer facing southwest.
- 8 of 37. Stone depot, trackside elevation, detail of door. Photographer facing southwest.
- 9 of 37. Brick depot, baggage room, and stone depot. Photographer facing north.
- 10 of 37. Brick depot, street and west side elevations. Photographer facing east.
- 11 of 37. Brick depot, street elevation. Photographer facing northwest.
- 12 of 37. Window detail of brick depot, street elevation. Photographer facing northeast.
- 13 of 37. Brick depot, street and east side elevation. Photographer facing north.
- 14 of 37. Brick depot, trackside and east side elevations. Photographer facing southwest.
- 15 of 37. Trackside elevation. Photographer facing west.
- 16 of 37. Trackside elevation. Photographer facing southwest.
- 17 of 37. Trackside elevation. Photographer facing southeast.
- 18 of 37. Railroad tracks and trackside elevation. Photographer facing northwest.
- 19 of 37. Detail of tower on brick depot. Photographer facing southwest.
- 20 of 37. Baggage room, street elevation. Photographer facing northeast.
- 21 of 37. Baggage room, trackside and west side elevations. Photographer facing south.
- 22 of 37. Baggage room door. Photographer facing southwest.

Forsyth Railroad Depots and Baggage Room

Monroe County, GA
County and State

Name of Property

- 23 of 37. Interior stone depot. Photographer facing north.
- 24 of 37. Interior stone depot. Photographer facing northwest.
- 25 of 37. Interior stone depot. Photographer facing north.
- 26 of 37. Interior stone depot. Photographer facing south.
- 27 of 37. Interior stone depot. Photographer facing south.
- 28 of 37. Interior brick depot. Photographer facing southwest.
- 29 of 37. Ceiling of brick depot. Photographer facing up.
- 30 of 37. Main waiting room, brick depot. Photographer facing west.
- 31 of 37. Fireplace in main waiting room, brick depot. Photographer facing west.
- 32 of 37. Main waiting room towards ticket office. Photographer facing northeast.
- 33 of 37. Ticket office in brick depot. Photographer facing north.
- 34 of 37. Fireplace in African-American waiting room. Photographer facing south.
- 35 of 37. Entrance door into African-American waiting room. Photographer facing northeast.
- 36 of 37. Interior ladies waiting room in brick depot. Photographer facing southwest.
- 37 of 37. Interior baggage room. Photographer facing southwest.

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.



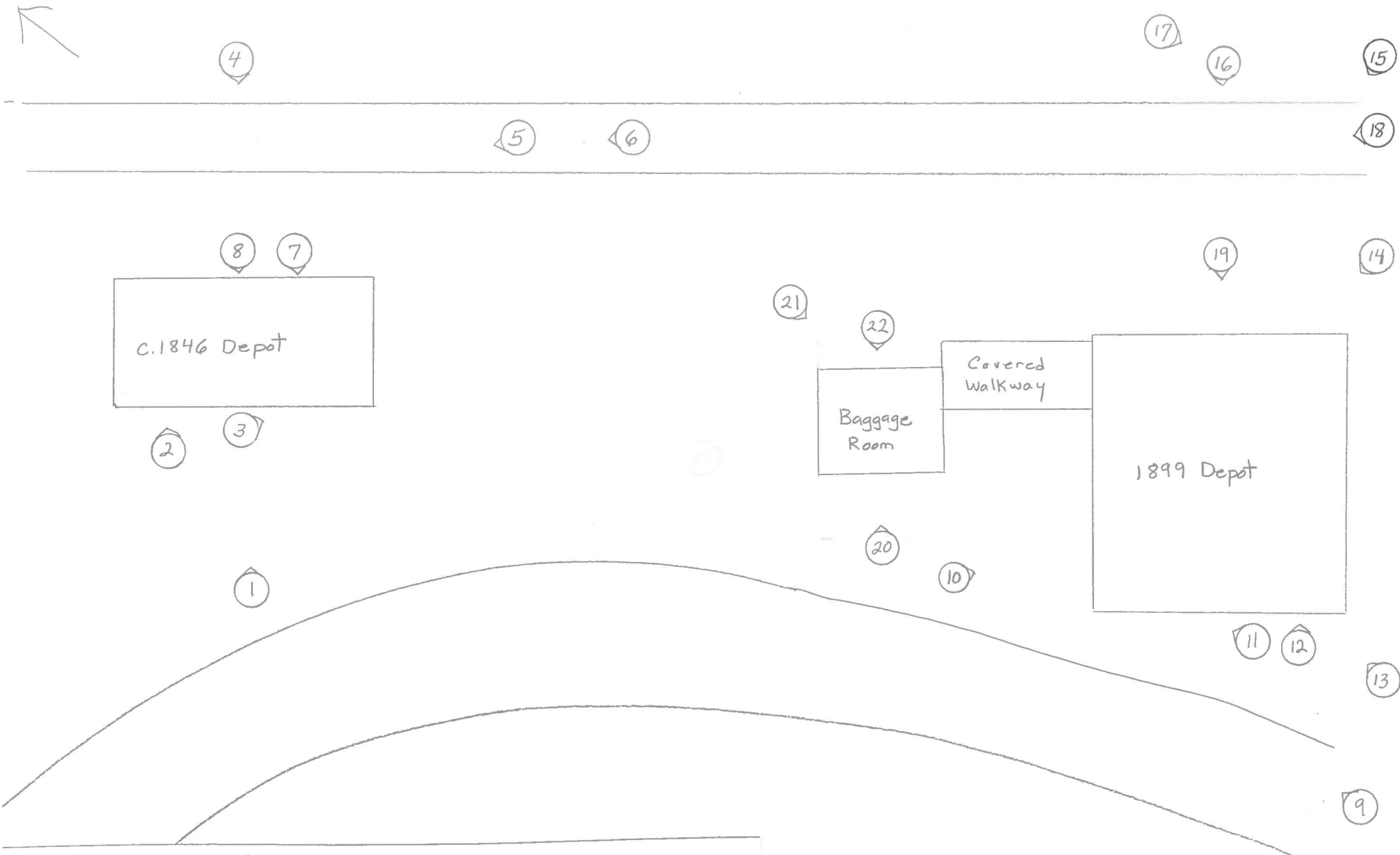
**FORSYTH RAILROAD DEPOTS AND BAGGAGE ROOM
 MONROE COUNTY, GEORGIA
 NATIONAL REGISTER TAX MAP**

National Register Boundary:

NORTH: ↑

SCALE: 1 inch = 144 feet

SOURCE: MONROE COUNTY TAX ASSESSOR

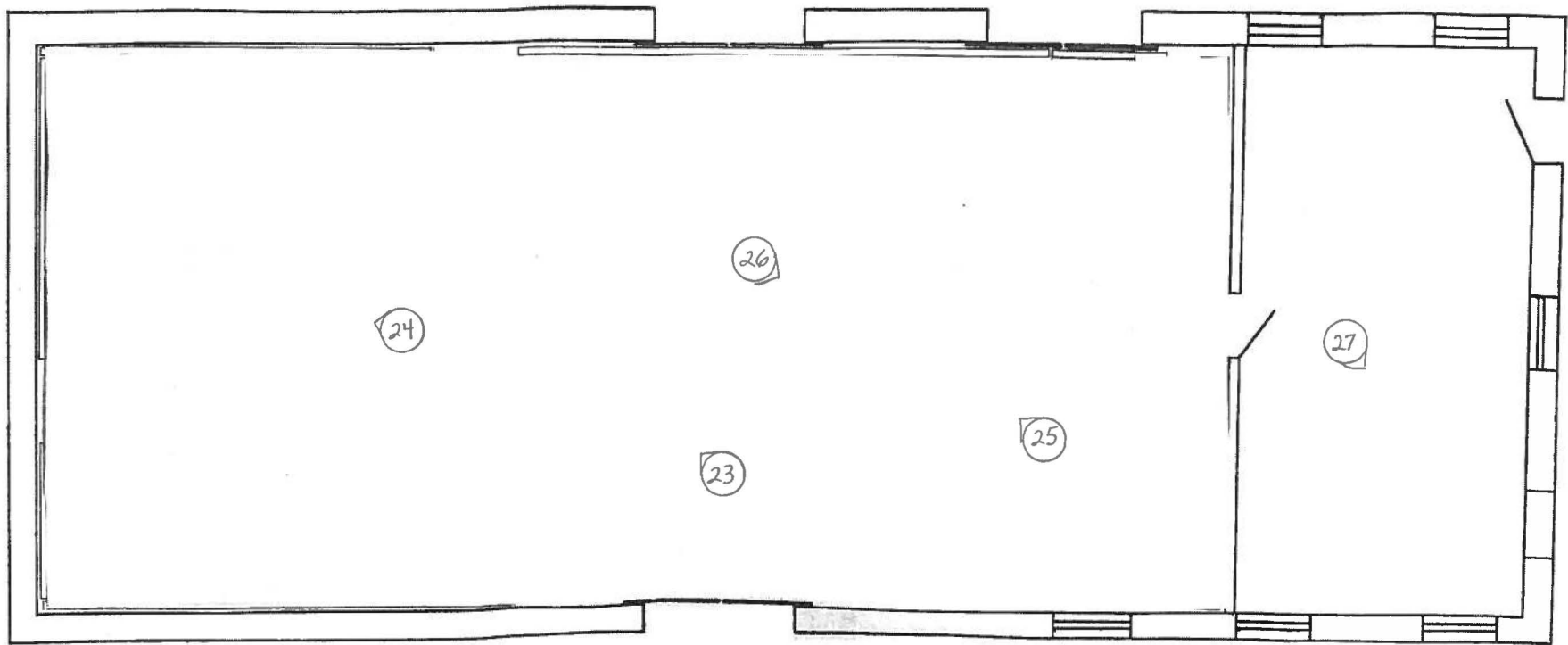


**FORSYTH RAILROAD DEPOTS AND BAGGAGE ROOM
MONROE COUNTY, GEORGIA**

SITE PLAN

NORTH: ↖

PHOTOGRAPH/DIRECTION OF VIEW: ○



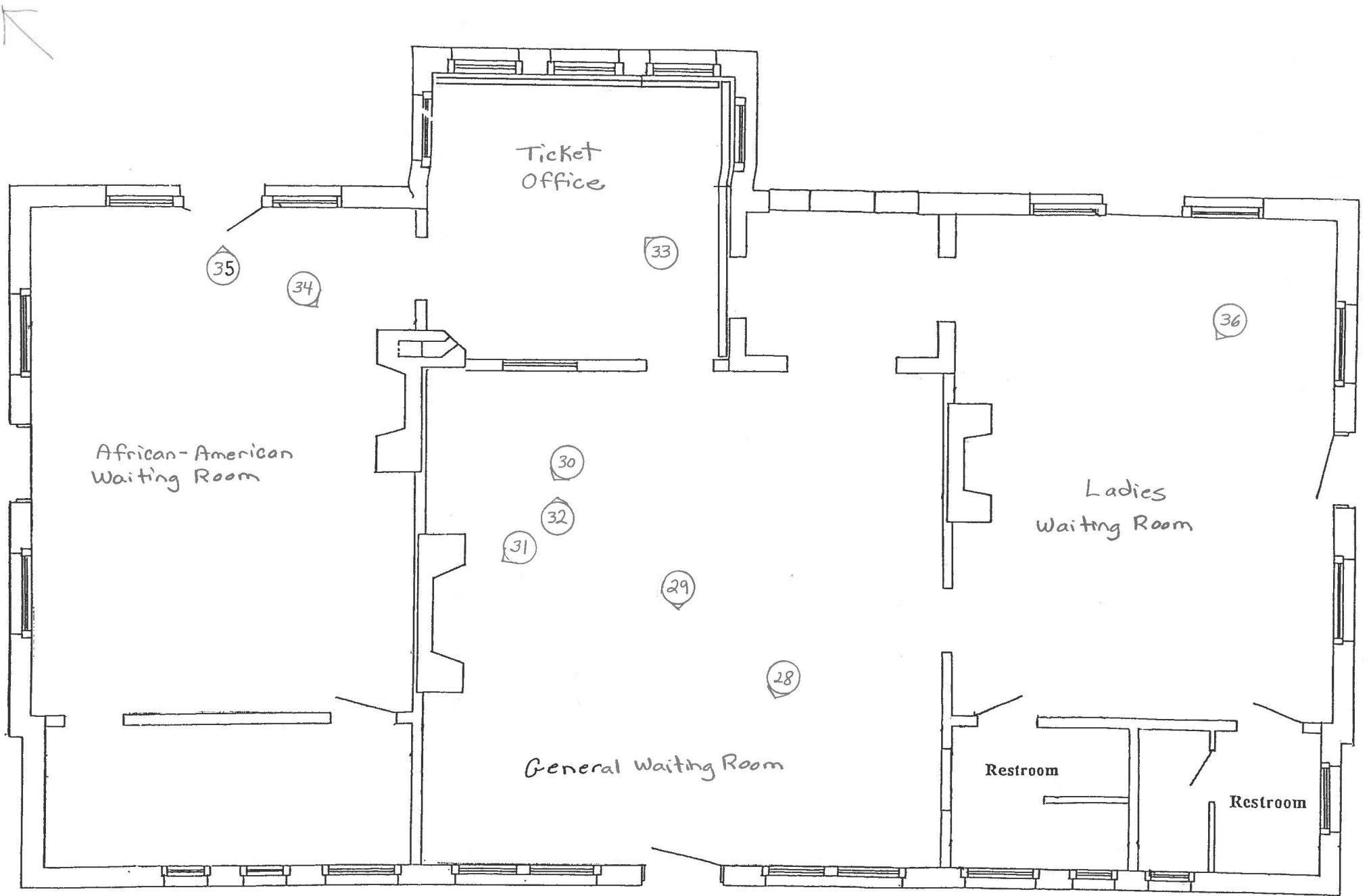
**FORSYTH RAILROAD DEPOTS AND BAGGAGE ROOM
MONROE COUNTY, GEORGIA**

C.1846-1850 DEPOT

NORTH: ↖

SCALE: Not to Scale

PHOTOGRAPH/DIRECTION OF VIEW: ○

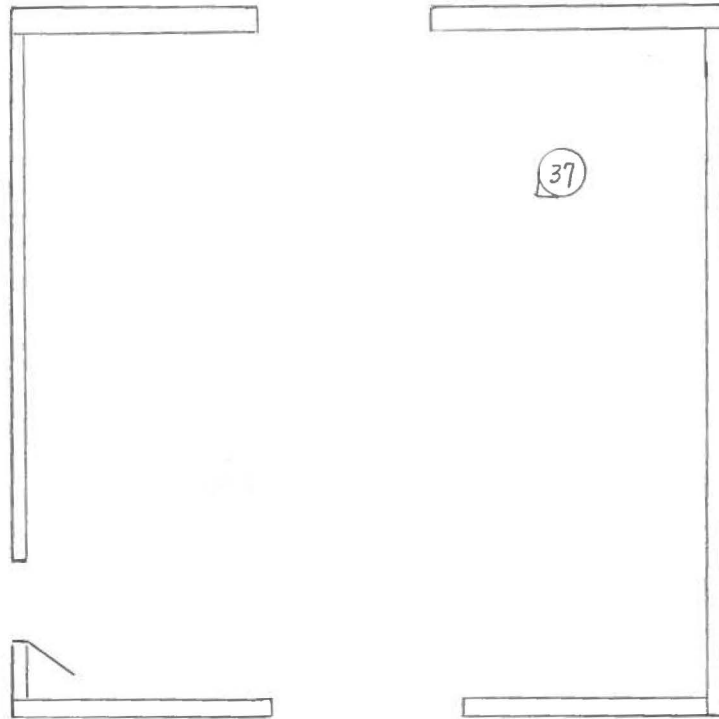


**FORSYTH RAILROAD DEPOTS AND BAGGAGE ROOM
 MONROE COUNTY, GEORGIA
 1899 DEPOT**

NORTH: ↖

SCALE: Not to Scale

PHOTOGRAPH/DIRECTION OF VIEW: ○

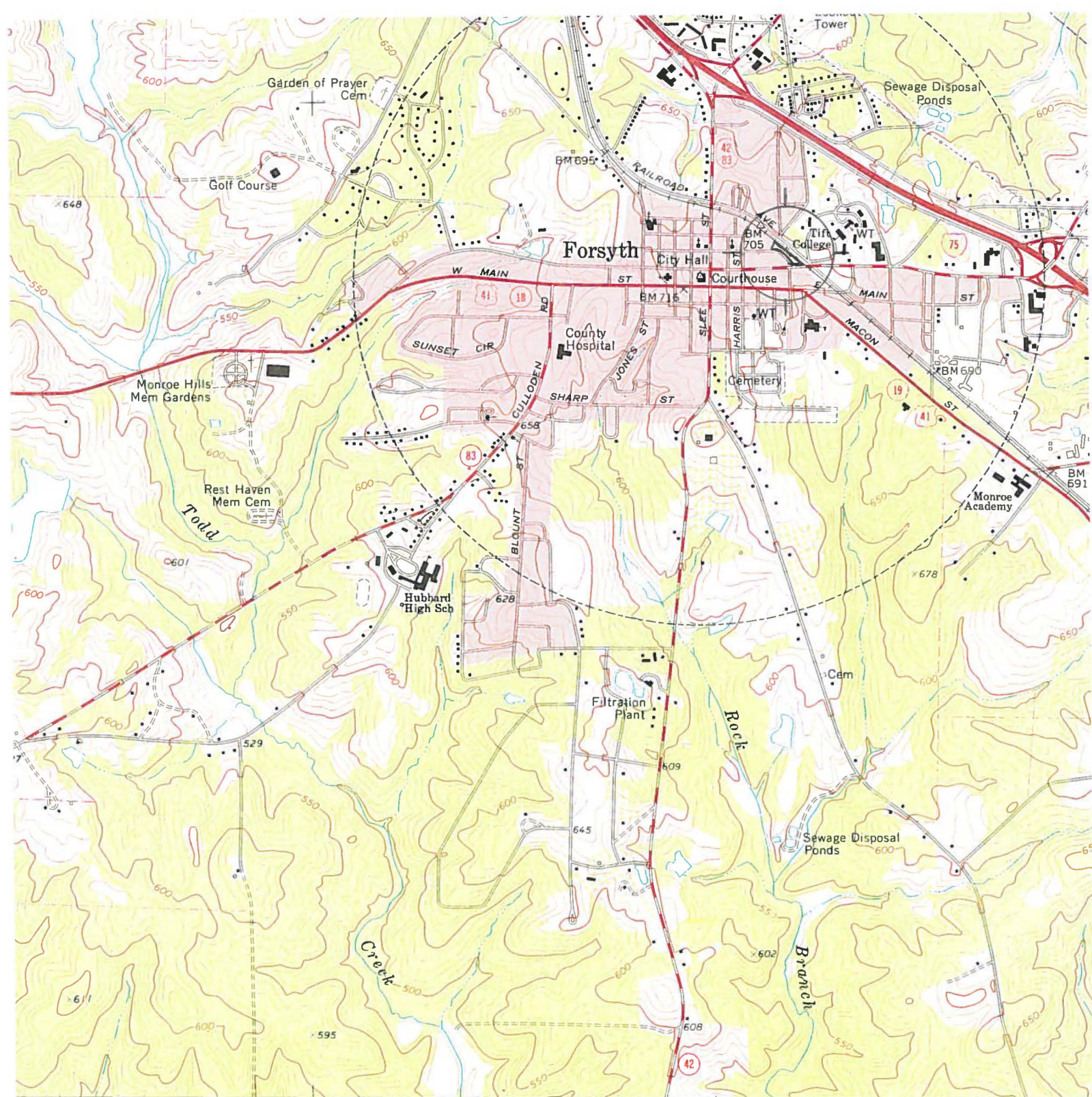


**FORSYTH RAILROAD DEPOTS AND BAGGAGE ROOM
MONROE COUNTY, GEORGIA
1917 BAGGAGE ROOM**

NORTH: ↗

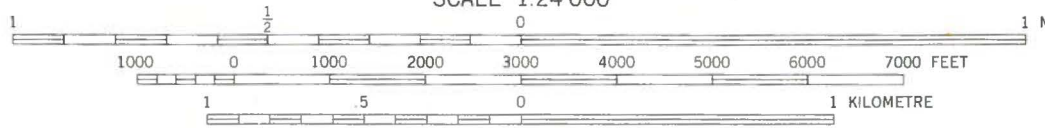
SCALE: Not to Scale

PHOTOGRAPH/DIRECTION OF VIEW: ○



560 000 FEET 223 57'30" 224 RUSSELLVILLE 8 MI (SMARR) 4249 IV NW 226 227

SCALE 1:24 000



CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



UTM GRID AND 1973 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

*Forsyth Railroad Depots and Baggage Room
Monroe County, GA*

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

33.035332
-83.934319

DO
F























CLOSED





















NEW AND SERVICE BY
SON FARMS
PROPANE
994 · 2119















EXIT

MONROE COUNTY HISTORICAL SOCIETY
JOIN US







DID YOU KNOW?

THE COUNTY COMES OF AGE



The County Comes of Age
Sponsored by the
Historic County Bank
Fayette County, KY

1825 1847
GEO. W. NEWTON HOME
CHURCH BUILDING
MAYNOR COUNTY
ACQUIRED JUNE 1, 1847
W. S. COLLEY, COMM.
J. B. GRANT, COMM.

1811
LET JAMES
WILLIAMS
BE THE
FIRST
TO
SET
UP
A
MILL
IN
THE
COUNTY
ON
THE
SITE
OF
THE
PRESENT
MILL
ON
THE
RIVER
AT
THE
MOUTH
OF
THE
CREEK
IN
THE
TOWNSHIP
OF
THE
COUNTY
OF
FAYETTE
KY
IN
THE
YEAR
1811
BY
JAMES
WILLIAMS
AND
JAMES
WILLIAMS
JUNIOR
1811





July 1, 1901
 The following is a list of the names of the signers of the Ordinance of Secession, as recorded in the public records of the State of Georgia, at the time of its adoption, on July 21, 1862.



Small plaque or label below the car photo.



Small plaque or label on the wall.

1905 1947
 GEO. W. NEWTON HOME
 OFFICE BUILDING
 MONROE COUNTY
 PURCHASED JUNE 3, 1947
 JAS. A. TRIBBLE, CHM.
 JAS. C. CORLEY, COMM.
 J. RAY GRANT, COMM.

1901
 W. J. GARR
 LEE J. BUTTER
 JOHN S. JOSSELY
 SHERIFF
 GEO. W. NEWTON
 BUILDING CONTRACTOR
 JOHN S. JUDGE
 W. J. GARR
 JNO. D. PONDER
 CONTRACTORS
 THE PAINTING CO.
 M AND SON
 SENTS
 GA.





CENTRAL OF GA RY

Train No.	Arrives From:	Due	Status
3	Macon Up Mail	4:50am	Up Fast Mail
11	Atlanta	8:16am	On Time
2	Macon	10:01am	10:50am
1	Macon	5:45pm	On Time
12	Atlanta	6:33pm	On Time
4	Macon	10:26pm	On Time

Train No.	Departs To:	Due	Status
11	Macon	8:31am	On Time
2	Atlanta	10:16am	10:18am
1	Atlanta	4:40pm	On Time
12	Macon	6:44pm	On Time
4	Atlanta	10:41pm	On Time



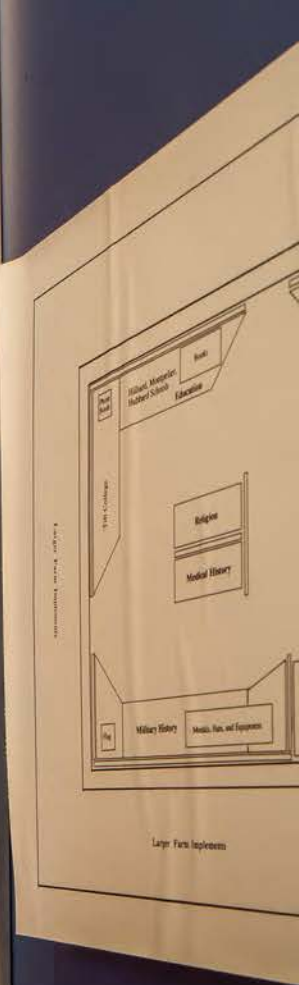


FROM HOMESPUN TO HIGH STYLE





— ALARM ON —
— DO NOT OPEN DOOR —







UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Forsyth Railroad Depots and Baggage Room

MULTIPLE NAME:

STATE & COUNTY: GEORGIA, Monroe

DATE RECEIVED: 6/07/13 DATE OF PENDING LIST: 7/02/13
DATE OF 16TH DAY: 7/17/13 DATE OF 45TH DAY: 7/24/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000532

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7-23-13 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

HISTORIC PRESERVATION DIVISION

MARK WILLIAMS
COMMISSIONER



May 31, 2013

J. Paul Loether
National Park Service
National Register of Historic Places
1201 "I" (Eye) Street, N.W. 8th floor
Washington, D.C. 20005

Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nomination for the **Forsyth Railroad Depots and Baggage Room, Monroe County, Georgia** to the National Register of Historic Places.

- Disk of National Register of Historic Places nomination form and maps as a pdf
- Disk with digital photo images
- Physical signature page
- Original USGS topographic map(s)
- Sketch map(s)/attachment(s)
- Correspondence
- Other:

COMMENTS:

- Please insure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do do not constitute a majority of property owners.
- Special considerations:

Sincerely,



Lynn Speno
National Register Specialist

Enclosures