

## 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 TALMO HISTORIC DISTRICT  
other names/site number N/A

### 2. Location

street & number Main St. (GA 332), Kinney Ave., and A. J. Irvin Rd.  
city, town Talmo (N/A) vicinity of  
county Jackson code GA 157  
state Georgia code GA zip code 30575

(N/A) not for publication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	10	5
sites	0	0
structures	1	0
objects	0	0
total	11	5

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.

Mark R. Edwards \_\_\_\_\_ July 21, 1997  
Signature of certifying official Date

Mark R. Edwards  
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 Ma J. M. [Signature] 9/15/97

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:

DOMESTIC/single dwelling  
COMMERCE/TRADE/specialty store  
TRANSPORTATION/rail-related

### Current Functions:

DOMESTIC/single dwelling  
COMMERCE/TRADE/specialty store  
TRANSPORTATION/rail-related  
GOVERNMENT/post office  
GOVERNMENT/city hall; fire station

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## 7. Description

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### Architectural Classification:

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Bungalow/Craftsman  
LATE 19TH AND 20TH CENTURY REVIVALS/Classical Revival  
LATE VICTORIAN/Queen Anne  
OTHER: VERNACULAR; FOLK VICTORIAN.

### Materials:

<b>foundation</b>	brick
<b>walls</b>	wood, brick
<b>roof</b>	asphalt shingles
<b>other</b>	n/a

### Description of present and historic physical appearance:

#### SUMMARY DESCRIPTION:

Talmo is approximately 10 miles north of the county seat, Jefferson. The center of the Talmo Historic District is the intersection of GA 332, Kinney Avenue, and A. J. Irvin Road. Two commercial structures and the railroad depot face this intersection. Most houses are facing GA 332 stretching both north and south of this intersection. Talmo is a linear-railroad community located at a crossroads. The cluster of structures forming the district is surrounded by large single-tract parcels. Most parcels are evenly spaced and are generally between one and two acres in size and face the railroad/GA 332 corridor. Most parcels back up to larger parcels indicating a once-larger holding since subdivided. There are ten historic resources within the district. The six residential buildings are representative of vernacular architecture found throughout the Georgia Piedmont in the years following the Civil War. House forms include the hall parlor, pyramidal cottage, and gabled ell cottage. Stylistically, no "high style" examples are found within the district although Folk Victorian, Queen Anne, Classical Revival, and Craftsman elements are apparent. There are two general

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

### Section 7--Description

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stores, one frame, one brick, and the c.1900 frame railroad depot. The landscape of Talmo is primarily vernacular. Lawns exhibit minimal planning and are casual in nature. Public open spaces and street scape improvement are virtually non-existent. Non-historic residences within the district generally reflect vernacular and ranch styling c.1950-1970. The United States Post Office and the North Jackson Fire Department #2 are also non-historic.

#### DESCRIPTION (by consultant):

The most distinguishing feature within the Talmo Historic District is a segment of the Gainesville-Midland Railroad which connected Gainesville, Belmont, Talmo, Jefferson, and Athens. A second distinguishing feature is Georgia State Highway 332 which parallels the railroad through the District.

A total of 10 historic structures were identified in 1995 within the Talmo Historic District as part of this nomination process.

T1 - Resource T1 (Simmons's Mercantile) is a vernacular commercial structure c. 1900 with few stylistic elements.. The structure consists of a brick pier foundation, weatherboard exterior, 2/2 windows, double front doors, an asphalt roof, and a symmetrical facade.

T2 - Resource T2 (J. H. Kinney and Sons General Merchandise Store) is a brick vernacular commercial structure built c. 1905. The building consists of brick load bearing walls, segmental arches, 6/6 windows and a flat roof. The facade was modified c. 1950 with new brick and metal windows.

T3 - Resource T3 (Talmo Depot) is a c. 1900 railroad depot built to accommodate the Gainesville, Jefferson, and Southern Railroad (later Gainesville-Midland Railroad). The structure consists of a stone and brick foundation, weatherboard siding, 6/6 windows, several doors (including a large freight door on the east side), and a hipped standing seam metal roof.

T4 - Resource T4 (McEver House) is a c. 1880 gabled-ell cottage with folk Victorian stylistic elements. The residence consists of a brick pier with brick infill foundation, weatherboard siding, and numerous window configurations (6/6, 12/16, 1/1), brick chimneys, and a gabled asphalt roof. Numerous additions over time to the north and east sides have resulted in a complex roof configuration.

T5 - Resource T5 is a c. 1880 Hall-Parlor house with few stylistic elements. The residence consists of a brick pier with brick infill foundation, weatherboard siding, 4/4 windows, a symmetrical facade, and a gable end asphalt roof with an exterior brick chimney and east end.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

### Section 7--Description

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T6 - Resource T6 (Salvage House) is a c. 1900 Pyramidal cottage. The residence consists a brick pier with brick infill foundation, weatherboard siding, 1/1 windows, a wrap around porch supported by piers, and a pyramidal asphalt shingle roof with twin gabled dormers.

T7 - Resource T7 is a c. 1890 Hall-Parlor with few stylistic elements. The residence consists of a brick pier with brick infill foundation, weatherboard siding, a symmetrical facade, and an asphalt shingle gable end roof. The porch is characterized by Craftsman elements and likely dates to c. 1925.

T8 - Resource T8 (Love House) is a Craftsman Cottage built c.1925. The residence consists of a brick pier with brick infill foundation, weatherboard siding, 6/1 windows, an arched door, a wrap-around porch with doubled wooden piers set on brick piers for support, and a complex roof composed of asphalt shingles.

T9 - Resource T9 is a c. 1880 "Free Classic" (Queen Anne) style house. The residence consists of a brick pier with brick infill foundation, weatherboard siding, 1/1 windows, and a complex hipped roof with dormers and asphalt shingles. Stylistic elements such as balusters, ionic columns, dentils, and cornice are found on the rounded wrap-around porch.

T10 - Resource T10 (Miller House) is a c. 1880 Folk Victorian Cottage. The residence consists of a brick pier with brick infill foundation, weatherboard siding, 4/4 windows, a large corniced front porch on wooden piers, and a complex standing seam metal roof.

Talmo is located in the rolling North Georgia Piedmont. Most of the area was originally cleared for settlement and cotton agriculture and remains today as either pasture or fallow. The thirteen square miles surrounding Talmo are characterized by a fine grey soil renown for producing the finest quality short staple cotton. This area was know once know to cotton merchants as the "Talmo Cotton District" for this very reason

The focal point of the Talmo Historic District is the intersection of Georgia 332, Kinney Avenue, and A. J. Irvin Road. Two commercial structures (T1 and T2) and the railroad depot (T3) face this intersection. Most house are facing GA 332 stretching both north and south of this intersection.

Talmo is a linear-railroad community located at a crossroads. These features guided development which generally fronted the railroad and GA 332. Commercial structures are located at the crossroads and some houses exist on the roads extending away from the railroad. The cluster of structures forming the district are surrounded by large single tract parcels .

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

### Section 7--Description

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Typical of rural railroad and crossroad communities, Talmo suffered arrested development as a result of the Great Depression in the 1930s. Therefore, full development was never realized. Most parcels are evenly spaced and are generally between one and two acres in size and face the railroad/GA 332 corridor. Most parcels back up to larger parcels indicating a once larger holding since subdivided.

Most of the residential architecture found within the district is representative of vernacular architecture found throughout the Georgia Piedmont in the years following the Civil War. Common house forms include the hall parlor, center hall cottages, and gabled ell cottages. Stylistically, no "high style" examples are found within the district although Folk Victorian, Free Classic (Queen Anne), and Craftsman elements take on vernacular expressions. All contributing residences are executed in wood with weatherboard exterior. Likewise, commercial architecture is illustrative of vernacular forms found throughout the Piedmont executed in both wood and brick.

Much like the architectural forms found with the district, the landscape of Talmo is primarily vernacular. Lawns exhibit minimal planning and are casual in nature. There is a notable absence of public street scape and open space. Public open spaces and street scape improvement are virtually non-existent. Following the general pattern of abandonment that followed the collapse of cotton agriculture in the early twentieth century, much of the farm land around Talmo was abandoned and today has reverted to woodland or is in use as pine agriculture and cattle farms

The defining characteristic of the district is the Gainesville-Midland Railroad which bisects Talmo. The railroad stretched between Gainesville and Jefferson as early as 1883 stopping at Talmo along the way. After 1904, the track was extended to Athens. The railroad accounted for much of the commercial and residential growth in Talmo around the turn of the century. Another defining characteristic of the district is Georgia 332 which runs parallel and adjacent to the railroad through Talmo.

The archeological potential for the Talmo District is unknown; no known archaeological surveys have been conducted in the area. It may be presumed that significant deposits exist particularly in relation to earlier structures since demolished.

### **Non-historic properties**

There are five non-historic buildings within the Talmo district. These building are considered non-historic either because they are less then 50 years in age or because they have been altered significantly.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

### Section 7--Description

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Building NC1 is the United States Post Office. Built in 1965, the structure is of the International style with a brick exterior, flat roof and aluminum window framing and door in the front.

Building NC2 is a c.1960 Ranch style house. The residence consists of cinder-block foundation, vinyl siding, an asymmetrical facade, and a low pitched hip roof with asphalt shingles.

Building NC3 is a c.1950 home in the minimal traditional style. The residence consists of a concrete block foundation, weatherboard siding, an asymmetrical facade, a gable end asphalt shingle roof, and a screened porch.

Building NC4 is a c.1880 Hall Parlor which has been renovated and significantly altered. Foundation materials are unknown, but the residence currently displays vinyl siding, a symmetrical facade, a gable end asphalt shingle roof, and a rebuilt porch with metal supports and railing.

Building NC5, the North Jackson Fire Department #2, built c. 1970, is also non-historic.

The boundaries of the Talmo district are limited to the concentration of historic properties within the city limits. Where possible, lines were drawn to exclude non-historic and intrusive properties. Boundaries include property legally associated with the historic structures cited here.

Immediately beyond the district limits are generally much newer structures with largely rural land beyond that. Because the area within the district shows a clear relationship to the development of a cross road/railroad community, it has much greater continuity.

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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  
Community Planning and Development  
Transportation

**Period of Significance:**

c.1880-1947

**Significant Dates:**

c.1883

**Significant Person(s):**

N/A

**Cultural Affiliation:**

N/A

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

Unknown

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

The Talmo Historic District is significant in architecture because it has a variety of buildings reflecting distinct architectural styles and types, all part of a small community. The six residential buildings are representative of vernacular architecture found throughout the Georgia Piedmont in the years



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

### Section 8--Statement of Significance

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following the Civil War. House forms include the hall parlor, pyramidal cottage, and gabled ell cottage. Stylistically, no "high style" examples are found within the district although Folk Victorian, Free Classic (Queen Anne), and Craftsman elements are apparent. There are two general stores, one frame, one brick, and the c.1900 frame railroad depot.

The district is significant in transportation and community planning and development because it is an excellent example of a Linear Railroad Community. Although the site originated as a crossroad, almost all significant development occurred as a result of the railroad's presence and within an obvious geographic relationship to the railroad. The railroad stretched between Gainesville and Jefferson as early as 1883 stopping at Talmo along the way. After 1904, the track was extended to Athens. The railroad accounted for much of the commercial and residential growth in Talmo around the turn of the century. The relationship of the railroad to the district's agricultural significance and subsequent development are inseparable.

### National Register Criteria

The Talmo Historic District meets National Register Criterion A because it was associated with the broad patterns of American history in that it was reconfigured into a railroad linear community after the advent of the railroad in 1883 and still retains that layout with most of the historic buildings, commercial structures and depot aligned along the highway/railroad corridor. The district also meets criterion C because it retains some good examples of late 19th-century commercial architecture, a frame historic railroad depot building, and several historic frame houses which contain stylistic elements of various house forms including Folk Victorian. Most of these retain a high degree of integrity.

### Criteria Considerations (if applicable)

N/A

### Period of significance (justification)

The period of significance runs from the beginning of some residential development around 1880, through the advent of the railroad (1883) which caused the growth and development of the town that is represented by this district. The ending date is 1947, the end of the historic period/fifty-year cut-off, because the town remains a viable community through that date, and into the present.

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

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

### Section 8--Statement of Significance

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There are 10 contributing buildings and 5 non-contributing buildings.  
There is also one contributing structure, the railroad, for a total of 11 contributing properties.

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

The original land grant for the Talmo vicinity was issued on January 24, 1816 to Stephen Whitmire. The first settlers came in a wave before 1840 with Moses and James Simmons locating where Talmo is today and others locating throughout the area in places such as Pendergrass and Belmont. Remaining agricultural countryside through the Civil War, the Talmo area began to develop in 1866 when Rev. W. H. Bridges settled there and established the first schoolhouse and church by 1872 (both, non-extant).

By 1883 the Gainesville, Jefferson, and Southern Railroad (organized 1872) had completed 20 miles of track from Gainesville to Jefferson through Talmo. Accessibility brought prosperity and the establishment of a depot brought rapid settlement to the area. By 1896 one store and several houses were located in Talmo.

The accessibility brought by the railroad also brought recognition of the Talmo area as one of the finest cotton production regions in the country. The area, known as the "Talmo Cotton District" in the industry, consisted of around fourteen square miles of grayish-white soils renown for producing among the finest of short staple cottons. The railroad, by allowing easier extraction of the crop to Gainesville and beyond, brought increased prosperity to the area.

In 1904, the Gainesville, Jefferson, and Southern Railroad went bankrupt and reorganized as the Gainesville-Midland Railroad. By 1905 the town consisted of two stores, a post office, and several new residences established in and around the railroad corridor. A blacksmith shop, two warehouses, a ginning plant, a guano company, were also established during this time period but none of these structures exist today. A new school was built in 1906 at a cost of \$2500 and serviced 99 students with three teachers- - the structure is also no longer extant. In 1911 a congregation of 60 formed the Talmo Baptist Church and the church was dedicated on May, 14 1913 (non-extant).

Cotton and the railroad continued to bring prosperity to Talmo until the devastation caused by the boll weevil in 1919 and 1920. In the midst of the boll weevils' destruction, Talmo was incorporated on August 9, 1920 and remains so today. As is true with most small southern towns, Talmo suffered rapid depopulation as the impact of the boll weevil and the subsequent Great Depression had taken a severe toll by the early 1930s. The Gainesville-Midland Railroad served Talmo until 1959 when it was purchased by Seaboard Air Line Railroad and the Talmo stop was abandoned.

Talmo's population has never been large. The following is a synopsis:

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

**Section 8--Statement of Significance**

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The following figures are taken from U.S. Census information. Because Talmo was not incorporated until 1920, there is no accurate census data available before then to reflect the population of the town itself. Census data for 1920 and before reflects the population of the Talmo *district* which was similar to an electoral ward with Talmo at the center of an area much larger than that which would later be incorporated. The population of the Talmo *district* in 1920 was 926 persons.

1993	225
1990	189
1980	??? ---No Talmo specific census data collected this year
1970	163
1960	162
1950	152
1940	131
1930	131

The first U.S. Post Office in Talmo, Georgia was opened in 1898 in the same building as the Simmons's Mercantile (T1) which remains standing today. In 1940, the post office was moved across the street to the Talmo Depot (T3) which is also remains standing. In 1965, a new building was constructed to house the Talmo Post Office (NC1). This post office is still used in that capacity today and is considered to be a valuable element of the community and an essential element of Talmo's sense of place.

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## 9. Major Bibliographic References

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The nomination is based on the Historic District Information Form prepared by Scott E. Messer, consultant in 1995-1996. A copy is on file at the Historic Preservation Division Office in Atlanta. That form was based on the following sources:

Elrod, Frary

1967, Historical Notes on Jackson County, Georgia, Jefferson, Georgia.

Stone, Nelle K., and Caroldene McEver and Scotty Kinney

c.1980, "History of Talmo.", Talmo, Georgia.

Wilson, Gustav James Nash

1914 (reprint 1977), Georgia Blood - A Reprint of The Early History of Jackson County, Georgia, edited and published by Peggy Bicknell, Decatur, GA.

**Previous documentation on file (NPS): ( ) 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:**

On March 6, 1996 the Simmons House (T10), and on April 24, 1995, the Simmons Store (T1) each received final certification of significance from the Preservation Services Branch, National Register Programs Division, National Park Service, Southeast Regional Office.

- 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** approx. 40 acres

**UTM References**

A)	Zone 17	Easting 3786140	Northing 249420
B)	17	E3785580	N249440
C)	17	E3785760	N249050
D)	17	E3785880	N249140

**Verbal Boundary Description**

The nominated property/historic district is marked on the enclosed map based on Jackson County Tax Maps.

**Boundary Justification**

The boundaries of the Talmo district are limited to the concentration of historic properties within the city limits. Lines were drawn to exclude other non-historic properties. Immediately beyond the district limits are generally much newer structures with largely rural land beyond that.

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**11. Form Prepared By**

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**State Historic Preservation Office**

**name/title** Kenneth H. Thomas, Jr., Historian  
**organization** Historic Preservation Division, Georgia Department of Natural Resources  
**street & number** 500 The Healey Building, 57 Forsyth Street  
**city or town** Atlanta **state** Georgia **zip code** 30303  
**telephone** (404) 656-2840 **date** June 23, 1997

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

**name/title** Scott E. Messer  
**organization** [self-employed]  
**street and number** 1923 S. Lumpkin St.  
**city or town** Athens **state** GA **zip code** 30606  
**telephone** N/A [moved]

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

(HPD form version 02-24-97)

United States Department of the Interior  
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National Register of Historic Places  
**Continuation Sheet**

Photographs

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**Name of Property:** TALMO HISTORIC DISTRICT  
**City or Vicinity:** Talmo  
**County:** Jackson  
**State:** Georgia  
**Photographer:** James R. Lockhart  
**Negative Filed:** Georgia Department of Natural Resources  
**Date Photographed:** December, 1996

**Description of Photograph(s):**

1 of 8 View up Main St./GA 332 Resources T-3 (depot) on left, stores T-1 and T-2 on right; photographer facing northwest.

2 of 8 Talmo Depot (T-3); photographer facing northeast.

3 of 8 Miller House (T-10) and Simmons Store (T-1); photographer facing northeast.

4 of 8 House (T-5) on western edge of district; photographer facing northwest.

5 of 8 House (T-9) on Kinney Rd.; photographer facing northeast.

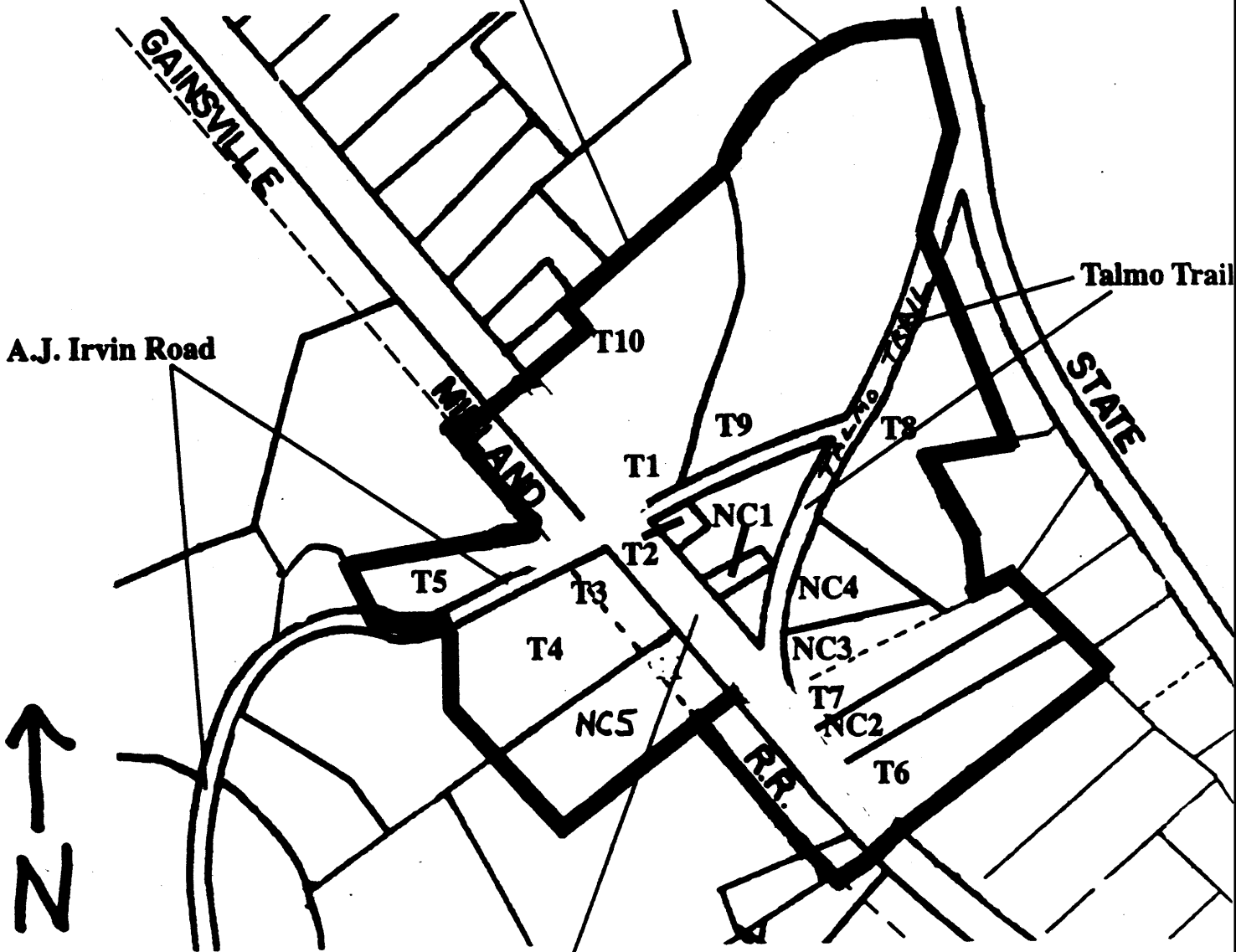
6 of 8 House (Non-contributing-4), the Wood House; photographer facing northeast.

7 of 8 East end of district, resources right to left T-6, NC-2, T-7; photographer facing northwest.


8 of 8 McEver House (T-4); photographer facing southwest.

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Historic District Boundry= 



Main Street/ State Highway 332

TALMO HISTORIC DISTRICT  
TALMO, JACKSON COUNTY, GA  
NATIONAL REGISTER BOUNDARY:   
SCALE: 1"=100'

**CSX Railroad Tracks (formerly Seaboard Air Line, Gainesville-Midland, and  
Gainesville, Jefferson, and Southern Railroads)  
Talmo Historic District  
Talmo, Jackson County, Georgia**

Additional Physical Description

The railroad tracks in Talmo follow the same northwest to southeast route that they did historically. Currently operated by the CSX Railroad company, these tracks are still used and maintain the same general appearance as they did in the past, although there is no longer a Talmo stop. Mostly freight trains utilize this line on which Talmo is the halfway point between Gainesville and Jefferson, Georgia. The tracks are well maintained with the usual rails connected by railroad ties with a gravel bed. The railroad line bisects Talmo and is intersected by Kinney Avenue/A.J. Irvin Road within town with an at-grade crossing. Georgia Highway 332 (Main Street) runs parallel to the railroad tracks. The commercial and residential buildings which have developed along the railroad and Main Street face the tracks. The historic depot is still standing just off the corner of A.J. Irvin Road and the tracks, although it is no longer used as a depot. See photographs 2 and 8.

