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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 Fort Valley Downtown and Railroad Historic District
other names/site number N/A

2. Location

street & number Centered around SR 49, Main St., Church St., and the railroad line.
city, town Fort Valley () **vicinity of**
county Peach **code** GA 225
state Georgia **code** GA **zip code** 31030

() not for publication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:

Contributing

Noncontributing

buildings	58	25
sites	0	0
structures	2	1
objects	0	0
total	60	26

Contributing resources previously listed in the National Register: 3

Name of previous listing: Everett Square Historic District, listed 12/30/1994. (Buildings at 200 Church Street and 203 Church Street were included as contributing to the Everett Square Historic District.)

Name of related multiple property listing: County Courthouses in Georgia, listed 1980. (Peach County Courthouse at 205 Church Street is included in this nomination.)

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.

Richard Crass

Signature of certifying official

6-22-10

Date

for Dr. David Crass
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

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other, explain:

see continuation sheet

Edmund H. Beall *8-12-10*

Bay

Keeper of the National Register

Date

6. Function or Use

Historic Functions:

COMMERCE/TRADE: business
COMMERCE/TRADE: professional
COMMERCE/TRADE: specialty store
GOVERNMENT: city hall
GOVERNMENT: correctional facility
GOVERNMENT: fire station
GOVERNMENT: post office
GOVERNMENT: courthouse
RECREATION AND CULTURE: theater
AGRICULTURE/SUBSISTENCE: processing
AGRICULTURE/SUBSISTENCE: storage
INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility
INDUSTRY/PROCESSING/EXTRACTION: warehouse
TRANSPORTATION: rail-related
TRANSPORTATION: road-related

Current Functions:

COMMERCE/TRADE: business
COMMERCE/TRADE: professional
COMMERCE/TRADE: financial institution
COMMERCE/TRADE: restaurant
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: warehouse
GOVERNMENT: city hall
GOVERNMENT: correctional facility
GOVERNMENT: fire station
GOVERNMENT: courthouse
RECREATION AND CULTURE: theater
INDUSTRY/PROCESSING/EXTRACTION: manufacturing facility
TRANSPORTATION: rail-related

7. Description

Architectural Classification:

MID-19TH CENTURY: Greek Revival
LATE VICTORIAN: Italianate
LATE VICTORIAN: Queen Anne
LATE VICTORIAN: Romanesque
LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival
LATE 19TH AND 20TH CENTURY REVIVALS: Classical Revival
LATE 19TH AND 20TH CENTURY REVIVALS: Mission/Spanish Colonial Revival
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style
MODERN MOVEMENT: Moderne

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Materials:

foundation	BRICK STONE CONCRETE
walls	BRICK WOOD STUCCO
roof	ASPHALT
other	N/A

Description of present and historic physical appearance:

SUMMARY DESCRIPTION

The Fort Valley Downtown and Railroad Historic District is the core of an intact railroad community that is the county seat of Peach County in central Georgia. It includes both commercial and transportation-related properties, as well as several local government buildings and a few houses that once had railroad associations. Its street plan includes two slightly different orientations of a grid – one on a north-south axis, and another following the northeast-southwest corridor of the railroad. This has resulted in irregular lots and some triangular or trapezoidal block layouts where the areas converge. Some of the most significant resources include three historic railroad buildings: the freight depot (c.1871), the former passenger depot (c.1906), and the interlocking tower/signal building (c.1906). Also near the railroad are the Anthoine Machine Works (c.1920), the H.V. Kell Building (c.1910-1912), and a former peach cull building from the late 1800s. Three mid- to-late-19th-century houses immediately to the east of the tracks are also included in the district. Other community landmark buildings include the Coca-Cola Bottling Plant (1930s), the Peach County Courthouse (1936), the former post office (1930s, now the police department), the former jail (c.1925-1930), and Fort Valley City Hall (c.1950). The central business district consists of two or three main blocks of mostly adjacent, one-, two-, and three-story brick buildings constructed between 1867 and the early 20th century. Several have recently had façade coverings removed to expose the intact historic storefronts.

DETAILED DESCRIPTION

Fort Valley is located in central Georgia, about 100 miles south of Atlanta and 25 miles south of Macon. The current appearance of the Fort Valley Downtown and Railroad Historic District is similar to how it was laid out during the heyday of the railroad and the peach industries from the late 1800s through the 1940s. The city of Fort Valley is located on a relatively level expanse of land. To the north, outside of the city limits, there are several slight hills. The county is known for peach and pecan orchards, but these are all outside the city and outside the Fort Valley Downtown and Railroad Historic District. There are mature trees and shrubs throughout the district, but no major historic

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landscape elements. A small triangular park in the commercial area includes a non-historic gazebo (photograph 14). Concrete sidewalks abut most of the commercial streets.

The railroad tracks (completed in 1851) are the dominant feature of the district and serve as the connecting element to most of the buildings on the east side (photographs 3, 4, 29, 30, 31, 32, 34, and 35). However, they do not run directly through the downtown commercial area. The tracks cross the district in a northeast/southwest direction, curving slightly. Main Street also bisects the district at grade perpendicular to the railroad, separating the three primary railroad buildings into two separate blocks. The freight depot (photograph 32) is located on the south side of Main Street. The signal house/interlocking tower (photographs 30 and 31) and passenger depot (photograph 29) are located adjacent to one another on the north side of Main Street. The railroad corridor becomes several tracks wide near the railroad buildings, where loading and switching of rail cars occurred.

Commercial Heights Parkway (or Oakland Heights Parkway) is also a major street within the district, running between the railroad tracks and the three residences on the east. Another major transportation route is State Route (SR) 49, which links Fort Valley with Interstate 75 to the north. As SR 49 travels into Fort Valley it becomes Camellia Boulevard (shown as Macon Street on the USGS topographic map) and bisects the city's downtown historic commercial area. The primary east-west connectors are Church Street, which becomes SR 96, and Main Street, which becomes US 341 and connects Fort Valley to Perry.

Overall the district has a mostly linear (though irregular) configuration with the same street layout and building alignment as during the formative years of the city. The first railroad freight depot (built in 1851 and no longer extant) was in the existing railroad corridor that was considered the heart of Fort Valley. The city limits were set at a one-mile radius from this depot. No specific town plan or formal street layout was developed. The physical development of the city was built up incrementally around the railroad with the downtown commercial and governmental sectors established on a grid to the west of the railroad tracks and freight depot. The southern (photographs 33, 34, and 35) and northern (photographs 1 and 2) portions of the district are industrial and commercial in character.

The contributing buildings in the district were constructed between the late 1860s and the 1950s. Sections of the district can be characterized into three general categories: commercial/government, industrial/railroad, and residential. The downtown commercial buildings along East and West Main Streets, Church Street, and Lowe Street are primarily one-, two- and three-story brick buildings constructed between 1867 and the 1920s. Most are attached and abut the sidewalk, creating a "wall of buildings" effect (photographs 15, 26, and 28). Taller buildings are at the intersection of Main Street and Camellia Boulevard (photographs 16 and 25), with buildings decreasing in height as one moves away from the intersection. The parcels along North Camellia Street include larger detached commercial buildings, such as banks, a grocery store, a car dealership, and the former Coca-Cola bottling plant, generally built between the 1920s and the 1960s (photographs 7, 10, 11, and 12).

The western border of the district is the National Register-listed Everett Square Historic District, primarily comprised of homes and institutional buildings such as churches and schools. Because of their association with downtown, three government buildings from Everett Square (the 1936

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courthouse, 1950 city hall, and 1930s former post office) are also included in the boundaries of the Fort Valley Downtown and Railroad Historic District (photographs 17, 18, 19, and 21). The house at 203 Church Street (photograph 20) is included in both districts, because of its location between other contributing buildings.

One of the most significant portions of the district contains the three historic railroad buildings: the freight depot (c.1871), the interlocking tower/signal building (c.1906), and the passenger depot (c.1906). Each is oriented toward the tracks (photographs 29, 30, 31, and 32). To the south of the freight depot is the c.1920 Anthoine Machine Works building (photograph 34) and the c. 1910-1912 H.V. Kell building (photograph 36). At the northern end of the district, also near the tracks, is the former peach cull building (photograph 2), dating from the late 1800s.

Some residences for people associated with the railroad were constructed on the east side of the railroad tracks, near the passenger station. Three are included in this district: the Sommers-Bassett House (1868); the Cliett House (present by 1892); and the Troutman House (constructed in 1870, but moved to present location with additions c.1912). Each of these is on Oakland Heights Parkway, facing the railroad tracks (photographs 45, 46, and 47).

Community landmarks and other significant buildings will be discussed in more detail below, beginning with government buildings, followed by commercial, railroad, industrial, and residential buildings. In most cases, these are grouped into distinct areas of the district.

The 1936 Peach County Courthouse at 205 West Church Street is the centerpiece of the government area (photograph 21). It is the first and only courthouse built for the county, which was newly created in 1924. The two-story, brick, Colonial Revival-style building was designed by the prominent Georgia architectural firm of Dennis & Dennis from Macon. It has a symmetrical façade with a projecting pedimented bay, three arched door openings, and a Williamsburg-influenced cupola with weathervane. The central section is flanked by one-story projecting wings. The courthouse was listed in the National Register in 1980 as part of the "County Courthouses in Georgia" Multiple Property Nomination. It was also included as a contributing building in the Everett Square Historic District in 1994.

The 1930s post office, located at 200 West Church Street across from the courthouse, is now used to house the police department (photograph 17). It is a one-story, five-bay, brick building with Colonial Revival and classical elements. The building features a low roof, rounded portico with Corinthian columns, and flat-arched windows with keystones. There are simple decorative blocks above each window and dentil molding under the cornice. A decorative masonry fanlight above the entry door has the relief of an eagle in the center. This building was also listed as a contributing resource in the Everett Square Historic District.

Fort Valley City Hall was built c.1950 at 204 West Church Street (photographs 18 and 19). It has some of the stripped classical features of a Streamlined Moderne-style building. It is one-story, flat-roofed, brick building of American bond with five rows of stretchers separated by a row of headers. While the façade technically has six bays, with a configuration of two windows, two doors, and two

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windows, the use of architectural details and simple door surround gives the building the appearance of having only five bays. The building features cast concrete trim, as seen in the parapet coping and window sills. It has central, aluminum-framed, plate-glass doors. The building has been made accessible with the installation of a concrete ramp on the front. There is also a large two-story ell added on the rear, housing a fire station on the first floor and jail on the second floor. City Hall was a noncontributing building in the Everett Square Historic District as listed in 1994, due to that district's period of significance ending in 1945. Since the period of significance for the Fort Valley Downtown and Railroad Historic District extends to 1960, the City Hall is considered contributing to this district.

Another government building is located several blocks from the main government area. The former Peach County Jail (now the EMS) is at 115 Jailhouse Alley (photograph 6). It is a two-story, three-bay, symmetrical building (c.1925-1930) that is roughly square in shape. The building has several Italian Renaissance features, such as a belt course that separates the first and second stories. It is constructed of American bond brick, with six rows of stretchers separating the header rows. Its flat roof is emphasized by a brick roof parapet, which is set off by the decorative cornice below the parapet. Two different window designs help to further emphasize the different stories. The building's original wooden door surrounds are still in place, as seen on the front (east) and north sides. The front (east) main door surround is simple with pilasters topped by a simple, flat cornice. There is a transom with five lights above the door but no sidelights. The building also has a small, one-story addition off of the rear (west side) of the building.

The 1950s fire station is located at 105 Oakland Heights (no photograph available). It is a brick, one-and-one-half story, five-bay building with a side-gabled asphalt roof. There are two large garage doors on back and front. The other three front bays consist of two windows that flank a door. The windows have 6/9 sashes. In front of the windows and door is a concrete slab porch covered by a pedimented portico supported by four metal columns that resemble stylized ladders. The metal columns are supported by brick piers.

Only a few of the commercial buildings are considered community landmarks, although most are contributing to the district. The older commercial area of Fort Valley is located around the triangle near the intersection of Church Street, Main Street, and Camellia Boulevard. This area includes the Austin Theater at 116 East Main Street (photograph 27). The building was known as "Slappey's Opera House" when it opened in 1917. It once contained a dry goods store on the first floor and an auditorium on the second floor. When the Martin-Thompson theater chain remodeled the building in 1938, they added the third floor for a projection booth. The interior of the building has been gutted, but the exterior was recently rehabilitated. Intact features include cast-concrete egg-and-dart borders around the windows, cornice, and edge of the second floor.

Another predominant building in the commercial area is the Evans Building at 100-102 Main Street (photograph 25). Constructed in 1910, this three-story, brick, corner building once housed a bank, post office, telegraph office, library, professional offices, and medical center. The third floor had a gymnasium with a community room and stage. The façade is visually divided into two parts, with wide, arched storefront-type openings on the first floor, divided by a wide belt course from the two

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upper floors. The top section has 1/1 sash windows divided vertically by decorative spandrels. The building has been rehabilitated and is now used by Fort Valley State University.

The small brick building at 201 South Camellia Avenue was once the office for the Fort Valley (Cotton) Oil Company (on the left in photograph 37). It was part of a large complex of frame and brick cotton and cottonseed warehouses, but is now all that remains of these buildings. The office building has a flat roof with parapet, and sash windows with segmental arched openings. The elaborate door surround is a non-historic addition.

A second commercial area developed along Camellia Boulevard at the north end of the district. This area includes one building with a light industrial function – the 1930s Coca-Cola bottling plant at 215 North Camellia Boulevard (photograph 7). The building was designed by Atlanta-based architects Pringle & Smith, who designed a number of Coca-Cola bottling plants throughout the United States. The building contains elements of classicism and Colonial Revival architecture. It features a hipped tile roof with brackets under the wide eaves; corner brick quoins; running brick bond; and a decorative terracotta Coca-Cola panel on the building's front (east) façade. The three-bay asymmetrical building has two large display windows with metal factory sashes and decorative prism-glass transoms on the first story and three paired windows with 12 lights per window (or 24 lights per pair) on the second story. There is a square, Coca-Cola clock between two of the second-floor windows. The front door has a cast-concrete surround with entablature. The door is inset and has a wood 12-light transom and two sidelights. There is a large, partial-width, hipped ell off the rear, and a setback one-story wing on the north side.

Major mid-20th-century resources along North Camellia Boulevard include two automobile-related buildings – the Peterman Auto Supply Store (photograph 12) and the former Chevrolet dealership (photograph 11). The brick chiropractic clinic in the center of photograph 8 is a good example of the use of modernism in a small medical building. A 1950s grocery store (not photographed) is also a contributing resource in this area.

The former freight depot (c. 1871) is a good example of one of the Central of Georgia Railroad's post-Civil War railroad stations (photograph 32). The building is of brick, American bond construction with a low-pitched, hipped, metal roof with wide overhanging eaves. The façade of the building is divided vertically into three sections – the platform forms the base, the brick pilasters and bays form the central portion, and the top cornice is delineated through brickwork and large brackets. The front (north) section of the building was once used as a passenger station. There are two doors and two windows on the north side, all opening onto a raised brick platform with wood board flooring. This platform extends only around the west side of the building. Along the east side a brick platform starts at the southern end and extends along approximately two-thirds of the façade, ending just before the windows. The building has minimal Italianate details as seen in the paired brackets under the roof eaves and the six (three on the west side and three on the east side) curved brick arches and doorways located in the freight depot portion of the building. It has been partially rehabilitated for possible future use as a museum.

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The former passenger depot (c.1906) has a U-shaped floor plan with a larger central portion and two smaller wings projecting off the west façade and forming a small courtyard (photograph 29). Each wing has a flared gable roof with single brackets under the eaves. The building is of brick construction. The roof shingles are asphalt. The trim around the roof, the soffit, and the pediments are all made of wood. The pediments on the two gable ends have a distinctive diamond pattern and the roof projects out as a curved overhang on the outside (the non-courtyard side of the building). The building has a water table capped with a belt course delineating the base. The majority of the windows are 4/4 and there is one large, square, single-pane picture window and some smaller square windows. The brick exterior and underside of the roof eaves have been covered in a non-historic stucco-like material. This building, constructed by the Central of Georgia Railroad, replaced an earlier passenger depot on the same site that had been destroyed by fire. It was used as a depot until the last passenger train ran through Fort Valley in 1963. Various businesses have occupied portions of the building over the years.

The signal house/interlocking tower (c.1906) is one of the few of these types of railroad buildings remaining in Georgia (photographs 30 and 31). Its purpose was to control rail traffic on the many tracks that merged and separated here. The building is architecturally noteworthy for its curved hipped roof. It is a two-story, stretcher-bond brick building. The building has Italianate details, including the windows grouped in threes and fives, the decorative belt course, and the brackets under the roof. The base has a brick water table capped with a belt course. It is apparent from the outside that the second story has a much lower ceiling height than the first story. The first and second stories are separated by a decorative brick belt course. The original wooden roof shingles have been replaced with asphalt shingles. Historical photographs show the building to have originally had much taller, decorative chimneys and indicate that the existing three-bay window on the south side was not present when the building was constructed. The first floor once had a restaurant/lunchroom to serve railroad passengers and local residents.

What is locally known as the "peach cull building" on Commercial Heights Parkway (now a Jolly Nut Company retail store) is a good example of a former agricultural processing building located in close proximity to the railroad (photograph 2). It originally housed a steam-engine-driven gristmill; was later home to a Texaco oil business; and was then used as a cull house for the adjacent peach packing shed. Built in the late 1800s, it is a simple, two-story building with a side-gabled roof. The roof is made of metal and appears to be relatively new. All windows are 6/6 sashes. All four sides, including the foundation, are covered in metal sheeting, white in color and slightly rusted. The property includes one other large building (on the left in photograph 1) once associated with the peach packing industry.

The H.V. Kell Building (c.1910-1912) at 310 South Camellia Boulevard is a three-story brick building with good integrity (photographs 35 and 36). It was originally constructed as a wholesale grocer and hardware store, and has since housed a number of other businesses, including a restaurant and fitness center. A small, one-story addition was made on the north side and an awning was added over the addition and across two-thirds of the first story of the original building. The building is constructed of brick in a Flemish bond pattern and has a flat roof, typical of many industrial and warehouse buildings of its time. The historic painted advertising is visible on both the front (west) and

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rear (east) sides of the structure and a ghost outline of former advertising is barely discernable on the north side. The west elevation has six bays on the first story and five on the second and third stories (not including the newer addition). The east side has five bays on the first story and six on the second and third stories. All windows are double windows with 4/4 panes, wood casings, and curved brick arches over them.

The Anthoine Machine Works at 311 Railroad Street has been in continuous operation since c.1885, when it was established as a family business. Some small outbuildings may be from the late 1800s, but the extant main building was constructed c.1920 (photographs 33 and 34). The large, unadorned, two-story building has wood weatherboard siding, covered on one side by metal sheeting, and rows of (replacement) single sash windows on each floor. Large, interior, wood roof joists are exposed, lending a heavy appearance to the building. Incredibly, the original pulley system used to operate the machinery is still in place and fully functional. The building's use as machine shop has not changed since its construction and the mechanical systems remain intact and usable. The interior consists of several rooms on the first floor and a large open work/storage area on the second floor. There are also two small contributing resources associated with this property – a frame former office building and what is believed to be a brick kiln.

The Troutman House (photographs 45 and 46) is one of three houses on Oakland Heights Parkway facing the railroad. It was built around 1870 by Colonel John Fielding Troutman, Sr., approximately one mile north of its present location at 201 Oakland Heights Parkway. It was moved by his son, John F. Troutman, Jr., sometime between 1906 and 1920. The building is now used by the city of Fort Valley for its Main Street and Downtown Development Association offices. The house's design was heavily influenced by Greek Revival architecture. It is a two-story, three-bay house with a low-pitched hipped roof. The first story has a double front door in the center with 9/9 sash windows on either side. The double door has a transom and sidelights, which are flanked by Ionic columns that support a cornice and balcony. The second story has two 6/6 sash windows flanking the door and balcony. The second story door also has sidelights and decorative trim. The house is covered with weatherboard and there is an engaged pilaster on either end of the (east) front façade. There is also a front porch supported by four Ionic columns with a cornice that features simple modillions located above each column. A one-story, flat-roofed porte-cochere located on the north façade is supported by six columns. The Troutman House also has a rear addition. A historic carriage house remains behind the porte-cochere on the north of the house.

Known locally as the Sommers-Bassett House, the house at 103 Oakland Heights Parkway was built c.1868 and probably modified later that century with Folk Victorian details (photograph 47). The main roof is side-gabled with a front-gabled ell. The front gable has a projecting bay window with four windows. The front porch has columns with a turned spindle rail. The three brick chimneys are highly ornate. The house has a wood double front door. All of the windows have 2/2 lights. The south side has a screened porch, and there is an addition on the rear (east) side. The house was recently rehabilitated as a law office.

The Cliett House, located at 101 Oakland Heights Parkway, was built c.1892 (seen on the left in photograph 3). One notable feature of the house is its steeply pitched hipped roof. The house

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appears to have a Georgian Cottage floor plan with a central hall flanked by two rooms on each side. All of the windows are 2/2 double-hung windows, with the exceptions of those along the front (west) façade and in the small additions on the east and south sides. The small addition on the east side appears to have originally been a porch that was enclosed to provide for more living space. The original siding has been replaced with vinyl and the roof shingles are now asphalt. Front porch posts and railings have also been replaced. The building is currently used by a stained glass business.

Fort Valley's historic water tower, located behind 102 Central Avenue, dates from approximately the 1930s (shown in the background in photographs 28, 30, and 32). It consists of a 200,000-gallon metal tank with a conical roof and is supported by a trussed steel frame with eight legs. Currently painted with a large peach and the words "Fort Valley, Georgia's Peach City," it is considered a contributing structure.

Noncontributing resources in the district include a few fast-food establishments, gas stations, and stores that were built in the late 20th century, mostly on the north part of Camellia Boulevard. The large bank building shown on the left in photograph 10 is believed to have a late-1960s or early-1970s construction date, which is after the period of significance for this district. In the downtown commercial area, there are several older storefronts that have facades covered in non-historic materials (see examples in photographs 26 and 28). Overall, the district has good integrity.

8. Statement of Significance

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
COMMERCE
COMMUNITY PLANNING AND DEVELOPMENT
POLITICS/GOVERNMENT
TRANSPORTATION

Period of Significance:

1851-1960

Significant Dates:

1851 – Southwestern Railroad completed between Macon and Fort Valley.
1856 – City of Fort Valley officially chartered.
1867 – A fire destroys most of Fort Valley's business district.
1888 – Atlanta and Florida Railroad arrives in Fort Valley.
1924 – Fort Valley becomes the county seat when Peach County was founded.

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

Pringle & Smith (Atlanta, Georgia), architects
Dennis & Dennis (Macon, Georgia), architects

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Section 8--Statement of Significance

Statement of significance (areas of significance)

SIGNIFICANCE SUMMARY

Fort Valley had its beginnings in 1834 with the establishment of a post office under the efforts of James Everett (1788-1848). Everett also worked to bring the Southwestern Railroad to town. The line from Macon was completed in 1851. The city of Fort Valley was officially chartered in 1856, and became the county seat when Peach County was founded in 1924. Its growth was based on its role as a hub for the transport of agricultural products such as cotton and peaches, as well as passenger traffic. The Fort Valley Downtown and Railroad Historic District is significant in the area of transportation for the role of the railroad, especially after the invention of the refrigerated railroad car made it possible to ship crates of local Elberta peaches long distances without bruising. Of the 10,000 railroad cars of peaches shipped out of Georgia in 1922, around 3,000 came from Fort Valley. The district is also significant in politics/government for the presence of important buildings directly related to local government activities, such as a courthouse, city hall, and jail. It is significant in architecture for its good representative examples of several types of commercial, government, and railroad buildings commonly found in small Georgia towns between the mid-19th and the mid-20th centuries. The district is significant in community planning and development as an example of a town that had an established gridiron street pattern that was slightly altered to accommodate the arrival of the railroad. The greatest period of growth was from the 1870s through the 1920s as reflected in the establishment of businesses and construction of buildings. The district is also significant in commerce for its role as the commercial center of Peach County. Typically, the county seat fulfilled this role and provided for the day-to-day needs of nearby rural residents with retail stores, offices, and professional services.

DETAILED SIGNIFICANCE STATEMENT

The Fort Valley Downtown and Railroad Historic District is significant in the area of transportation at the local level of significance for the railroad-related activities that occurred during the historic period and for the enhancement of the city's role as a commercial, agricultural, and rail-related center in Peach County and the surrounding area. It is also important for the role of the railroad in the development of the downtown Fort Valley business district. The arrival of the railroad in 1851 and its expansion thereafter was a catalyst for a period of great growth. The railroad's role is represented by the concentration of agricultural processing and light industrial development near the rail lines, as well as the rail lines themselves. The railroad enhanced the city's role as a regional commercial center. It also provided the impetus for the development of the agricultural processing area surrounding the railroad tracks. The three extant historic railroad buildings (freight depot, passenger depot, and interlocking/signal tower) represent the commercial success that Fort Valley experienced during this period. It is extremely unusual for any town in Georgia to have three surviving historic railroad buildings, especially large brick depots and signal tower such as those in Fort Valley, each dating to between c.1871 and c.1906.

When Fort Valley was chartered in 1856, the town limits were established in a one-mile radius from the first railroad depot (not extant). The railroad was the critical link that allowed Fort Valley to

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flourish and become a hub for the transport of goods and people to the rest of the state. Fort Valley became a major interchange point for rail routes to Macon, Columbus, Atlanta (via Roberta), and Perry. The railroad was instrumental in the success of the local cotton and peach industries, which required the ability to ship products to points all over the nation. When the Southwestern Railroad arrived in Fort Valley in 1851, the surrounding area was a major producer of cotton. Just before the turn of the 20th century, Samuel Henry Rumph's development of the Elberta peach (a hardier variety that was easier to ship) and special refrigerated rail cars all worked to establish Fort Valley as a "Peach Paradise." Passenger traffic was at its height during the 1920s, with as many as 14 passenger trains a day stopping in the town of 3,000 inhabitants.

The Fort Valley Downtown and Railroad Historic District is significant in the area of politics and government at the local level of significance as the county seat of Peach County and because of the presence of buildings directly related to activities and events associated with local county and city government. Fort Valley became the county seat in 1924 when Peach County was created. Peach County, the last Georgia county created, was formed from portions of Houston and Macon counties, after several decades of efforts by local citizens. Throughout much of Georgia's history, the county has been the most important and powerful form of local government. County governments made and enforced laws (through county commissioners, sheriffs, and judges), and provided essential public services including building and maintaining roads, water and sewer systems, and sometimes electrical and/or gas systems. They were responsible for administering important aspects of the legal system including courts, birth and death records, taxes, wills and probate, and property deeds. Through county school boards they provided for public education throughout the county. County commissioners, sheriffs, and judges traditionally are the most important local political figures. In Fort Valley, county government is represented by the Peach County Courthouse (1936) and the former jail (c.1925-1930). Historic buildings related to city government include the Fort Valley City Hall (c.1950) and the 1950s fire station.

The Fort Valley Downtown and Railroad Historic District is significant in architecture at the local level for its good collection of relatively intact late-19th to early-20th-century commercial buildings that represent prevailing design and construction traditions of small cities and towns in Georgia. It is also significant for its three outstanding examples of railroad architecture from the height of Georgia's railroad era. The 19th-century depot was a new building type, and its design evolved from the pragmatic use of the space, but it also represented the optimism of a new form of transport. While there is no typical depot, Fort Valley's three brick railroad buildings each have some of the character-defining features of what some have called a "Railroad Style." The freight depot (c.1871) is a massive rectangular building, with oversized eaves and Italianate detailing. The passenger depot and the interlocking tower/signal building (both c.1906) have a more intimate scale and some Craftsman details, but still include hipped roofs with large overhangs. All have excellent integrity.

Fort Valley also has several good intact examples of commercial architecture. The central business district is focused on the blocks between the courthouse and the railroad. Commercial buildings in the district include both freestanding and attached one- and two-story buildings. Storefronts tend to be attached and aligned contiguously along Main Street and Church Street. Most of those on both north and south Camellia Avenue stand independently. Other character-defining features of many of

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the late 19th and early 20th-century commercial buildings include: simple rectangular forms; fronts that face directly onto the sidewalk, usually with a common setback; large display windows; architectural ornament primarily on the front facades; and parapet rooflines, some with recessed or decorative panels. Most are one or two stories in height, and brick is the most common material. The Evans Building (1910) is the one three-story example. It has a distinctive separation between the first floor and the two upper floors. Other stylistic elements in the district include brick corbelling and dentils, patterned brickwork, decorative frieze panels, and transom windows.

Industry in Fort Valley mostly focused on agricultural processing, and the few industrial resources that remain are primarily located near the railroad corridor on the east side of downtown. These are characteristically more utilitarian in appearance, such as the Anthoine Machine Works (c.1920), the peach cull building (late 1800s), and both of their associated warehouses.

The Fort Valley Downtown and Railroad Historic District also contains architecturally significant community landmark buildings. Public architecture, such as the Peach County Courthouse (1936), jail (c.1925-1930), and post office (1930s), tended to be influenced by classical antecedents. Even the City Hall from c.1950 exhibits a classical symmetry in a stripped-down version. The government buildings possess a high degree of craftsmanship. The Peach County Courthouse is a good example of the influence of Colonial Williamsburg on public buildings that were being constructed at the time. The cupola with weathervane reflects this period of the Colonial Revival style. Other character-defining features include a symmetrical, two-story, gable-roofed, central section with a projecting pedimented bay, flanked by one-story projecting wings.

The courthouse was designed by the Macon firm of Dennis & Dennis, established in 1884. The founder's son John C. Dennis (a Fellow in the AIA) may have been the principal architect. This regionally prominent firm designed many public buildings, particularly in central Georgia. Among them were courthouses, schools, and churches. Projects during the Great Depression included alterations to Macon City Hall and an elementary school in Alma. While most of their projects were in Bibb County, the firm also designed a large number of homes in the small town of Ashburn.

The other known architectural firm that designed a building in Fort Valley was the Atlanta firm of Pringle & Smith. Their plans for the Coca-Cola bottling plant were similar to others commissioned by the Coca-Cola Company that they designed throughout the state. Examples are located in Elberton, Swainsboro, and Thomson. These were variations on a standardized design that often incorporated simple classical forms with Art Deco details. Robert Pringle and Francis Smith worked together from 1922 to 1934. They were one of the largest and most successful firms in the South. Their practice included hotels, tall office buildings (such as the William-Oliver Building in Atlanta), schools, industrial buildings, and residences in Georgia, Florida, and Tennessee.

The Fort Valley Downtown and Railroad Historic District is significant in the area of community planning and development at the local level of significance for its intact historic town plan. The plan is a good example of one of the major types defined by Darlene Roth in her statewide context *Georgia Community Development and Morphology of Community Types* (1989). Fort Valley is a crossroads town with a railroad. The character-defining features of this type of plan include a railroad that

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postdates the founding of the community, so the primary orientation of the town is not toward the railroad. However, the railroad is an important part of the physical development and layout of the town in this type of plan. Frequently the railroad is slightly removed from the main center of town, or cuts across the previously developed grid or other street pattern, such as in Keysville, Riceboro, and Statesboro, Georgia.

Fort Valley was settled in 1834, and the Southwestern Railroad arrived in 1851. The tracks cut diagonally across the grid pattern in Fort Valley, creating a dividing line with commercial and residential areas to the west, agricultural processing and light industry along the railroad (as well as three intact railroad buildings), and more residential development to the east. As was typical in many Georgia towns, the railroad was also a dividing line between predominantly white and African-American settlement areas. In Fort Valley most blacks lived and worked south and east of the railroad tracks. Fort Valley State College (now University) is a historically African-American state-supported institution at the heart of this community, about one mile south of this district. (Fort Valley State College was listed in the National Register in 2000, but its surrounding residential areas have not been evaluated.)

Fort Valley does not have a typical county seat plan because it developed many years before it was designated the county seat of the newly-formed Peach County in 1924. Therefore, it also does not have a courthouse square with a centrally located courthouse. In Fort Valley the courthouse is located adjacent to the main commercial area. The architectural development of the central business district and the railroad area also reflect some of the major periods of community growth and development and the major economic factors that contributed to Fort Valley's success. Because of the railroad, the major industries of cotton and peach processing and distribution were made possible, and the downtown commercial area prospered.

The Fort Valley Downtown and Railroad Historic District is significant in the area of commerce at the local level as the historic commercial center of Peach County and the surrounding area. This commerce existed on two economic levels. There was the large-scale commerce related to the railroad shipments of cotton, peaches, and other goods that took place at the railroad interchange yards, but there was also the day-to-day commerce that took place in the downtown commercial district to meet the needs of nearby residents. The large-scale commerce is represented by the three railroad buildings, the former peach cull building (late 1800s), the H.V. Kell Building (c.1910), and the Anthoine Machine Works (c.1920), among others. Of special note is the 1930s former Coca-Cola bottling plant on North Camellia Avenue.

Typically the county seat was also the principal commercial center in the county. In the case of Fort Valley, there are almost no other towns in the area to fulfill this role. Such commercial centers generally featured a range of retail stores (general merchandise, dry goods, groceries, drug stores, apparel/clothing, service/gas stations), offices and professional services (including banks, lawyers, doctors), wholesale establishments and warehouses (warehouses, offices), artisans, mechanics, and tradespeople (liveries, blacksmiths, automobile repair), entertainment and other services (restaurants, theaters, hotels), and communications-related, including post office, telegraph office, telephone exchange, newspaper office/press). Extant historic buildings in the district representing

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some of these historic commercial activities include the 1930s former post office and the Austin Theater (1917). The three-story Evans Building (c.1910) on Main Street once housed a bank, post office, telegraph office, library, professional offices, and medical center. Peterman Auto Supply and the former Chevrolet dealership on North Camellia Avenue are good examples of mid-20th-century commercial establishments.

National Register Criteria

The Fort Valley Downtown and Railroad Historic District is eligible for listing in the National Register of Historic Places under Criterion A at the local level of significance in the areas of commerce, transportation, politics/government, and community planning and development for its intact historic resources associated with these themes.

The Fort Valley Downtown and Railroad Historic District is eligible for listing in the National Register of Historic Places under Criterion C at the local level of significance in the area of architecture for its intact collection of commercial, government, and railroad buildings that are good examples of common types of historic resources found in Georgia's towns.

Criteria Considerations (if applicable)

N/A

Period of significance (justification)

The period of significance begins in 1851 with the arrival of the Southwestern Railroad (later the Central of Georgia) in Fort Valley. Prior to this, Fort Valley was an agricultural settlement with a small post office. The railroad enabled the commerce associated with the peach distribution business that dominated Fort Valley for many decades. The original alignment of the railroad (now the Norfolk Southern) is intact, and is directly associated with development of the town. The period of significance ends in 1960 at the end of the historic period. By this time, the peach processing industry had diminished, railroad commerce had declined, and virtually no new construction was taking place in the district.

Contributing/Noncontributing Resources (explanation, if necessary)

The contributing properties in the district date from the district's period of significance and retain their historic integrity. The noncontributing properties were either built outside the period of significance or are historic properties that have lost their integrity through alterations and/or additions. In some cases, this includes non-historic façade coverings. Classifications are based on documentation provided by the consultant and through further evaluation by the Georgia Historic Preservation Division's National Register staff on a site visit in August 2007.

The Fort Valley Downtown and Railroad Historic District overlaps slightly with the previously listed Everett Square Historic District, as shown on the National Register map. This was done in order to

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include three important government buildings that closely relate to the history of downtown. Three of the contributing buildings in the Fort Valley Downtown and Railroad District (200, 203, and 205 Church Street) were previously included as contributing to the Everett Square district in 1994. Therefore, these contributing buildings are not counted again in the following explanation.

Contributing resources in the Fort Valley Downtown and Railroad Historic District include 58 buildings, mostly commercial and railroad-related. One of the contributing buildings (204 Church Street, c.1950) was considered a noncontributing building in the Everett Square Historic District. The change in status is due to a later period of significance for the Fort Valley Downtown and Railroad Historic District. This building is therefore included in the count of 58 contributing buildings for this nomination, because it was not previously listed considered as contributing in the Everett Square Historic District.

The two contributing structures in the Fort Valley Downtown and Railroad Historic District are the historic railroad line and the c.1930s water tower on Central Avenue. There are 25 noncontributing buildings. There is one noncontributing structure – a gazebo at the intersection of Church Street and Camellia Boulevard. The district also includes 15 vacant lots that are considered neither contributing nor noncontributing. A few of these are used for surface parking lots.

Developmental history/historic context (if appropriate)

***Note:** Kristina Harpst, preservation planner for the Middle Georgia Regional Commission, wrote the following section in December 2007 as part of the "Historic District Information Form" for the proposed Fort Valley Historic District. It was edited by Georgia Historic Preservation Division staff.*

Early Settlement, 1800-1856

The area that is now Peach County was once part of the territory of the Creek Indian Nation. James Abbingdon Everett (1788-1848) established a trading post at the junction of two Native American trails in the early 1820s. Other early settlers included Mathew Dorsey, Peter Greene, and William and Allen Wiggins. Of these men, Everett was probably the most instrumental in founding the town of Fort Valley, because he was the one who established the first post office and also succeeded in persuading the railroad to come to Fort Valley.

According to local historians, when first established on December 7, 1825, the Fort Valley post office was located in what is now Crawford County. The City of Fort Valley (and its post office) relocated in 1834 a few miles southeast to the vicinity of present day Fort Valley (then part of Houston County).¹ Despite its name, there are no records that indicate there was ever a fort at Fort Valley and no one is certain as to where the city's name originated. One belief is that Everett originally named the town "Fox Valley" but post office officials in Washington D.C. misread his handwriting as "Fort Valley." However, most sources believe that Everett named the town after Milledgeville legislator, Revolutionary War hero, and friend, Arthur Fort (1755-1838).²

¹ Jimmy Bennett, ed., "City History," <http://www.fortvalleyusa.com/history.cfm> (accessed April 20, 2010).

² Ibid; Jana Jones, ed., "Fort Valley: A Peach of a History," unpublished source, 1996.

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According to George White's *Statistics of the State of Georgia*, which was published in 1849 prior to the completion of the railroad, the town of Fort Valley had "three stores, one Methodist Church, one academy, was thirty-two miles from the railroad and had a 250 population."³ What started out as a small town grew quickly, partly because of the efforts of James Everett. Over the years, due to his many interests and business ventures, Everett became a wealthy and influential plantation owner. He was also a philanthropist, as seen in his monetary contributions for the education of Georgians and his donation of land for the city's Oakland Cemetery. However, one of his most significant donations led to the railroad coming to Fort Valley.

Everett was convinced that in order for the town to survive and grow it needed to have a railroad stop. He became a staunch supporter of the Southwestern Railroad when it was chartered in 1845. Southwestern's first plans were to run rail lines from Macon to nearby Perry, Georgia. In efforts to persuade the company to alter its original route to go through Fort Valley instead, Everett purchased 200 shares of stock at a price of \$50,000. He also donated the land for the right-of-way and freight depot. Due to his tenacity, foresight, and financial backing, the rail line between Macon and Fort Valley was completed in 1851. Everett, however, died June 23, 1848, and despite not living to see the realization of his efforts, he demonstrated his devotion to the railroad by requesting burial along the right-of-way near the future site of the freight depot. His body was later moved to Oakland Cemetery in Fort Valley.⁴

Even though Fort Valley had had a post office for nearly 30 years and had recently become a stop on the Southwestern Railroad, the city was not officially chartered until March 3, 1856. The town limits were established as a one-mile radius from the railroad depot. The first commissioners were C.D. Anderson, William H. Hollinshead, William I. Greene, A.D. Kendrick and D.N. Austin. They were appointed until their successors were elected and charged to "make laws and regulations for a government in the best interest of the citizens."⁵ There are no records of the Fort Valley's first elected officials. The first known date for an elected official is for Mayor A.C. Riley who was voted into office on April 9, 1888, and served until his resignation on January 7, 1890.⁶

Railroad Development (1850s-Present)

Georgia's Southwestern Railroad was chartered in 1845.⁷ Although it was to build a railroad from Macon through southwestern Georgia to the lower Chattahoochee River, the Southwestern Railroad did not begin construction until 1848. The line from Macon to Fort Valley was complete in 1851 and reached Oglethorpe and the Flint River by 1852. Due in large part to a \$75,000 investment by the citizens, the line reached Americus in 1853. Also around this time, a branch was being built westward from Fort Valley to join the 50-mile Columbus to Macon route begun in 1847 by the Muscogee

³ George White, *Statistics of the State of Georgia*, 1849.

⁴ Bennett, "City History."

⁵ Ibid.

⁶ Ibid, Robert E. Luckett Jr., ed., "Peach County," *The New Georgia Encyclopedia*.

<http://www.georgiaencyclopedia.org/nge/Article.jsp?id=h-2376&hl=y> (accessed April 20, 2010).

⁷ Kenneth Werner, ed., "Fort Valley Freight Depot History," 28 October 2003.

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Railroad. In 1853 the Muscogee received assistance from Southwestern to complete the eastern rail end at Butler. It was just three years later in 1856 that the Muscogee was officially consolidated into the Southwestern. The Southwestern was at the height of its success. It bought out the Georgia and Florida line between Americus and Albany and completed construction of the line in 1857, and shortly thereafter, in late 1859, the Georgia and Florida Railroad was consolidated with the Southwestern.⁸

The operation of the Southwestern changed 10 years later on June 24, 1869, when it was leased to the Central of Georgia Railroad. The Central was chartered in 1833 as one of the state's first seven antebellum-period railroads. Even though it was in operation as a division of the Central, Southwestern continued to build its own branch lines. Southwestern constructed lines from Albany to Arlington in 1873, Fort Valley to Perry in 1873-1875, Arlington to Blakely in 1881, and Blakely to Columbia in 1889.⁹

In 1954 the Central of Georgia completely absorbed Southwestern and made it an integral part of the system.¹⁰ Shortly thereafter, the Central along with the Atlanta & Florida (A&F) were both absorbed by the Southern Railway, which controlled over 150 subsidiaries. The Norfolk & Western Railway and the Southern Railway merged on June 1, 1982, into the fourth largest railroad in the United States, the Norfolk Southern Corporation. Norfolk Southern continues to serve Fort Valley along with 20 other states, Washington D.C. and Ontario, Canada.¹¹

The Railroad and the Community (1850s-1890s)

The railroad has played a significant role in the history of Fort Valley and much of the city's success and prosperity can be attributed to its presence. Due in large part to contributions made by James Everett, the Southwestern rail line from Macon to Fort Valley was completed in 1851. A few years later, in 1856, the City of Fort Valley was officially chartered. At this time, there was one hotel, eight stores, and 500 inhabitants. Shortly thereafter on October 31, 1867, a tragic fire destroyed nearly all the businesses in Fort Valley, costing property owners more than \$25,000. Local histories state that "Main Street, however, was soon rebuilt and handsome brick buildings replaced the old wooden ones."¹²

The fire also destroyed the freight depot. A replacement brick depot was constructed in 1868; however, only two years later in 1870 it too was destroyed by fire. In 1871 the freight depot was replaced for the third and last time.¹³ It is not clear whether the actual construction of the building was completed by Southwestern or Central because some sources state that it is Southwestern's example of the "typical" Central style, and others claim that the building was constructed by Central. Either way, the freight depot's architectural style is typical of Central's other depots built from 1868 to

⁸ Railga.com: Georgia's Railroad History and Heritage, "Railroad History: Southwestern Railroad," available from <http://railga.com/souwest.html> (accessed April 20, 2010).

⁹ Railga.com: Georgia's Railroad History and Heritage, "Railroad History: Southwestern Railroad."

¹⁰ Ibid.

¹¹ Werner, "Fort Valley Freight Depot History."

¹² *The History of Peach County, Georgia*. Governor Treutlen Chapter of the DAR, 1972, 86.

¹³ Werner, "Fort Valley Freight Depot History".

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1876.”¹⁴ There are a total of 10 extant depots in Georgia, including Fort Valley's, which exhibit what some have called Central's "Postbellum Railroad Style." The other Georgia towns with these depots are: Millen (1868), Tennile (1869), Bartow (1869), Toombsboro (1869), Montezuma (1870), Americus (1870), Butler (1870), Hampton (1874), and Carrollton (1876).¹⁵

In 1872 the city of Fort Valley experienced some financial setbacks and an economic downturn, known as the "panic of 1872." There was also a \$12,000 bank robbery on March 4 of that year, contributing to a loss in real estate values and the amount of business done. The erection of the Presbyterian church in 1877 was cited as one of the very few improvements since the disasters of 1872.¹⁶ A personal account "of his recollections of Fort Valley as he recalled it after the close of the War Between the States" was given James S. Harris (who moved to Fort Valley in 1865 and served as a coroner and published in the local newspaper, the *Leader-Tribune*):

On the north side of West Church Street was a two-story frame wooden building known as the Osborne Miller Shops. Just across on the west end of Fincher Memorial Park was located the old Everett Indian Trading Post at the intersection of two Indian Trails, one from Montezuma to Fort Hawkins (Macon); the other from Hartford (Hawkinsville) to the Indian Agency of Benjamin Hawkins on the Flint River. A little later, the post was moved to the street just west of the Masonic Lodge. In 1897 all wooden buildings along this block of West Church Street were replaced by brick buildings.¹⁷

By 1880 the population had increased to 1,278. There was a library, several private schools, three churches, one hotel, and two brick warehouses. In 1888, about 20 years after Central of Georgia began leasing the Southwestern, another railroad came to Fort Valley. The Atlanta & Florida Railroad (A&F) was also known as the Atlanta and Hawkinsville Railroad under its original 1886 charter. The A&F began construction in 1888 at Atlanta and built into Fayetteville, Zebulon, and New Knoxville (Roberta). These cities celebrated the arrival of the A&F by each constructing a new courthouse. On August 16, 1888, an A&F train arrived in Fort Valley and was noted to have included a locomotive, combination baggage coach, and two passenger coaches. The city held a barbecue and accompanying festivities to celebrate.¹⁸

The city of Fort Valley was rapidly becoming a rail hub for middle Georgia and the city was growing. In-town homes of prominent Fort Valley citizens, most notably the Sommers-Bassett House (1868) and the Cliett House (present by 1892), were being constructed along the railroad tracks in close proximity to the freight depot. The owners of those two houses were two of the largest property owners in the city. Also by the 1880s, the Anthoine Machine Works was firmly established and providing services to farmers, builders, the railroad, and many others. James William Anthoine was the founder of the company. He moved to Fort Valley between the years 1860 and 1870 and established his business in 1885, the same year his son Tom was born.¹⁹ The business was

¹⁴ Ibid.

¹⁵ Ibid.

¹⁶ *History of Peach County*, DAR, 86.

¹⁷ *History of Peach County*, DAR, 10.

¹⁸ Werner, "Fort Valley Freight Depot History."

¹⁹ *The History of Peach County, Georgia*. Governor Treutlen Chapter of the DAR, 1972, 111.

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important to the development of the city of Fort Valley because any mechanical part for tractors or farm equipment, the railroad, or the home could be (and some still is) produced there.

The Railroad and Cotton Transport (1851-1920s)

As soon as the construction of Fort Valley's rail line and depot were complete, the transport of agricultural goods and products began. It was the time of "King Cotton," and by 1860 more than 30 percent of Georgia's cotton was being shipped out of areas served by Southwestern and Central rail lines. In 1859 Houston County, where Fort Valley was located at the time, was Georgia's number one cotton producing county with 28,852 bales. While reconstruction took its toll on Houston County's cotton production, with the county only producing 3,819 bales by 1869, Fort Valley's railroad facilities continued to experience a significant amount of cotton traffic (much of it from Alabama) due in large part to the completion of the bridge over the Chattahoochee River at Eufaula, Alabama, in 1865.²⁰

Cotton mills were a significant feature along the Southwestern Railroad. One of these was the Fort Valley Cotton Oil Company located just across the tracks on Macon Street directly west of the freight depot. In 1923, 57 percent of Georgia's 201 cotton mills were located in cities served by the Southwestern/Central Railroad.²¹ Fort Valley's freight depot and interlocking tower were indispensable in the transport of cotton, peaches, and other goods because of the large interchange freight yard it serviced. Fort Valley was the primary interchange point for rail routes to Macon, Columbus, Albany, Atlanta (via Roberta), and Perry.

The Railroad and Peach Transport (1875-1930s)

Not only was Fort Valley's rail station an agricultural gateway for cotton, but it also played a critical role in the growth of the peach industry. The combination of the railroad and Samuel Henry Rumph's development of the Elberta peach and the "peach shipping refrigerator," all worked to establish Fort Valley as a "Peach Paradise."²² Samuel Henry Rumph (1851-1922) was known as the "first Georgian to grow and ship peaches on a commercial scale."²³ Rumph, a resident of Marshallville, Georgia, (located just south of Fort Valley) developed the Elberta peach, which he named for his wife (Clara Elberta Moore Rumph) in 1875 on his Willow Lake Plantation. Testing and propagation by budding were complete in 1880 and shortly thereafter, the Elberta began being marketed and shipped in great quantities. One of the reasons the Elberta was so popular was due to its hardiness and its ability to be transported via rail without significant bruising, unlike other peach varieties.²⁴

Rumph quickly realized that the peach market could be expanded if he could find a way to keep the peaches cool during transport. In addition to his invention of a "rigid-mortised-end peach crate,"

²⁰ Werner, "Fort Valley Freight Depot History."

²¹ Ibid.

²² Jones, "Fort Valley: A Peach of a History"

²³ Carl Vinson Institute of Government, University of Georgia, "Samuel Rumph WPA Historical Marker," available from <http://georgiainfo.galileo.usg.edu/gahistmarkers/samuelfrumphhistmarker.htm> (accessed April 20, 2010).

²⁴ Duke Lane, Jr., President, Lane Packing Company, ed., "The Elberta Peach: The Beginning of the Southern Peach Industry," available from <http://commodities.caes.uga.edu/fieldcrops/gapeach/kidskorner/peachhistory.html> (accessed April 20, 2010).

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Rumph designed his version of a refrigerated rail car.²⁵ This refrigerated car began as a box on casters, which held ice and six crates of peaches that were then "loaded in box cars, shipped to port and loaded on coastwise steamers for New York."²⁶ He later improved upon his original design by creating a railcar that could haul numerous crates of peaches with ice bunkers at each end. Interestingly, Rumph never patented these refrigerated cars and simply gave his designs to the railroads for development. Nevertheless, it was these inventions and the development of the Elberta peach that lead to Rumph being credited as the "father of Georgia's commercial peach industry."²⁷

This "peach shipping refrigerator" contributed to the rapid growth and expansion of the peach industry in Fort Valley and throughout the Middle Georgia region.²⁸ This is illustrated in the number of railcars used to ship the fruit, as summarized below:

In the early 1880s the first harvest of peaches shipped out by 187 railcars. By the early 1900s the output was up to over 800 railcars annually, in 1911 over 1,100 railcars of peaches annually. In 1922, of the 10,000 railcars of peaches shipped out of Georgia, 3,003 cars came from Fort Valley.²⁹

In order to accommodate these vast shipments of peaches in refrigerated rail cars, large ice facilities had to be constructed. South of the freight depot once stood facilities "used for the ice bunkers in the early refrigerated railcars."³⁰ As the peach industry grew so did the demand for ice. This demand resulted in the 1925 construction of the "million-dollar" ice plant built by the Atlantic Ice and Coal Company to the northeast of the freight depot. The plant, which at the time was the largest in the world, had the capability of providing ice for "entire train loads of peaches."³¹ Records indicate that the plant produced 50,000 tons of ice that cooled approximately 17,200 rail cars of peaches "which were shipped from Fort Valley to points all across United States."³² To illustrate just how many peaches were being shipped out of Fort Valley, one must consider that presently "growers ship approximately 1,500 to 2,000 truckloads of peaches per year," and that "the 17,200 railroad cars (one railroad car averaged 400 bushels of peaches) were the equivalent to about 9,000 truckloads of peaches."³³

One of the few remaining buildings from the height of the peach industry in Fort Valley is the former peach cull house building (now the Jolly Nut Company building). The cull house building operated in support of peach packing sheds and was where the leaves, branches and rotten fruit was separated from the peaches before they were packed and shipped. The peach business was such a huge operation and important industry for Fort Valley and Peach County that "at one point more than 50 packing sheds ran during peach season...providing thousands of jobs for young and old alike." The

²⁵ UGA, "Samuel Rumph WPA Historical Marker."

²⁶ Duke Lane, Jr., "The Elberta Peach: The Beginning of the Southern Peach Industry."

²⁷ UGA, "Samuel Rumph WPA Historical Marker;" Duke Lane, Jr., "The Elberta Peach: The Beginning of the Southern Peach Industry."

²⁸ UGA, "Samuel Rumph WPA Historical Marker."

²⁹ Werner, "Fort Valley Freight Depot History."

³⁰ Werner, "Fort Valley Freight Depot History."

³¹ Bennett, "City History"; Werner, "Fort Valley Freight Depot History."

³² Werner, "Fort Valley Freight Depot History."

³³ Bennett, "City History."

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peach cull house building is one of the last remnants of these once abundant packing sheds and cull houses.³⁴

Passengers, Prosperity, and Peach County (1900-1940s)

The early 1900s through the 1930s was the height of the railroad boom in Fort Valley with "as many as fourteen passenger trains stopping in the small town of three thousand people."³⁵ Given the considerable number of people traveling through Fort Valley, it was fitting to construct a separate passenger depot. Between 1895 and 1889, a portion of the freight depot was being utilized as a passenger station.³⁶ Central records show that "at the end of fiscal year 1889 [they] were completing work on a 'new and attractive passenger depot' at Fort Valley."³⁷ According to Central of Georgia Railway Historical Society scholar Allen Tuten, "reports from that era note that the building adds much to the appearance of the station, the convenience of the traveling public, and is highly appreciated by the people of that prosperous town."³⁸ The 1889 passenger depot fell victim to a fire on April 15, 1906. After the fire it was replaced with "an unusual brick passenger depot and block telegraph office."³⁹ The one missing element was a roof or covering of the platform to protect passengers from the elements. Casual inquiries turned into formal requests for a shelter around 1914; however due to World War I and the accompanying depressed economic times, an "umbrella shed" was not completed until 1924. The shelter was taken down sometime after 1945, most likely during the 1960s when passenger trains ceased running through Fort Valley.

By 1911 Fort Valley had a population of 3,000 people, and three hotels, five restaurants, and several boarding houses. In 1912 the H.V. Kell Company located a large grocery store in a prime site just south of the freight depot. Anthoine Machine Works continued to thrive nearby, and provided any type of machine part needed. James Fielding, Jr. engineered the relocation of his home, the Troutman House, closer to the rail lines, purportedly due to his being enamored of the railroad and desire to be closer so that he could watch its operations from his front porch.⁴⁰ Originally located about one-half mile south of its present location on Commercial Heights Parkway directly across the railroad tracks from the interlocking tower and passenger station, local folklore holds that Fielding cut the house in half and rolled it on logs to its current location. He also made some "improvements" to the house. The front porch with its Ionic columns and porte-cochère were reportedly added by Fielding Jr. to update the house with current trends.⁴¹ When traveling down Main Street toward the railroad buildings, the Troutman House appears to sit at the end of Main Street as an important

³⁴ Ibid.

³⁵ Jones, "Fort Valley: A Peach of a History."

³⁶ Fort Valley, Georgia [map]. Sanborn Fire Insurance Maps, Fort Valley, 1890; 1895. *Sanborn Fire Insurance Maps for Georgia Towns and Cities, 1884-1922*, Digital Library of Georgia. <http://dlq.galileo.usg.edu/sanborn/?Welcome> (accessed April 20, 2010).

³⁷ Allen Tuten, "Passenger Platform and Shelter at Fort Valley," *The Right Way*, vol. 7, no. 4 (Central of Georgia Railway Historical Society: October-December 2003): 12-13.

³⁸ Tuten, "Passenger Platform and Shelter at Fort Valley," 12-13.

³⁹ Ibid.

⁴⁰ Marilyn Windham, ed., "The Troutman House," unpublished source, early 1990s.

⁴¹ Ibid.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

structure and the terminus of the town.⁴² The downtown was being built up and expanded and hotels were springing up.

Present-day Peach County was the final county in Georgia to be formed. Although efforts for the creation of a new county began with the incorporation of Fort Valley in 1856, the formal nomination was not approved by state legislature until 1922. To further complicate matters, legislature approval was not enough to form a new county; it also required the approval of Georgia voters who defeated the effort in 1922. Finally, Peach County was formed from portions of Houston and Macon counties in 1924.⁴³ Given the area's reliance on and success of the peach industry, the new county was appropriately named for its most important crop, and the city of Fort Valley was made the county seat.⁴⁴

The first courtroom in Peach County was located on the second floor of Slappey's Opera House (later known as the Peach Theater and Austin Theater) on Main Street. The courtroom was later moved to a former Star and Durant auto dealership on South Macon Street. The current courthouse was constructed in 1936 at 205 Church Street, designed in the Colonial Revival style by the Macon firm of Dennis & Dennis. The building underwent rehabilitation in 1969 to repair fire damage and additions were constructed on two separate occasions, one in the early 1970s and the other in the 1990s.⁴⁵

A published history of Peach County compares 1920 census information to the status of Fort Valley by the 1970s once the passenger rail had ceased operation:

The commercial establishments in Fort Valley which numbered three or more of a kind were brokerage concerns for orchard supplies and products, hotels, insurance agencies, cotton warehouses, garages, automobile dealerships, retail stores of various kinds: dry good, groceries, meat markets, furniture, plumbing and electrical supplies, millinery, drug stores, soda fountains, hardware, farm implements and five-and-tens. In addition there were restaurants and shoe repair shops in the same-number category. In the list of eleven industrial enterprises only five had as many as two of a kind. These were canning plants, crate and basket factories, flour and grist mills, ice plants, and soda-bottling works. In comparison with 1920 there were in 1972 no wholesale grocery establishments in Fort Valley; nor was there a hotel, a movie theatre, a millinery shop, a bakery, a soda fountain. . .⁴⁶

In the 1920s downtown Fort Valley was booming and growing. Development began to expand up North Camellia Street as seen by the construction of the Peterman building which housed tractor implements, sales and service; the neighboring auto sales and service building (locally referred to as the former Chevrolet dealership); and the Coca-Cola Bottling Plant, all of which were constructed c.1920-1929. The downtown growth directly coincides with the peak of railroad operations. At the same time another industry was taking hold with the founding of the Blue Bird Bus Company's

⁴² Ibid.

⁴³ Lockett Jr., "Peach County."

⁴⁴ Bennett, "City History."

⁴⁵ Carl Vinson Institute of Government, Georgia County Courthouses—Peach County, <http://georgiainfo.galileo.usg.edu/courthouses/peachCH.htm> (accessed April 20, 2010).

⁴⁶ History of Peach County, DAR, 116.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

manufacturing facilities in Fort Valley in 1927. This would one day become the largest bus manufacturer in the world.

The railroad was a vital link between the citizens of Fort Valley and the rest of Georgia and the nation. The connection the railroad established coupled with the ability to quickly and efficiently transport goods, supplies, materials, and foodstuffs helped sustain the city and enabled it to flourish. Local merchants could order goods and supplies from places as far away as Philadelphia and New York City. The railroad was also an important communication link for the exchange of news and ideas especially since the U.S. Postal Service utilized rail transportation for carrying mail. The height of rail transportation for mail was in the 1930s when more than 10,000 trains carried mail to cities and towns across the United States. As with all other operations of railroads, the 'mail by rail' declined rapidly after the passage of the Transportation Act of 1958, and was completely ended by 1977.⁴⁷

There are conflicting numbers as to whether Fort Valley saw 10 or 14 passenger trains at the peak of railroading; however, both numbers indicate that significant amounts of passengers and visitors were regularly coming into Fort Valley. These numbers are supported by the fact that "two large hotels, the Winona at Main Street and the Bassett at Highway 96 (also known as the Watson House and the Central Hotel) were built to house the many visitors to the city."⁴⁸ These hotels were also helpful in accommodating the large amount of people who came to Fort Valley's Peach Blossom Festivals.

The abundance of peaches being shipped on rail cars from Fort Valley to the rest of the country was the inspiration behind Etta Carither's idea to hold a Peach Blossom Festival. The Peach Blossom Festivals were held annually between 1922 and 1926 when the peach trees were in full bloom.⁴⁹ The festival events including barbecues, parades, and pageants were held in and around the front of the Troutman House, freight depot, passenger depot, and signal house/interlocking tower. These festivals became so popular that National Geographic writer Ralph A. Graves reported on the festival in one of the 1925 issues. Graves described the festival as "a colorful, magnificently staged historical pageant . . . which now attracts thousands to this progressive little town in the heart of the peach belt."⁵⁰ The festivals at one time were said to have hosted over 40,000 people from across Georgia and the United States. (The population of Fort Valley in 1922 was only 3,600.) Some recall that Hollywood movie studios even came to film the festivals. The popularity of the annual peach festival is what eventually led to its end, as the small town of Fort Valley was unable to accommodate the vast numbers of people who attended. (Years later, in 1986, the festival was resurrected. It is now formally titled the Georgia Peach Festival and held each June, once again attracting thousands of visitors who come to see the "World's Largest Peach Cobbler," the array of crafts and food vendors, and music concerts.)⁵¹

⁴⁷ United States Postal Service, "Mail by Rail," available from http://www.usps.com/postalhistory/mail_by_rail.htm (accessed August 31, 2007).

⁴⁸ Werner, "Fort Valley Freight Depot History;" Bennett, "City History."

⁴⁹ Jones, "Fort Valley: A Peach of a History."

⁵⁰ Windren, "The Troutman House;" Jones, "Fort Valley: A Peach of a History."

⁵¹ Jones, "Fort Valley: A Peach of a History."

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

End of an Era

With the combination of World War II and the growing popularity of automobiles, train usage for passenger transport was steadily decreasing. The A&F line (by this time owned by Southern Railway), which caused so much celebration when it first opened, ran its last passenger train on October 8, 1947 between Williamson and Fort Valley. The last passenger train to run through Fort Valley was the "Flamingo" which ran between Atlanta and Albany via Macon and Fort Valley. It made its last trip on June 1, 1963.⁵² In the mid-1960s the Winona hotel was demolished.

Even though the peach industry has decreased since the 1940s, Fort Valley has remained an agriculturally based economy, with peaches and pecans as the main crops. Although passenger service ended in the 1960s, Southern Railway continued transporting freight including peaches and sand from the Atlanta Sand Company. Southern Railway and the Norfolk & Western Railway merged to become the Norfolk Southern Corporation in 1982, which continues to run freight service out of Fort Valley.⁵³ The freight depot, which sat empty and unused for years, is now owned by the Fort Valley Downtown Development Association, an organization that is dedicated to protecting and utilizing the depot and all other properties associated with the railroad.

⁵² Werner, "Fort Valley Freight Depot History;" Bennett, "City History."

⁵³ Werner, "Fort Valley Freight Depot History."

9. Major Bibliographic References

- Caldwell, Wilbur W. *The Courthouse and the Depot: A Narrative Guide to Railroad Expansion and Its Impact on Public Architecture in Georgia 1833-1910*. Macon, GA: Mercer University Press, 2001.
- Ciucevich, Robert A. "City of Fort Valley Historic Resources Survey." September/October 2003. On file at the Georgia Department of Natural Resources, Historic Preservation Division, Atlanta.
- Daughters of the American Revolution, Governor Treutlen Chapter. *History of Peach County, Georgia*. Atlanta: Cherokee Publishing, 1972.
- Harpst, Kristina "Historic Property Information Form, Fort Valley Historic District" and supporting documentation, May 2007. On file at the Georgia Department of Natural Resources, Historic Preservation Division, Atlanta.
- Luckett, Robert E., Jr. *New Georgia Encyclopedia*. "Peach County." <http://www.georgiaencyclopedia.org/nge/Article.jsp?id=h-2376&hl=y> (accessed April 20, 2010).
- Roth, Darlene. *Georgia Community Development and Morphology of Community Types*. 1989. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta.
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- Sharp, Leslie N. "Everett Square Historic District." *National Register of Historic Places Registration Form*, November 10, 1994. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta.
- Tuten, Allen. "Passenger Platform and Shelter at Fort Valley." *The Right Way*, Volume 7, No. 4. Central of Georgia Railway Historical Society, October-December, 2003.
- Windham, Marilyn Neisler. *Peach County: The World's Peach Paradise*. Dover, NH: Arcadia Publishing, 1997.

National Register of Historic Places **Continuation Sheet**

Section 9—Major Bibliographic References

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:
- (x) **previously listed in the National Register**
 - Peach County Courthouse at 205 Church Street (listed 1980 as part of County Courthouses in Georgia multiple property submission; also included as contributing to the Everett Square Historic District, listed 1994).
 - Buildings at 200 Church Street and 203 Church Street (included as contributing to the Everett Square Historic District, listed 1994).
- () **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**
- () **University**
- () **Other, Specify Repository:**

Georgia Historic Resources Survey Number (if assigned): Some resources are included in the 2003 Fort Valley survey numbers PE-FV-1 through PE-FV-250, also available online in NAHRGIS database (nonconsecutive numbers).

10. Geographical Data

Acreage of Property Approximately 52 acres (excluding the previously listed acreage of approximately 3 acres).

UTM References

NAD 1927:

- | | | | |
|----|---------|----------------|------------------|
| A) | Zone 17 | Easting 228660 | Northing 3605720 |
| B) | Zone 17 | Easting 229815 | Northing 3605700 |
| C) | Zone 17 | Easting 222670 | Northing 3604900 |
| D) | Zone 17 | Easting 229370 | Northing 3604900 |

Verbal Boundary Description

The nominated district is indicated by a heavy line on the attached National Register Historic District Map.

Boundary Justification

The boundary encompasses the intact, historic, and contiguous resources associated with the development of downtown Fort Valley, including the commercial, government, and railroad areas. While this includes a few residential properties, adjacent areas that were primarily residential in character were excluded from the district. Also excluded were areas that do not have sufficient concentrations of properties that would be contributing to a district.

11. Form Prepared By

State Historic Preservation Office

name/title Denise Messick, historian
organization Historic Preservation Division, Georgia Department of Natural Resources
mailing address 254 Washington Street, SW, Ground Level
city or town Atlanta **state** Georgia **zip code** 30334
telephone (404) 656-2840 **date** June 2010
e-mail Denise.Messick@dnr.state.ga.us

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

name/title Kristina Harpst
organization Middle Georgia Regional Commission
mailing address 175 Emery Highway, Suite C
city or town Macon **state** GA **zip code** 31217
telephone 478-751-6160
e-mail kharpst@mg-rc.org

- () **property owner**
- () **consultant**
- (x) **regional commission preservation planner**
- () **other:**

Property Owner or Contact Information

name (property owner or contact person) Loraine Khoury, Executive Director
organization (if applicable) Fort Valley Main Street/DDA
mailing address P. O. Box 1864
city or town Fort Valley **state** Ga **zip code** 31030
e-mail (optional) lkhoury@fortvalley.net

National Register of Historic Places **Continuation Sheet**

Photographs

Name of Property: Fort Valley Downtown and Railroad Historic District
City or Vicinity: Fort Valley
County: Peach
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: July 2008

Description of Photograph(s):

Number of photographs: 47

1. Overview of former peach cull house and processing area (now Jolly Nut) on northeast corner of district; photographer facing southwest.
2. Former peach cull house by 96 Commercial Heights; photographer facing south.
3. Intersection of railroad, Commercial Heights, and Church Street, including house at 101 Oakland Heights Parkway; photographer facing southwest.
4. Railroad tracks and three historic railroad buildings (freight depot, signal house, and passenger depot); photographer facing southwest.
5. Church Street at Jailhouse Alley; photographer facing northwest.
6. 0 Jailhouse Alley (former jail); photographer facing west.
7. 215 (North) Camellia Boulevard (former Coca-Cola bottling plant); photographer facing southwest.
8. 208 (North) Camellia Boulevard; photographer facing southeast.
9. 0 Camellia Boulevard at Person Street; photographer facing south/southwest.
10. 106 (North) Camellia Boulevard; photographer facing southeast.
11. 121 (North) Camellia Boulevard (former automobile dealership); photographer facing southwest.
12. 105 (North) Camellia Boulevard; photographer facing southwest.
13. Corner of Church Street and Camellia Boulevard; photographer facing southwest.
14. Triangular park at intersection of Church Street, Main Street, and Camellia Boulevard; photographer facing west.
15. 100 block of Church Street; photographer facing northwest.
16. 102 (South) Camellia Boulevard (at Church Street); photographer facing west/southwest.
17. 200 Church Street (former post office); photographer facing northwest.
18. 204 Church Street (City Hall); photographer facing northwest.
19. 204 Church Street (City Hall); photographer facing north.
20. 203 and 205 Church Street; photographer facing southwest.
21. 205 Church Street (Peach County Courthouse); photographer facing south.
22. 108-112 Anderson Street; photographer facing south/southeast.
23. 200 block of Central Avenue; photographer facing southwest. *(Note: View is from the Fort Valley Downtown and Railroad Historic District looking into the Everett Square Historic District. Buildings shown are not included in the present nomination.)*

National Register of Historic Places **Continuation Sheet**

Photographs

24. 207 Central Avenue; photographer facing south. *(Note: View is from the Fort Valley Downtown and Railroad Historic District looking into the Everett Square Historic District. Building shown is not included in the present nomination.)*
25. 102 Main Street; photographer facing south/southwest.
26. 100 block of Main Street (south side); photographer facing southeast.
27. 116 Main Street (Austin Theater); photographer facing southwest.
28. 100 block of Main Street; photographer facing west/southwest.
29. Former railroad passenger depot; photographer facing northwest.
30. Former signal house/interlocking tower; photographer facing west.
31. Railroad crossing at Main Street; photographer facing northwest.
32. Freight depot; photographer facing west.
33. Railroad Street; photographer facing southwest.
34. 311 Railroad Street (Anthoine Machine Works); photographer facing south.
35. Railroad tracks and H.V. Kell Building; photographer facing west/southwest.
36. 301 (South) Camellia Boulevard (H. V. Kell Building); photographer facing south/southeast.
37. 200 block of (South) Camellia Boulevard; photographer facing southwest.
38. 100 block of (South) Camellia Boulevard; photographer facing north/northeast.
39. 100 block of (South) Camellia Boulevard; photographer facing south/southwest.
40. 102 and (South) Camellia Boulevard; photographer facing northwest.
41. 110 Lowe Street; photographer facing north.
42. Lowe Street at Main Street; photographer facing northeast.
43. 100 block of Church Street; photographer facing northwest.
44. 100 block of Main Street; photographer facing east/southeast.
45. 201 Oakland Heights Parkway (Troutman House); photographer facing east.
46. 201 Oakland Heights Parkway (Troutman House); photographer facing southeast.
47. 103 Oakland Heights Parkway; photographer facing northeast.

(HPD WORD form version 11-03-01)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Fort Valley Downtown and Railroad Historic District
NAME:

MULTIPLE ~~Georgia County Courthouses TR~~
NAME:

STATE & COUNTY: GEORGIA, Peach

DATE RECEIVED: 7/01/10 DATE OF PENDING LIST: 7/28/10
DATE OF 16TH DAY: 8/12/10 DATE OF 45TH DAY: 8/15/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000549

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 8-12-10 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.



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **1** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **2** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **3** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **4** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **5** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **6** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **7** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **8** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **9** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **10** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph 11 of 47



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **12** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **13** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
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Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
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Fort Valley Downtown and Railroad Historic District
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Peach County, Georgia
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Peach County, Georgia
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Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **20** of **47**



Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Photograph **30** of **47**



Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
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Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **39** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph 40 of 47



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **41** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **4a** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **43** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **44** of **47**



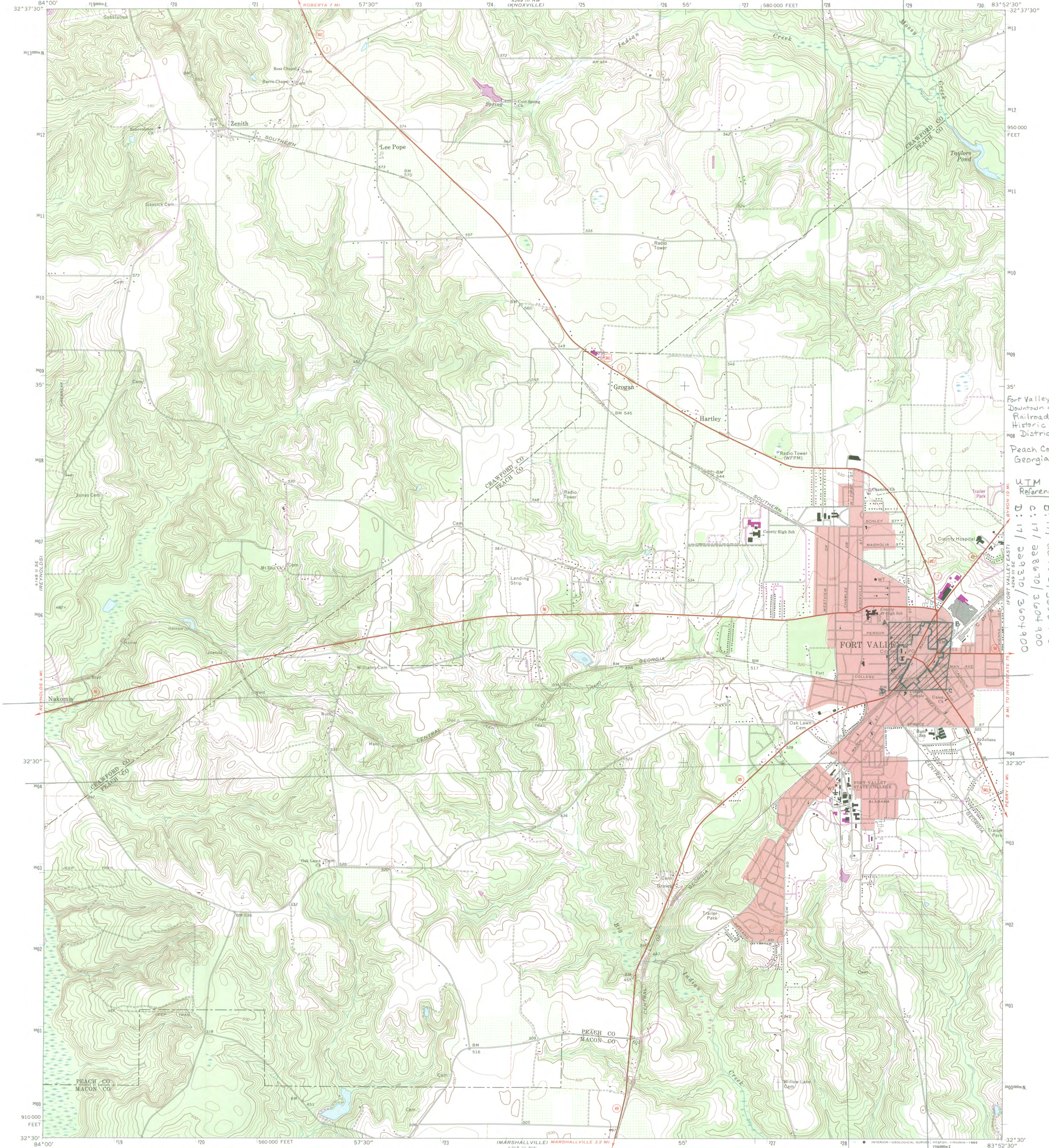
Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **45** of **47**



Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **46** of **47**



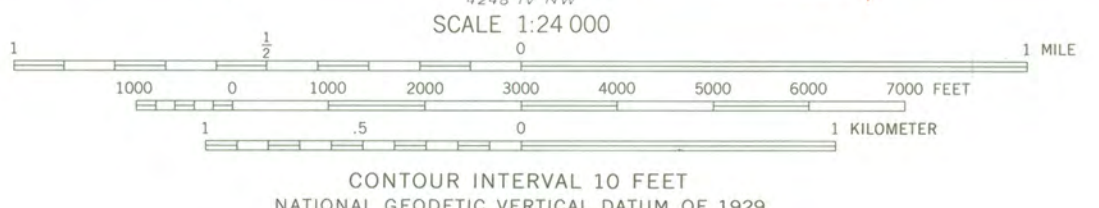
Fort Valley Downtown and Railroad Historic District
Peach County, Georgia
Photograph **47** of **47**



Fort Valley
Downtown and
Railroad
Historic
District
Peach County,
Georgia
UTM
References:
A: 17 / 228600 / 3605700
B: 17 / 228615 / 3605700
C: 17 / 228670 / 3604900
D: 17 / 228370 / 3604900

Mapped, edited, and published by the Geological Survey
Control by USGS, NOS/NOAA, and Georgia Geodetic Survey
Topography by photogrammetric methods from aerial
photographs taken 1973. Field checked 1973
Projection and 10,000-foot grid ticks: Georgia coordinate
system, west zone (transverse Mercator)
1000-meter Universal Transverse Mercator grid ticks,
zone 17, shown in blue
1927 North American Datum
To place on the predicted North American Datum 1983
move the projection lines 14 meters south and
10 meters west as shown by dashed corner ticks
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
Red tint indicates areas in which only landmark buildings are shown

Revisions shown in purple and woodland compiled in cooperation
with State of Georgia agencies from aerial photographs taken 1981
and other sources. This information not field checked
Map edited 1985



ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U. S. Route
	State Route

FORT VALLEY WEST, GA.
SW/4 FORT VALLEY 15' QUADRANGLE
32083-E8-TF-024
1973
PHOTOREVISED 1985
DMA 4249 III SW - SERIES Y845

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

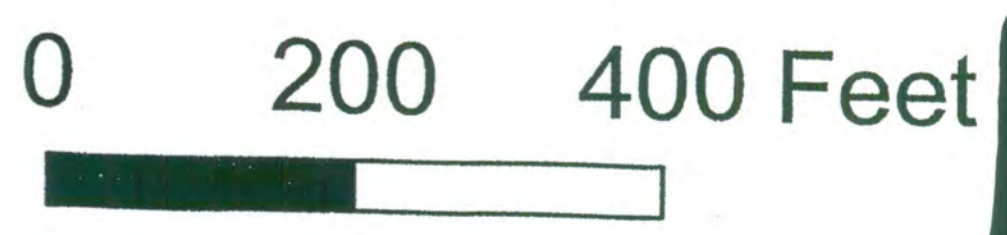


Everett Square Historic District

Everett Square H.D.

FORT VALLEY DOWNTOWN AND RAILROAD HISTORIC DISTRICT
 PEACH COUNTY, GEORGIA
 NATIONAL REGISTER MAP

- National Register Boundary:
- Everett Square Historic District Boundary:
- North:
- Contributing:
- Noncontributing:
- Vacant:
- Photograph/Direction of View:
- Source: Middle Georgia Regional Commission





HISTORIC PRESERVATION DIVISION

CHRIS CLARK
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

June 24, 2010

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:

Please find enclosed the following nomination to the National Register of Historic Places for your consideration:

Fort Valley Downtown and Railroad Historic District, Peach County, Georgia

Sincerely,

A handwritten signature in black ink, appearing to read "Gretchen Brock", written in a cursive style.

Gretchen Brock
National Register & Survey Program Manager
Historic Preservation Division

Enclosure