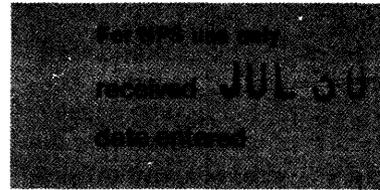


United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form



See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Calhoun Depot

and/or common Same

2. Location

street & number between Court ~~Street~~ and Oothcalooga ^{S.}~~Street~~ N/A not for publication

city, town Calhoun N/A vicinity of congressional district

state Georgia code 013 county Gordon code 129

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name State Properties Commission (of the State of Georgia)

G. W. Hogan, Executive Director

street & number 7 Martin Luther King Drive, SW (Room 253)

city, town Atlanta N/A vicinity of state Georgia 30334

5. Location of Legal Description

courthouse, registry of deeds, etc. Superior Court

street & number Gordon County Courthouse

city, town Calhoun state Georgia

6. Representation in Existing Surveys

title Historic Structures Field Survey: Gordon County, Georgia has this property been determined eligible? yes no

date 1976 federal state county local

depository for survey records Historic Preservation Section, Georgia Dept. of Natural Resources

city, town Atlanta state Georgia

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Calhoun Depot is a one story, brick building built to house railroad passengers and freight. It includes an office, waiting room, freight warehouse and adjacent exterior loading platform. It is adjacent to the railroad tracks leading from Atlanta to Chattanooga, Tennessee.

The brick exterior includes brick piers at the corners of the building as well as at various intervals on each side. The bricks are indented to form arches for the entrances into the freight room. Other doorways have simple, flat stone lintels. The rebuilt ticket window, formerly a bay window, retains two double Queen Anne-style windows inset into the wall with wood surrounds. The overhanging flat roof has tongue and groove paneling in the soffit and rests on the building without any roof brackets. There is a loading platform around part of the building, primarily on the railroad track side, with a small platform on the street side. The building rests on a stone foundation.

The interior of the depot is divided into a large freight room or warehouse, the office, and the original two waiting rooms, now made into one room. The freight room is large with an exposed beam ceiling. It has large wooden sliding doors on three sides and a wooden floor. The original scales still remain in the room. It has no interior ornamentation. The office, which is between the freight room and the waiting room, covers the width of the building (approximately 38 feet) and is 16 feet wide. It has tongue and groove vertical wainscoting and two windows, one facing outside and the other into the waiting room. The ceiling has been lowered and covered in accoustical tile and the floor covered with linoleum. The waiting room was originally two rooms but later the interior partition was removed, making one room. Even later, part of this room was divided off to create rest rooms and a boiler room. The waiting room is currently inaccessible. The depot retains its original roof line and exposed structural beams in the freight room.

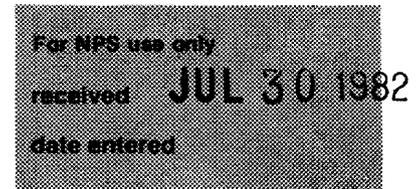
The depot is situated on a flat lot in the center of the town of Calhoun adjacent to the railroad tracks. It is surrounded by commercial establishments on all sides. There is no landscaping but there is a parking area adjacent to the depot. There are no outbuildings.

Changes to the property are known from comparing a 1910 photograph and floorplan to the current building. The building has been painted from its original red brick state. The south end remains much the same on the exterior save for the loss of the platform that once led from the waiting room doors to street level. On the east side, part of the loading platform has been removed, the bay window has been flattened against the depot with two of the windows being retained as well as two of the panels underneath. Part of the bay window space became another outside doorway. One of the two windows out of the southeast corner waiting room has been converted to a doorway. On the north end of the freight room another large sliding doorway has been cut and a door added. Although the 1910 photograph does not show the west side, from the floorplan it can be determined that exterior doors have been added to the office and waiting

(CONTINUED)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**



Continuation sheet Description Item number 7 Page 2

room. The door added to the office was centered in the exterior pier, while the one for the waiting room used part of an original window space and then a new window was cut farther north. Interior changes include the removal of the waiting room partition and the addition of rest rooms and boiler room.

PHOTOGRAPHS

The Historic Preservation Section has determined that the photographs taken in May 1981 still represent the character and appearance of the property. No significant changes have been made since that date.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1852-1853 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The Calhoun Depot, built in 1852-53, is historically significant in the areas of architecture and transportation. Architecturally, the Calhoun Depot is significant because it represents an antebellum depot designed and built to serve its essential functions. Its simple lines and fundamental, utilitarian styling exemplifies the early, unpretentious frontier times of North Georgia in which it was created. The Western and Atlantic Railroad was completing its route from Atlanta to Chattanooga and at the completion of each stretch of track, the State of Georgia built depots. Because they were brick or stone, they survived the ravages of the subsequent Civil War. In transportation history, the depot is significant because it symbolizes the effect the arrival of the railroad had on the area. Carved from Indian territory in the 1830's, the area first became Cass (later Bartow) County. As settlers arrived and population grew, the Oothcalooga community was selected as the county seat when the area became Gordon County in 1850. The town was renamed Calhoun shortly thereafter, in 1851. The selection of the site for a railroad stop was a prime factor in its later becoming the county seat. The railroad served as a major travel artery, as well as a supply line during the Civil War. It was also part of one of the war's most famous events, during the Great Locomotive Chase. The State-operated W & A Line has been leased since 1890 to the L & N Railroad. Passenger service was discontinued in the 1960's, but the freight service continues. These areas of significance support property eligibility under National Register criteria A and C.

HISTORICAL NARRATIVE

The Western and Atlantic Railroad was unusual in the fact that when it was incorporated in 1836 it was owned and operated by the State of Georgia. Construction of the tracks from what became Atlanta to Chattanooga began in 1838 and took 13 years to complete. As major points were reached along the way, depots were constructed at locations that decades later became famous as Civil War battlesites. The lines reached Dalton in 1847 and Chattanooga in 1850. Between Atlanta and Chattanooga, substantial depots were eventually constructed at Marietta, Cartersville, Kingston, Calhoun, Resaca, Dalton, Tunnell Hill, and Ringgold. All of these were built of brick or stone and existed in 1891. In some cases small, wooden buildings were first built, but these were gradually replaced where needed. The Chief Engineer reported in September, 1850 the need for stone depots in Kingston and Calhoun. A year later the need was again emphasized for these two towns. The buildings were begun by the September 1852 report. At the end of the Civil War the report of those depots destroyed did not include Calhoun and in fact indicated that the substantial depots in Kingston, Calhoun, Resaca, Dalton, and Ringgold among others had only to be repaired and have new wooden platforms built.

(CONTINUED)

9. Major Bibliographical References

Draft National Register Nomination, 1981, by Richard Goodley.

Bell, Burton J. Ed. 1976 BiCentennial History of Gordon County, Georgia... and interview.
Various W & A Railroad pamphlets in the Georgia State (Judicial) Library.

10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name Calhoun North, GA

Quadrangle scale 1:24000

UMT References

A 16 687910 3819500
Zone Easting Northing

B
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification The nominated property is marked on the enclosed tax map. It is all that is associated with the depot that the owner desires to transfer to local authorities for adaptive reuse.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Kenneth H. Thomas, Jr., Historian

organization Historic Preservation Section
Georgia Department of Natural Resources date June 22, 1982

street & number 270 Washington Street, SW telephone (404) 656-2840

city or town Atlanta state Georgia

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Elizabeth A. Lyon
Elizabeth A. Lyon

title State Historic Preservation Officer date 7/26/82

For NPS use only	
I hereby certify that this property is included in the National Register	
<u>Allover Byers</u> Keeper of the National Register	Entered in the National Register date <u>8/26/82</u>
Attest:	date
Chief of Registration	

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet Significance Item number 8 Page 2

In the 1891 report the brick depot at Calhoun was described much as it remains today: 38 by 124 feet, 18 feet high, with 16 inch thick walls, and a platform 12 feet wide in front and 10 feet wide on other sides. It was valued at \$5,000. The Ringgold and Dalton depots, both constructed by 1852, are already listed on the National Register of Historic Places.

North Georgia was opened for white settlement in the mid 1830's after the Cherokee Indians were removed and the Land Lottery of 1832 held to distribute the land. Cass County (later Bartow) was created in 1832 and included the site of the depot. When the railroad came through in 1846-7 the small town of Oothcalooga grew up around the depot built there. On February 13, 1850 a law went into effect creating Gordon County out of Cass and on June 3, 1850 the Inferior Court of the new county set the county seat at Oothcalooga Depot, renaming it Calhoun. Despite rival claims for another town to be the county seat, it has remained Calhoun to this day. John P. King was president of the Georgia Railroad and also landowner of the area around the present depot when he sold to the state in March, 1850, a parcel of land to be used as a depot that was 515 feet long and 200 feet wide.

Railroad was the key form of transportation in the 19th Century and the new town of Calhoun prospered with its new brick depot. The railroad was important during the Civil War as a supply line and was later captured by Federal forces. The Great Locomotive Chase occurred with the capture of a train in what is now Kennesaw, Georgia and its running north along the rails past Calhoun to Ringgold where another train caught up with it.

The line was leased in 1890 to the Nashville, Chattanooga and St. Louis Railway; later it became part of the L & N Railroad, as it still is. Passenger service was discontinued in the 1960's but the railroad still uses part of the building for freight. In 1979 the Georgia Senate resolved to convey or lease the depot and immediate property to the City of Calhoun, presumably for adaptive use, but no further action has been taken in this regard.

SKETCH MAP/TAX MAP

CALHOUN DEPOT
Calhoun, Gordon County, Georgia

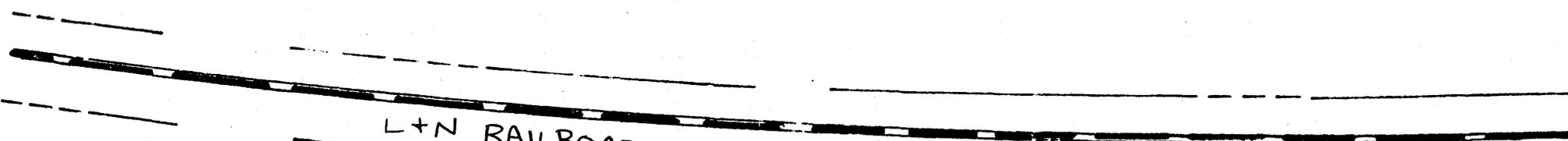
Scale: 1" = 100'

Source: Gordon County Tax Assessors Office
Map No. 17, parcel no. 1

Date: c. 1981

Key: The nominated property is marked by a heavy black line.

MAP 17



COURT ST

KING ST

OOTHCALOOGA ST

