

736

**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            WOODSTOCK DEPOT  
other names/site number    N/A

**2. Location**

street & number    2 North Main St. (GA 5)  
city, town    Woodstock  
county    Cherokee    code    GA 057  
state    Georgia    code    GA    zip code    30188

(N/A) vicinity of

(N/A) not for publication

**3. Classification**

**Ownership of Property:**

- private
- public-local
- public-state
- public-federal

**Category of Property**

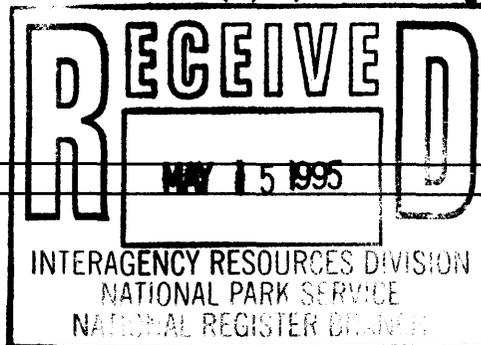
- building(s)
- district
- site
- structure
- object

**Number of Resources within Property:**

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	1	0
sites	0	0
structures	0	0
objects	0	0
total	1	0

Contributing resources previously listed in the National Register: 0

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.

Mark R. Edwards  
Signature of certifying official

5/11/95  
Date

Mark R. Edwards  
State Historic Preservation Officer,  
Georgia Department of Natural Resources

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

6/20/95

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other, explain:

see continuation sheet

Entered in the  
National Register

Edson H. Beall  
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/city hall

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## 7. Description

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### Architectural Classification:

OTHER

### Materials:

foundation	brick
walls	wood
roof	tile
other	N/A

### Description of present and historic physical appearance:

The Woodstock Depot is located in downtown Woodstock along the railroad track. It is fairly typical railroad depot architecture, from the Victorian-era, as found in North Georgia. The depot is divided into passenger/ticketing and freight areas.

The depot is a one-story, frame building with exterior wood weatherboard and tongue-and-groove siding. The wood alternates in three bands: foundation to window sill, vertical tongue-and-groove; window or middle row, horizontal weatherboard; and window head to eave, vertical tongue-and-groove. On the gable end at the rear of the depot it has an additional row of horizontal weatherboarding above the eave band continuing from the remainder of building.

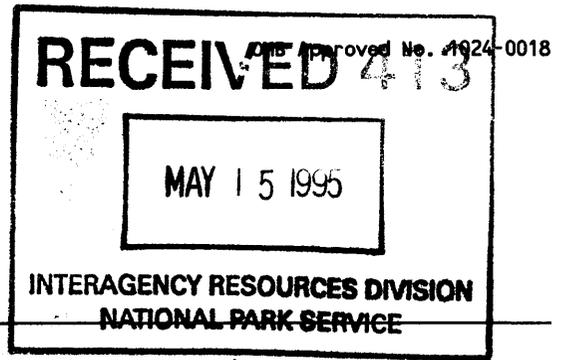
The roof is red clay tile - hipped over the passenger area and gabled over the freight area, with a decorative ridge and a hip knob. There are two gable dormers with half moon vents, one each on the south and west sides of the hipped roof. There is a single interior chimney on the east side of the hip ridge, and wide overhanging eaves supported by large carved open brackets. There are eleven 4/4 double-hung sash windows in the passenger/ticketing area, six of which are paired. The passenger area has two entrances on the west side, the southern most originally designated for blacks. The ticketing area has two entrances, east and west respectively, which are single doors that are multipaneled with a two-pane transom. The freight area has four freight doors, two each on the east and west sides and two regular doors on the east and west sides; one of the regular doors is an original and the other is a newly-added single door with sidelights, and both have four-paned transoms.

The two areas in the building, the freight area on the north side, and passenger/ticketing, or freight clerk's office, on the south side,

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are reflected in the changing roof design and symmetrical to asymmetrical floor plan. The ticketing area has been altered by the addition of a restroom.

Other changes include the freight area's entire repaneling (1987); passenger/ticket area has tongue-and-groove panels that is vertical to the chair rail horizontal to the window head, and vertical from head to ceiling. The ceiling is also tongue-and-groove.

The ticket window between the ticketing and passenger areas still survives.

The depot was built with a wood-frame or balloon structure.

There are no visible historical mechanical systems. The electric lighting, gas heat, and indoor plumbing systems have all been added to the building in recent times.

The grounds have no designed landscape, no outbuildings, and there is limited grass area. Georgia Highway 5 (North Main St.) and the railroad track parallel the depot on one side while Main Street parallels the other as shown on the plat.

There is no known archaeological potential.

The depot is set in downtown Woodstock, in an area which once contained cotton warehouses. The west side of the building faces the historic commercial district while the east side faces a mixed residential and commercial area.

In 1967 a restroom was established in the ticket area. In 1987 weatherboarding (paneling) was installed in the freight area. A seating deck has been added to the west side on the original freight platform. The tile roof was repaired and broken tiles replaced, where needed, in recent years.

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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  
TRANSPORTATION

**Period of Significance:**

1912-1944

**Significant Dates:**

1912

**Significant Person(s):**

N/A

**Cultural Affiliation:**

N/A

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

Unknown

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**Significance of property, justification of criteria, criteria considerations, and areas and periods of significance noted above:**

**Narrative statement of significance (areas of significance)**

The Woodstock Depot is significant in architecture because it is a good example of a turn-of-the-century small-town railroad passenger and freight station/depot that was built just for that combined purpose. It retains much of its original tile roof, a feature often lost, as well as its original siding, freight doors, interior wainscoting, doors, windows, ticket window and room arrangement. It is also significant in transportation history because it was built in 1912 by the Louisville and Nashville Railroad as a replacement depot for a small town and served the many needs of the citizens for both the shipping and receiving of freight, including agricultural products, as well as the arrival and departure of passengers, for travel, work, attending schools and departing for military service. Passenger service ended in 1949.

**National Register Criteria**

The Woodstock Depot meets National Register Criterion A because as a railroad depot, the hub of transportation in a small Georgia town, the depot represents the forward movement of communication that the railroads brought to all the towns they reached. It connected the people for business, travel and pleasure to the rest of the United States. The railroad depot was the hub of activity, where farmers sent their produce off, where the boys went off to war, and the lucky students off to a distant college. This depot linked this small north Georgia town, not even a county seat, to the state capital of Atlanta, the railroad hub of the state.

The depot also meets National Register Criterion C because as a building built to be a railroad depot, it embodies good design and workmanship as a functional building, built for the specific purpose for which it was to be used. It had the minimal number of rooms: two passenger waiting rooms (due to racial divisions), a ticket office and a freight room. The exterior of this depot had a few decorative ornaments, such as a hip knob and a ridge decoration, both due to the fact that tile roofs lent themselves to such decorations for elements actually necessary to keep the roof in place. It is important that this depot has retained its tile roof.

**Criteria Considerations (if applicable)**

N/A

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**Period of significance (justification)**

The period of significance is from the building of this depot in 1912 until the end of the historic era, 1944.

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

There is only one contributing resource, the depot, included on this property and within this nomination.

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

Woodstock is located in the southern part of Cherokee County, thirty miles north of Atlanta, and twelve miles south of Canton, the county seat. The southern part of Cherokee was settled first, due to its flatter topography and greater accessibility. Woodstock is one of the county's oldest towns.

The Marietta and North Georgia Railroad completed its route from Marietta (county seat of Cobb County) to Canton (county seat of Cherokee County) in 1879. Thus it came through Woodstock by 1879.

Attempts to establish a railroad for Cherokee County had been made as early as 1846 when the "Etowah Railroad" was chartered by the state legislature - but never built. In 1854 a second railroad obtained its charter from the legislature. This "Ellijay Railroad" was not built either but in 1859 its name was changed to the "Marietta, Canton and Ellijay Railroad" and a state funding bill for it was introduced in the legislature. Unfortunately the Civil War began in 1861 and all plans for the railroad were put on hold.

After the Civil War, interest in a railroad for Cherokee County was renewed. In 1870 the legislature authorized loan funding for the Marietta, Canton and Ellijay line. The railroad's name was again changed, its new name being the "Marietta and North Georgia Railroad." Local fundraising began and in November of 1879, the railroad opened in Canton, the county seat.

Presumably when the railroad first came through Woodstock, a depot was built. Woodstock was at this time well-developed, though unincorporated. The original depot may have been built as early as 1879, but the first written account of it is in 1897. In 1897 the City of Woodstock, with a population of 300, was incorporated and its limits were measured from the depot then in existence.

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...limits of said town shall extend three-fourths of a mile north from the depot and three-fourths of a mile south from the depot, along the railroad track, and one-half mile in breadth on each side of railroad track, whole length of first line...

In 1905 the Marietta and North Georgia Line was purchased by the Louisville & Nashville Line. The present Woodstock Depot was built in 1912 by the Louisville & Nashville (L&N) Railroad to serve as a passenger and freight depot. The building was divided into a freight and passenger/ticketing area with a separate entrance and waiting room for blacks. This depot design was a typical L & N pattern which the railroad used all along the line.

The depot was the focal point for transporting local items including cotton, rope, and other agricultural products. The depot was also used as commuter transit for students attending school in Canton and Marietta. The depot was manned by an agent and had a full-fledged service with telegraph until the late 1950's. Passenger service was terminated March 1, 1949.

Woodstock has had industries of various kinds. The first grist-mills in the county were located near by. Wool-carding, yarn-spinning and other related activities were also done. The abundance of water power streams facilitated the aforementioned industries.

Woodstock has had considerable activity in mineral developments. The old Kellogg gold mine and several others are within a few miles of Woodstock, and mica and kaolin were also found.

Woodstock was mainly an agricultural town. By the 1890's Woodstock was said to be shipping 2,000 bales of cotton yearly. This figure was made larger than shipments made by any town of comparable size in the area. A number of Woodstock's developers were influential in introducing innovative farming methods to the county.

Woodstock has continued to develop over the years and is now the fastest growing city in Cherokee County, one of the fastest growing counties in the state.

The line is currently owned by the Georgia Northeastern Railroad Co., Inc., and freight service is still available on request. The depot is currently owned by the City of Woodstock and the land leased from the railroad. The depot is currently used as a community meeting place, having most recently been the city hall, police and fire station.

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## 9. Major Bibliographic References

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Hubbell, Robin. "L and N Railroad Depot at Woodstock," Historic Property Information Form, April, 1989. Copy on file at the Historic Preservation Division, Department of Natural Resources, Atlanta.

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

- ( ) 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 #

Primary location of additional data:

- (X) State historic preservation office
- ( ) Other State Agency
- ( ) Federal agency
- ( ) Local government
- (X) University University of Louisville, Louisville, KY (L & N Collection)
- ( ) 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**

A) Zone 16 Easting 728850 Northing 3775880

**Verbal Boundary Description**

The boundaries for this nomination are delineated on the enclosed plat map.

**Boundary Justification**

The boundary is set at 10 feet on all sides of the depot. It is a subset of the entire depot tract owned by the railroad.

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**11. Form Prepared By**

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**name/title** Kenneth H. Thomas, Jr., Historian  
**organization** Historic Preservation Division, Georgia Department of Natural Resources  
**street & number** 205 Butler Street, S.E., Suite 1462  
**city or town** Atlanta **state** Georgia **zip code** 30334  
**telephone** (404) 656-2840 **date** December 31, 1994

(HPS form version 10-29-91)

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Photographs

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**Name of Property:** Woodstock Depot  
**City or Vicinity:** Woodstock  
**County:** Cherokee  
**State:** Georgia  
**Photographer:** James R. Lockhart  
**Negative Filed:** Georgia Department of Natural Resources  
**Date Photographed:** September, 1993

**Description of Photograph(s):**

1 of 8: Front facade, passenger area entrance; photographer facing north.

2 of 8: Front facade, passenger area entrance; photographer facing northwest.

3 of 8: Front facade, ticket entrance; photographer facing southeast.

4 of 8: Rear facade, freight area; photographer facing southwest.

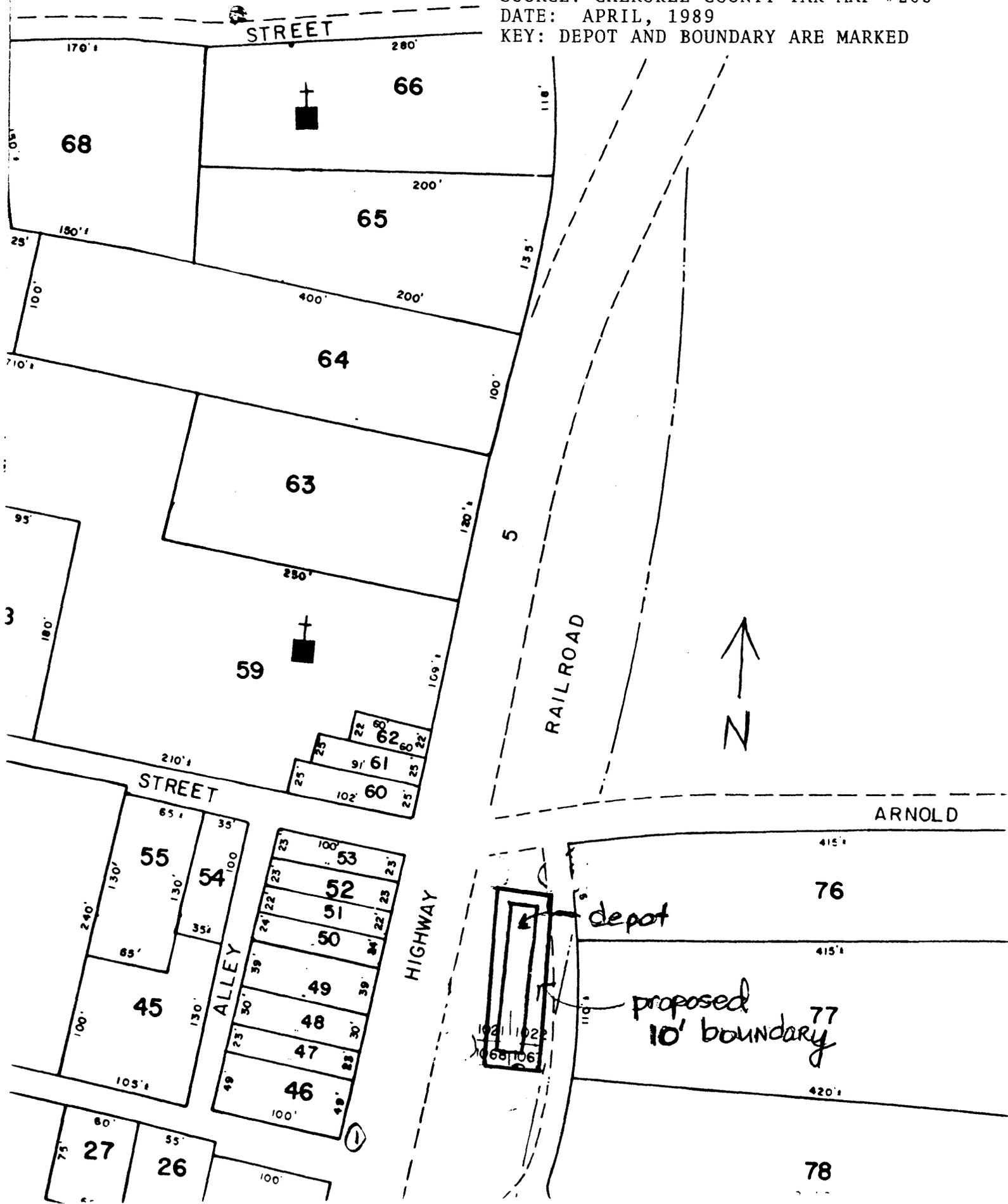
5 of 8: Interior, ticket area with window into passenger area; photographer facing southwest.

6 of 8: Interior, passenger area; photographer facing west.

7 of 8: Interior, freight area; photographer facing north.

8 of 8: Interior, freight area, detail of door; photographer facing east.

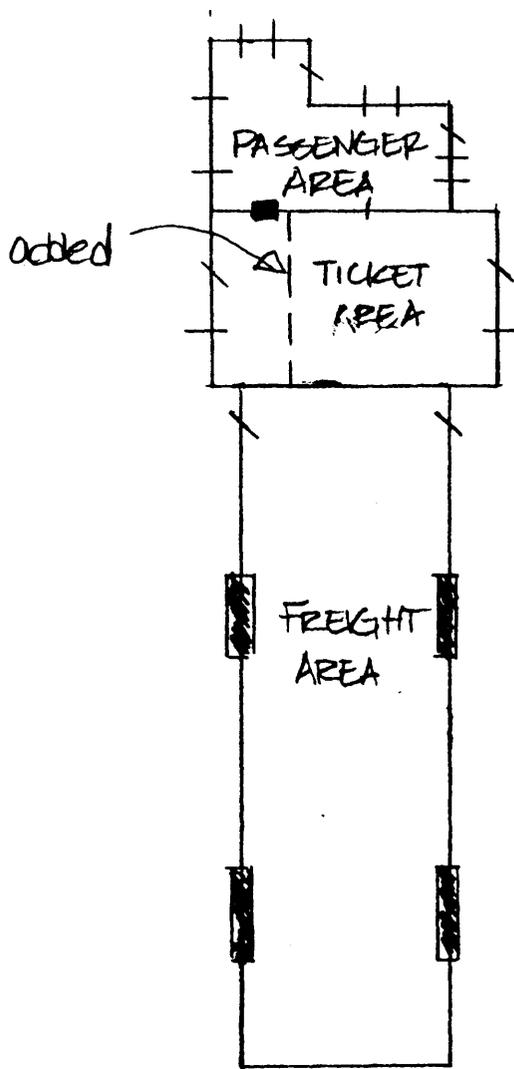
WOODSTOCK DEPOT  
 WOODSTOCK, CHEROKEE COUNTY, GEORGIA  
 SITE PLAN  
 SCALE: 1" = 100'  
 SOURCE: CHEROKEE COUNTY TAX MAP #205  
 DATE: APRIL, 1989  
 KEY: DEPOT AND BOUNDARY ARE MARKED



WOODSTOCK DEPOT, CHEROKEE COUNTY, GA  
SCALE: NOT TO SCALE  
SOURCE: DRAWN BY ROBIN HUBBELL  
DATE: APRIL, 1989  
KEY: CURREN ROOM ARRANGES ARE MARKED  
DIRECTLY ON THE PLAN.

KEY

- \ = door
- ▩ = freight door
- | = window
- = chimney



\* NOT TO SCALE

Prepared by Robin Hubbell  
North Georgia Area Planning & Development Commission