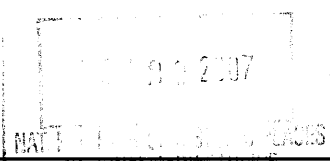


1336



# NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

## 1. Name of Property

historic name Warner Robins Depot  
other names/site number N/A

## 2. Location

street & number First Street  
city, town Warner Robins ( ) vicinity of  
county Houston code GA 153  
state Georgia code GA zip code 31099

( ) not for publication

## 3. Classification

### Ownership of Property:

- ( ) private
- (X) public-local
- ( ) public-state
- ( ) public-federal

### Category of Property:

- (X) building(s)
- ( ) district
- ( ) site
- ( ) structure
- ( ) object

Number of Resources within Property:	<u>Contributing</u>	<u>Noncontributing</u>
buildings	1	0
sites	0	0
structures	0	1
objects	0	0
total	1	1

Contributing resources previously listed in the National Register: N/A

Name of previous listing: N/A

Name of related multiple property listing: N/A

**4. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. ( ) See continuation sheet.

W. Ray Luce  
Signature of certifying official

11-13-07  
Date

for W. Ray Luce  
Historic Preservation Division Director  
Deputy State Historic Preservation Officer

In my opinion, the property ( ) meets ( ) does not meet the National Register criteria. ( ) See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency or bureau

**5. National Park Service Certification**

I, hereby, certify that this property is:

entered in the National Register

Edson H. Beall 1.2.08

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other, explain:

see continuation sheet

[Signature]  
Keeper of the National Register

\_\_\_\_\_  
Date

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## 6. Function or Use

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### Historic Functions:

Transportation: rail-related

### Current Functions:

Government: government office

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## 7. Description

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### Architectural Classification:

Other: mid-20<sup>th</sup> century railroad depot

### Materials:

<b>foundation</b>	concrete
<b>walls</b>	brick
<b>roof</b>	asphalt
<b>other</b>	N/A

### Description of present and historic physical appearance:

*The following description is taken from the August 3, 2005 "Warner Robins Train Depot" Historic Property Information Form that was prepared by Michael Whipple, former Preservation Planner for the Middle Georgia Regional Development Center. It is on file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia.*

The Warner Robins Depot is located between First Street and the rail line in downtown Warner Robins in Houston County. Warner Robins is a community located about 20 miles south of Macon, in central Georgia, which underwent rapid growth during World War II with the establishment of the Robins Air Force Base.

The one-story, rectangular, brick building was constructed in 1943-1944 as a passenger and freight depot. The building has a hip, asphalt-shingle roof and six-over-six wood windows. The building retains its freight and passenger doors with transoms above the passenger doors. The rail-side of the building has a projecting bay where the office is located. There is also an integral, covered passenger concourse with brick posts. The interior of the depot retains its original floor plan with a white passenger waiting room at the south end of the building, an office in the center of the building, and an African-American waiting room, baggage room, and freight room on the north end of the building. The depot also retains its historic interior finishes and materials including the ticket counters, wainscoting, doors, window and door surrounds, hardwood floors, and exposed ceiling in the freight room. The depot currently houses the Warner Robins Convention and Visitors' Bureau and is the welcome center for the city. There is a noncontributing caboose on the property near the rail line.

The Warner Robins Depot is located just south of the Robins Air Force Base in an urban setting

National Register of Historic Places **Continuation Sheet**

Section 7--Description

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bounded by Highway 129 to the east, First Street to the west and Watson Boulevard to the south. In addition to the nominated 1943 brick depot, there is one structure present on the property, a noncontributing caboose rail car. A functional railroad is still in operation and tracks are located to the east of the buildings and run in a north-south direction the length of the property.

Constructed in 1943, the depot is a rectangular, one-story, hip-roofed, masonry walled building supported by a slab-on-grade foundation. The raked, running bond, brick exterior is intact as are original windows, doors, bays, cement piers, brick columns, and covered concourse outdoor passenger waiting area. The railroad depot is in excellent condition and has retained its integrity. It is simple in design and intended for functionality.

The overall shape of the depot is rectangular with one bay window protruding from the east or trackside facade. The original floor plan included a freight room, baggage room, African-American restrooms and waiting room, central ticket office, white waiting room and restroom facilities. Outside there is an attached, covered concourse loading/unloading platform (photograph 1).

The brick exterior features three large, exposed batten, double-wood reinforced, sliding freight doors on three sides of the north end of the building, which allow access to the freight room (photographs 5 and 6). A poured concrete, handicap access ramp has been constructed along the original poured concrete loading platform in order to provide access to this area, as well as to the caboose. These changes are complimentary and in keeping with the original slab-on-grade foundation system which also functions as the interior finished floor in most of the rooms (photograph 5).

On the west or street façade, approximately 20 feet to the south of the front freight room doors, are a set of exposed batten, double entrance doors with a six-light transom that provides access to the baggage room (photograph 8). Separate entrances provide access to the African-American and white passenger waiting rooms. These take the form of single-glazed, one-door, three-light transom entrances framed by matching, paired six-over-six, double-hung sash, flat headed, rectangular windows (photograph 8). A single set of these windows marks the location of the ticket office midway between the two passenger entrances (photograph 6). To the far right and far left of each of the passenger entrances are two four-light, fixed round windows providing architectural accent and relief to the remaining façade (photograph 7).

The entire rear or east facade, facing the railroad tracks, mirrors the front façade, differing only in one significant aspect. Instead of the single set of windows set flush with the exterior wall at the ticket office location, the rear facade features a bay window. The south and middle facades contain the multi-light windows common to the rest of the structure, while the north façade boasts a three-light transom doorway that originally provided the only (interior or exterior) access to the office (photographs 3 and 4). Historic photographic evidence shows that screened windows and a screened door originally accompanied these openings, but the screens have since been removed.

The outdoor passenger concourse at the far south end of the building features a covered platform area. This area has a poured concrete floor and six paired, brick columns that support the low-pitch hip roof and wood ceiling (photograph 1).

The hip roof has asphalt shingles affixed to the original plank sub-roofing and is supported by a wood ceiling

National Register of Historic Places **Continuation Sheet**

Section 7--Description

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joist system that is exposed in the freight room. Additional features include two original, off-center brick chimneys, and enclosed soffits.

The interior layout and floor plan arrangement have not been changed. Critical interior decorative and functional elements, including semaphore signaling apparatus, wood ticket counters, wainscoting, doors, trim and molding have all been retained. Exposed wood trusses and the masonry wall system remain in both the baggage and freight rooms (photographs 9 to 11). The original exposed brick fireplace chimneys and wooden ticket counters remain intact (photographs 14 and 16). The counters exhibit original, crafted elements including cupboards, cash drawers, beaded edging, and shaped hoods with rolling wood curtains (photograph 14). The ticket office has a replacement hardwood floor in keeping with the building's original design. Walls in the bathrooms, waiting rooms, and the ticket office are plaster. The baggage room has the original rough wood wall covering and the freight room retains the original exposed brick perimeter walls (photographs 9 and 11).

Changes to the depot have been minimal. The exterior of the depot was repainted in the 1950s, using a two-tone green pigment scheme. In 1974, the city of Warner Robins reached an agreement with the Southern Railway Company to allow members of the city's Bicentennial Committee to clean, repair, paint, and install landscaping and fencing as part of a bicentennial project. At this time, doors were added to join the two waiting rooms and the office to enable movement within the depot. This was a community-backed project with the money, material, and labor donated by individual residents and businesses.

Minor repairs around 1976 included painting the exterior of the depot; installing a door to allow access to the trackside bathroom from the baggage area; and repairing rotting wood. In 1990, the exterior was painted again and returned to its earlier green colors.

In 1997, the city instituted the largest maintenance effort performed to the building. With a 20/80 match, the city qualified for a transportation enhancement grant funded under the Transportation Equity Act and administered by the Georgia Department of Transportation. Original application approval was received in 1993, followed by the preparation of renovation plans by the architectural firm Hayes, Michael, and Slater. Actual renovation work commenced in 1996 under the direction of the John Contracting Company, Morrow, Georgia. In accordance with Historic Preservation Act, Section 106 requirements, the Georgia Department of Natural Resources, Historic Preservation Division was consulted to insure that contracted work adhered with The Secretary of the Interior's Standards for Rehabilitation.

Since that time, no rehabilitation projects of any significance have occurred beyond normal periodic maintenance. Increasing urbanization of the surrounding area has occurred as this once small, largely agrarian area has been transformed to a vigorous, thriving community of over 50,000. Since 1998, the depot has been used by the city as a welcome center for visitors to Warner Robins.

The cabooses that are located on the site are noncontributing. They were moved to the site after the historic period.

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**8. Statement of Significance**

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**Certifying official has considered the significance of this property in relation to other properties:**

nationally       statewide       locally

**Applicable National Register Criteria:**

A       B       C       D

**Criteria Considerations (Exceptions):**  N/A

A       B       C       D       E       F       G

**Areas of Significance (enter categories from instructions):**

Architecture  
Social History  
Transportation

**Period of Significance:**

1943-1957

**Significant Dates:**

1943 – date of construction

**Significant Person(s):**

N/A

**Cultural Affiliation:**

N/A

**Architect(s)/Builder(s):**

Southern Railway Company – Architect  
Elliot Building Company - Builder

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

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**Statement of significance (areas of significance)**

Prior to 1941, the city of Warner Robins was a small crossroads town called Wellston with a population of less than 50 people. In 1941, United States War Department officials concluded the first contracts for the construction of a new Air Corps Logistics Depot to be located near Wellston. It would take nine months to build the air base during which time the small town of Wellston was transformed from an agrarian-based community to a bustling city supporting a new military installation. In 1941, the town's name was changed to Warner Robins, after Brigadier General Augustine Warner Robins, one of the Army Air Corps' first logisticians. As rail passenger and freight volume increased, pressure mounted on the Georgia Southern and Florida Railroad, controlled by Southern Railway Company, to build a new depot to improve service to the base and town. Construction for a new depot began in late 1943. The brick depot was built by the Southern Railway Company to replace the 1889 wood depot that was located across the street. Dedication ceremonies for the new building were held on February 1, 1944. With completion and the end of World War II, the depot continued to serve the community and base with passenger service and freight operations, which ended in 1969 and 1970 respectively. The city purchased the depot in 1994.

The Warner Robins Depot is significant in the area of architecture as a good and intact example of a 1940s version of the traditional "consolidated" or "combination" depot that housed passenger and freight operations. Depots like this were built from the early 19<sup>th</sup> century through the early 20<sup>th</sup> century throughout Georgia. The Warner Robins Depot is the "newest" historic depot of this type documented to date. The depot retains its exterior and interior character-defining features including its form, floor plan, and ticket counters. The floor plan with passenger waiting rooms, ticket agent's office, baggage room and freight room is central to its use as a railroad depot. Other defining features include the bay window that provided the station agent with visibility to the tracks, and the integral, covered loading/unloading platform for the transfer of passengers and goods.

The depot is significant in the area of social history for its reflection of how public facilities were segregated during the late 19<sup>th</sup> and the first half of the 20<sup>th</sup> centuries with separate waiting rooms for white and African-American travelers. 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.

The Warner Robins Depot is significant in the area of transportation for its direct association with railroad passenger and freight transportation in Warner Robins. Throughout the 19<sup>th</sup> and most of the 20<sup>th</sup> centuries, railways served as the national 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 Warner Robins Depot is the only historic transportation resource in the city. While a few depots were constructed after World War I in Georgia, most depots were built before the end of that conflict. The Warner Robins Depot is the last major railroad depot that was built in Georgia. The depot continued to provide freight and passenger service support to the Warner Robins military installation during the almost 30-year time span it served as an operational railroad depot. Passenger service ended in 1969 and freight service ended the following year.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

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The depot was central to the establishment and growth of Robins Air Force Base during World War II and the cold war eras. The community was transformed almost immediately from a quiet agrarian-based village to a bustling town devoted to the support of an important military installation. Thus began what has turned out to be a 65-year, mutually supportive partnership between the community and the air base.

**National Register Criteria**

A - The Warner Robins Depot is significant in the area of social history for its reflection of how public facilities were segregated during the late 19<sup>th</sup> and the first half of the 20<sup>th</sup> centuries with separate waiting rooms for white and African-American travelers. The Warner Robins Depot is significant in the area of transportation for its direct association with railroad passenger and freight operations in Warner Robins.

C – The Warner Robins Depot is significant in architecture as a good and intact example of a 1940s railroad depot for passenger and freight facilities in Georgia.

**Criteria Considerations (if applicable)**

N/A

**Period of significance (justification)**

The period of significance begins with the date of construction in 1943 and ends in 1957, the end of the historic period.

**Contributing/Noncontributing Resources (explanation, if necessary)**

The nomination includes one contributing building, the Warner Robins Depot. The caboose that is on the property is not original to the site and is considered noncontributing.

**Developmental history/historic context (if appropriate)**

*The following description is taken from the August 3, 2005 "Warner Robins Train Depot" Historic Property Information Form that was prepared by Michael Whipple, former Preservation Planner for the Middle Georgia Regional Development Center. It is on file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia.*

The Warner Robins Depot is one of the oldest buildings in the city of Warner Robins and, in many ways, epitomizes the founding and development of this important Georgia community. Built in 1943 in response to a burgeoning need brought about by the construction of Wellston Army Air Field (later renamed Robins Air Force Base), the railroad depot played a vital role in the transformation of Warner Robins with the vast amounts of materials and persons brought in to the air force facility via the railway and depot.



National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

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Construction of the railroad depot was necessitated by the same impetus that caused Warner Robins to be transformed from a small village of less than 50 people in 1940 to a city of over 48,800 in 2000. From its inception, development of the community radiated outward from the railroad depot.

Prior to 1943, the city of Warner Robins was a small, middle Georgia, crossroads community known as Wellston. Known commonly as a 'whistle stop,' Wellston was purportedly named for a railroad engineer named Mr. Wells who became a friend of local landowners, R.H. Watson and Henry S. Feagin, Jr., during construction of the first railroad through the area. The Georgia Southern and Florida Railroad was chartered in 1881 to build a railroad from Macon, Georgia to Palatka, Florida. Called the "Suwanee River Route", the line opened between Macon and Valdosta in February 1889, and was completed to Palatka in March of the following year. Having donated land in the form of half interest in 100 acres for track and a new rail depot, railway officials asked Mr. Feagin to name the new depot. Mr. Feagin is reported by his stepdaughter to have named the station Wellston, in honor of his new friend. However, historical maps from the late 1830s have this area identified as Welborns Mills, and Wellston could, perhaps, be a derivation of this appellation. In any case, this location in north Houston County became known for the name of its railroad station. Prior to this point, the people in the community had been served by a post office known as York. When the railroad began to carry mail, the post office was moved eastward to a country store located about one mile north of the Wellston site and approximately three-quarters of a mile west of the railroad line. Thus, the railroad and the community of Wellston were linked from the time of its origin.

In August 1935, the Seventy-Fourth United States Congress passed, and President Roosevelt signed into law, the Wilcox-Wilson Bill, or Public Law 263. Funding under this law allowed the War Department (specifically the air corps) to search for sites to build new air corps installations to repair their aircraft. It became the basis for the construction of seven new Air Corps Logistics Depots, including one in middle Georgia. During the late 1930s, officials from the city of Macon and Bibb County, located 15 miles north of Wellston, began to assemble parcels of land purchased from residents in the area. The assembled land parcel was intended to be presented to the federal government as a site for an Army Air Corps maintenance and supply depot.

On August 8, 1941, War Department officials concluded the first contracts for construction of the supply and repair depot near Wellston, Georgia, with Griffin, Mion, and Shepherd of Atlanta. A contract was also awarded to Aqua Systems, Inc, of New York City, for an aircraft fueling system. The total contract amount was \$20 million.

All of this activity was in preparation for a war many Americans hoped would never involve this country. Actual construction began on the Army Air Force's new facility August 18, 1941, the day after President Franklin D. Roosevelt signed the Selective Service Bill extending draftees' military service from six months to two years. It would take less than nine months to construct the Wellston Air Depot, the genesis for what would eventually become known as Robins Air Force Base and Georgia's largest single-site industrial complex. Described as a boomtown reminiscent of the gold rush days, Wellston was transformed almost immediately from a quiet agrarian-based community to a bustling town devoted to the support of an important military installation. Thus began what has turned out to be a 65-year, mutually supportive

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

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partnership between the community and the air base.

As was the norm in the time period leading up to and during World War II, almost all personnel and a vast amount of the materials used to develop and support base operations arrived in town via the railroad. As the small village of Wellston was transformed into a center of support for national defense, rapid development provided impetus for the building of a new railroad depot to replace the inadequate, original wood depot. As passenger and freight volume increased, pressure mounted on the Georgia Southern and Florida Railway, (reorganized under the Southern Railway Company from the Georgia Southern and Florida Railroad in 1895), to build a new depot to improve service to the military base and the town. Construction on the new railroad depot began in 1943 with the Southern Railway Company serving as the architect and the Elliot Building Company of Hickory, North Carolina, selected as the builder.

At the time of the construction of the new army airfield, Colonel Charles E. "Steve" Thomas, the first commander at the air base, wanted to name the new installation after his mentor and hero, Brigadier General Augustine Warner Robins. General Robins, a native of Virginia and one of the Army Air Corps' first General Staff Officers, was perhaps the first and most important of the air corps' logisticians. Considered the "Father of Modern Air Force Logistics," Robins became commander of the Air Corps' Materiel Division, an antecedent of the present Air Force Materiel Command, at Wright Field, Ohio, from 1935 to 1939. General Robins played a key role in establishing the foundations for Air Force logistics that would stand the test of the coming war and the transition to the independent service that followed, the United States Air Force.

In 1941, Army regulations required the installation be named after the host town, and hence it appeared that the "Wellston Army Air Depot" would be built in middle Georgia. By now, Wellston had begun to flourish with the ongoing housing and military construction. Recognizing Colonel Thomas' desire and in a dramatic show of appreciation and support for the Army, the Wellston city fathers changed the name of the city to Warner Robins. In January 1942, the airfield was named "Robins Field" in memory of the general. The railroad depot was officially dedicated in 1944, and also named after General Robins. For years afterward, the first sight arriving persons had of both the city of Warner Robins and the military base was the view they received upon arrival from the passenger concourse of the Warner Robins Depot. Both the base and the city grew outward from the apex represented by the location of the railroad depot.

Trains providing passenger and freight service continued to use the depot until 1970 when it was officially closed to rail traffic. When the railroad depot first stopped passenger operations in 1969, the Warner Robins Art Association was granted permission to use the passenger waiting rooms as an art gallery and shop featuring arts and crafts. Later, after freight operations ceased in 1970, the warehouse space was used by the Warner Robins Garden Club Council for equipment and storage space, and also by the Middle Georgia Model Railroad Association for their meetings and displays. The Norfolk Southern Railway Company (parent company and depot owner since a 1982 merger) sold the depot to the city of Warner Robins in 1994. Since 1998, the depot has served as the home for the city's Convention and Visitors' Bureau and is the official welcome center for the locality. The fact that it is central to the city and strategically located directly across from the main entrance to the Air Force base is extremely fortunate in terms of functionality in this capacity. In addition, efforts are underway to create pedestrian-targeted avenues to tie the railroad depot to the nearby Museum of Aviation and an eventual college campus.

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## 9. Major Bibliographic References

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### Interviews

Buzzell, Marsha. City of Warner Robins Convention and Visitors Bureau, Houston County. Interviews by Michael Whipple, October 2004, February 2005, and July 2005.

Wood, Adriane. Former Middle Georgia Historic Preservation Planner, Bibb County. Interview by Michael Whipple, October 2004.

Mosley, Mark. Middle Georgia Railroad Association, Houston County. Interview by Michael Whipple, April 2005.

Bush, Belle. Nola Brantley Memorial Library, city of Warner Robins. Interview by Michael Whipple, November 2004.

McEarchen, Emmett. Former depot ticket master (1948-1970) and employee of the Southern Railway Company. Interview by Michael Whipple, July 2005.

### Books, Newspapers and Magazines

Bibb County, Georgia. Tax parcel and courthouse records.

City of Warner Robins. City Directory. Warner Robins, GA. , 01 February 1961.

Corson, Ed. "A Glimpse at the History of Wellston- Warner Robins." The Daily Sun [Warner Robins, GA]. 01 February 1998.

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Macon Telegraph and News, 10 June 1941 - 05 February 2005.

Matais, R. *The Silver Anniversary of Robins Air Force Base, Georgia, 1941-1966*. Warner Robins, GA: Air Force Logistical Command.

McDowell, B. Warner Robins Silver Anniversary Magazine, 1943-1968. Warner Robins, GA: John R. Adams Publishing, 1968.

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"New Brick Depot, Costing \$20,000, Opens at Robins." Macon Telegraph and News, 02 February 1944. Macon, GA.

"Old Depot Will Be Art Gallery." The Warner Robins Journal, 15 October 1969. Warner Robins, GA.

Purser, Becky. "They Think It Can." The Daily Sun [Warner Robins, Georgia], 07 January 2001.

National Register of Historic Places **Continuation Sheet**

Section 9—Major Bibliographic References

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Warner Robins Journal, 05 July- 15 October 1969.

“Warner Robins Will Get New Rail Station.” Macon Telegraph and News, 15 August 1943. Macon, GA.

Whipple, Michael. “Warner Robins Train Depot.” Historic Property Information Form, August 3, 2005. On file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia.

**Websites**

Georgia Department of Transportation: Internet website providing Transportation Enhancement Activity project descriptions located at:

[http://www.dot.state.ga.us/dot/planprog/planning/projects/te/tools\\_resources/virtual\\_tour/tour\\_documents/site1.shtml](http://www.dot.state.ga.us/dot/planprog/planning/projects/te/tools_resources/virtual_tour/tour_documents/site1.shtml)

Georgia Southern & Florida Historical Society: Internet website hosted by nonprofit organization dedicated to the preservation and promotion of affiliated railroad lines located at: <http://gsfrrhs.org/index.php>

Railfanning.org: An Internet website dedicated to railroad news located at:

<http://railfanning.harpblaster.net/trackside/warnerrobins/>

21<sup>st</sup> Century Partnership: An Internet website hosted by a local community activist and promotion organization providing historic information related to the community located at: <http://www.robins21.org/history/rafb.htm>

Warner Robins Air Logistics Center (AFMC), Internet website hosted by the Office of History located at: <http://www.robins.af.mil/History/>

National Register of Historic Places **Continuation Sheet**

Section 9—Major Bibliographic References

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**Previous documentation on file (NPS):** (X) N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- preliminary determination of individual listing (36 CFR 67) has been issued  
date issued:
- 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 #

**Primary location of additional data:**

- State historic preservation office
- Other State Agency
- Federal agency
- Local government
- University
- Other, Specify Repository:

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

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## **10. Geographical Data**

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**Acreage of Property**      Less than one acre.

### **UTM References**

Zone 17      Easting 256,030      Northing 3611938

### **Verbal Boundary Description**

The boundary is indicated by a heavy black line on the attached map.

### **Boundary Justification**

The boundary is the land immediately around the historic depot and includes the noncontributing caboose.

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**11. Form Prepared By**

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**State Historic Preservation Office**

**name/title** Lynn Speno, Survey and Register Specialist  
**organization** Historic Preservation Division, Georgia Department of Natural Resources  
**mailing address** 34 Peachtree Street, Suite 1600  
**city or town** Atlanta **state** Georgia **zip code** 30303  
**telephone** (404) 656-2840 **date** November 9, 2007  
**e-mail** lynn.speno@dnr.state.ga.us

**Consulting Services/Technical Assistance (if applicable)** ( ) not applicable

**name/title** Michael Whipple (former) Preservation Planner  
**organization** Middle Georgia Regional Development Center  
**mailing address** 175-C Emery Highway  
**city or town** Macon **state** GA **zip code** 31217  
**telephone** 478-751-6160  
**e-mail** N/A

- ( ) **property owner**
- ( ) **consultant**
- (X) **regional development center preservation planner**
- ( ) **other:**

**Property Owner or Contact Information**

**name (property owner or contact person)** Mayor Donald Walker  
**organization (if applicable)** city of Warner Robins  
**mailing address** Homer J. Walker Municipal Complex, 700 Watson Boulevard  
**city or town** Warner Robins **state** GA **zip code** 31093  
**e-mail (optional)** N/A

National Register of Historic Places **Continuation Sheet**

Photographs

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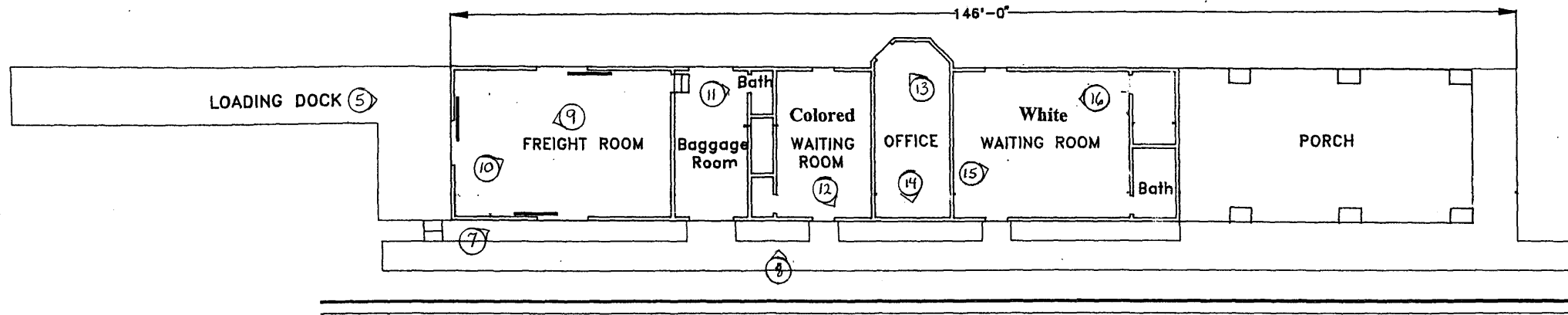
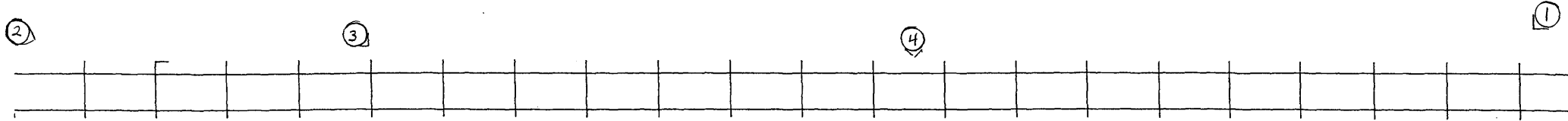
**Name of Property:** Warner Robins Depot  
**City or Vicinity:** Warner Robins  
**County:** Houston  
**State:** Georgia  
**Photographer:** James R. Lockhart  
**Negative Filed:** Georgia Department of Natural Resources  
**Date Photographed:** August 2006

**Description of Photograph(s):**

Number of photographs: 16

1. East façade of the railroad depot; photographer facing north.
2. East façade of the railroad depot; photographer facing southwest.
3. East façade of the railroad depot; photographer facing southwest.
4. Close-up of east façade of the railroad depot; photographer facing west.
5. North façade of the depot; photographer facing south.
6. North and west facades of the depot; photographer facing southeast.
7. Close-up of entry door to freight room; photographer facing southeast.
8. Detail of west façade entry doors; photographer facing east.
9. Interior of freight room; photographer facing north.
10. Interior of freight room; photographer facing south.
11. Interior of baggage room; photographer facing south.
12. Interior of African-American waiting room; photographer facing southwest.
13. Interior of ticket office; photographer facing northeast.
14. Interior of ticket office; photographer facing west.
15. Interior of white waiting room; photographer facing south.
16. Interior of white waiting room; photographer facing north.





6



**Warner Robins Depot**  
**Houston County, Georgia**  
**Floor Plan**  
 Scale: Not to scale  
 North: ←  
 Photograph/Direction of View: ⓪

**Warner Robins Depot**  
**Houston County, Georgia**  
**National Register Plat Map**  
 National Register Boundary: —  
 North: ←  
 Source: City of Warner Robins  
 Scale: 1" = 30 feet

