

United States Department of the Interior National Park Service

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APR 21 1988

National Register of Historic Places Registration Form

NATIONAL REGISTER

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 Tallulah Falls Depot
other names/site number N/A

2. Location

street & number West side of U.S. 441
city, town Tallulah Falls
state Georgia code GA county Rabun code GA241 zip code 30573

3. Classification

Ownership of Property: private (checked)
Category of Property: building(s) (checked)
Number of Resources within Property: Contributing 1, Noncontributing 0

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register: N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility 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 does not meet the National Register criteria. See continuation sheet.
Signature of certifying official: Elizabeth A. Lyon, Deputy State Historic Preservation Officer
Date: 4/14/88

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 and bureau:

5. National Park Service Certification

I, hereby, certify that this property is:
[checked] 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:)
Signature of the Keeper: Patrick Andrews
Date of Action: 5/31/88

Signature of the Keeper

Date of Action

**6. Function or Use**

Historic Functions (enter categories from instructions)  
TRANSPORTATION/rail-related

Current Functions (enter categories from instructions)  
COMMERCE/TRADE/specialty store

**7. Description**

Architectural Classification  
(enter categories from instructions)

Materials (enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY  
AMERICAN MOVEMENT/Craftsman

foundation granite  
walls wood  
granite  
roof other: Ludowici tile  
other

Describe present and historic physical appearance.

The Tallulah Falls Depot, or passenger railroad station, is a one-story, frame, Craftsman-style building built in 1913 - 1914. It features both natural, local products such as stone and wood, and modern stucco, the latter replacing an earlier, similar infill material. It also has a roof of Ludowici Tile, another Georgia product at that time. It has a stone foundation, and part of the original platform survives on stone piers. Some of the stonework appears to have been recently added. Large, wooden brackets support the overhanging roof. The two northernmost chimneys are stuccoed. The unusual exterior stucco and wood detailing give the building a half-timbered appearance.

On the interior, the original room arrangement survives, beginning with two large waiting rooms, the ticket area, a smaller (black) waiting room, and the freight area. The walls and ceilings have beaded boards. The front, original waiting rooms have wainscoting with chair rail. There are two intact ticket windows remaining as well as the original freight doors.

The depot is located on a site slightly lower than the existing state highway and is adjacent to a historic house/restaurant and its parking lot and a modern highway under construction. The railroad tracks have been removed although the depot remains on its original lot. The property is marked by a split-rail fence. It is situated southeast of the commercial area of the town of Tallulah Falls.

There have been very few changes other than repair and replacement of like materials, and the possible addition of some small areas of stonework on the exterior. The interior, now used as a crafts shop, has had only shelving added.

**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)  A  B  C  D  E  F  G N/A

Areas of Significance (enter categories from instructions)

architecture  
communications  
transportation

Period of Significance

1914-1938  
1914-1938  
1914-1938

Significant Dates

1914  
1914  
1914

Cultural Affiliation  
N/A

Significant Person  
N/A

Architect/Builder  
unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Statement of Significance:

The Tallulah Falls Depot is significant in architecture, not only as an intact railroad depot or station from the early 20th-century, but also due to its unusual use of building materials, especially the modern stucco which replaces an earlier, similar material. It also reflects the northernmost use in Georgia of a familiar south Georgia product, Ludowici Tile, for the roof. Other important details include the wooden brackets which support the characteristic overhanging roof, designed to keep waiting passengers and freight out of the rain; the surviving ticket windows; and other interior details such as the floor plan which reflects the segregated waiting rooms, and the walls, floors, and wainscoting. It is the only historic railroad depot in the small Georgia mountains community of Tallulah Falls.

The depot is significant in transportation and communication because it represents one of Georgia's small, independent railroad lines which from 1897 was known as the Tallulah Falls Railroad. This line was the main link to the outside world for several northeastern Georgia counties and their citizens. During the railroad's thirty years existence before this building was built, it had performed many important services for the communities along its route. After 1914, the railroad continued bringing summer tourists to the Tallulah Falls resort hotels-- one of the area's largest industries-- as well as the mail and freight. The railroad ended its own usefulness by bringing in highway construction supplies and equipment. It was these roads that finally severed the railroad's lifeline link to the community. Passenger service ended in 1946, and the railroad was dissolved in 1961. The depot reflects the total dependence for many years of the community on the railroad for the delivery of most of its outside needs, for mail and other communications, for its major economic impact on the community, and for being a major local industry itself in this remote mountain area.

See continuation sheet

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These areas of significance support the property's eligibility under National Register Criteria A and C.

This property meets Criteria A-- the broad patterns of American history-- because it reflects the importance of the railroad as a vital link or artery for a community. This remote area needed the railroad for its supplies, access and communications, using the railroad much as other communities used the highways. Because the community was remote, with a spectacular waterfall, it became a tourist spot, and the railroad was needed to bring the tourists to the area. In a sense, this area was still a remote frontier, barely accessible until the railroad arrived in 1897. Eventually, this link to the outside world brought in too many people, who then wanted easier access than the rails could provide. The local residents also wanted better connections to the outside world. Thus the rails brought in the highway construction equipment and materials and the roads took over as the means of access. Now this depot, symbol of the once-grand remoteness of the area, is squeezed in between two highways, without any rails at all.

The depot meets Criteria C for its design characteristics. It is a typical railroad depot of the late 19th and early 20th centuries. It has a large roof (in this case tiled) with a large overhang, supported by brackets. The depot retains its original floor plan, with its original materials intact. This plan reflects the segregated state of the times, in which waiting room space had to be provided for both white and black travellers. Thus the ticket room was in the middle between the two waiting room areas. For Georgia, this railroad building says "depot" in its overall appearance, leaving no question of its use to the imagination. This particular depot achieves distinction, however, in its unusual use of materials including tile and stuccoed panels between structural timber framing.

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Continuation SheetSection number 8 Page 3HISTORICAL NARRATIVE/ CONTEXT STATEMENT

The Tallulah Falls Depot is located in the northeasternmost portion of Georgia. The area was officially opened for white settlement in 1820 with the land lottery of that year. The Tallulah Falls themselves had been (until dammed in the 20th century) an incredible sight seen by a few travelers for centuries. The Cherokee Indians were in control of the region until 1818. Famous visitors and regular Georgia tourists came to this remote area and wrote about the falls. Even some foreign visitors came. Some local Georgia groups came by coaches on a tour-- much like a mini-bus might today-- to view the falls. By 1877, it was reported that 1800 people had visited the falls that year alone. While access to the falls was only a hazardous dirt road, travelers did persist, and many women were among those early visitors. The parties would, by necessity, have to camp out. During the 1880s the hotel business began to grow, providing good accommodations to the growing number of travelers.

In 1882, the railroad reached Tallulah Falls from Athens, Georgia. The Tallulah Falls railroad resulted from a company that had been incorporated in 1854 by the Georgia legislature. The company was to run a railroad from Athens north to or near Clayton, the county seat of Rabun County, ten miles north of the Tallulah Falls. Construction did not begin until 1871, and did not reach the falls until 1882. The original depot was thus built about 1882. It burned in 1912 and the present, nominated depot was built on the same site during 1913 - 1914.

The rail line was sold in 1897 to the Tallulah Falls Railroad Company which owned it until the end in 1961. The line reached Clayton, the original, corporate destination in 1904, fifty years after it was incorporated. In 1907 the line was extended to Franklin, North Carolina, another tourist spot. The line ran a total of 58 miles from Cornelia, Georgia to Franklin, North Carolina until 1961.

The rail line opened up this remote area, bringing in most all of their needed supplies. They often ran a "chicken car" down the line to pick up poultry for market. The line also shipped timber, as well as telephone poles, and hides. The depot was also a social center, with so much activity on every economic level. It was only natural that it was a center for local gatherings since almost every train carried mail.

The rail line increased the summer colony of tourists even more. By 1918, this depot had two passenger and two freight trains daily. Five trains might arrive on a Sunday.

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Despite all of this increased activity, the rail line almost always suffered from financial troubles. It had gone into receivership in 1908, and then again in 1923, and actually remained in that condition until it closed in 1961. Permission to abandon the line was first granted in 1933, since the railroad had been superceded by the highways that had finally been built into the region in the 1920s.

The tourist attraction of the falls themselves was put in jeopardy in the early 1900s as investors began to see the electrical power potential of the falls-- mainly for the Atlanta area. By 1913, the Georgia Power Company's forerunner had built a large dam and power plant to harness the waterpower but which also destroyed the beauty of the falls. Several people had tried to have the falls become a state or national park. These efforts failed. Then in the 1920s several of the major hotels, all frame, burned, as did much of the town in 1922. By 1946, passenger service was abandoned, leaving only freight.

Once the rail line ceased operation in 1961, this depot was vacant until 1970. Ownership of the depot had reverted to the Moss family who did some minor repairs to the building, and then leased it in 1970 to the Georgia Mountains Arts Products Association for a crafts cooperative where crafts produced in the Georgia mountains could be sold. The association purchased it in 1984.

**9. Major Bibliographical References**

Bowers, Sybil et al. "Tallulah Falls Depot." Historic Property Information Form, October 3, 1985. On file at the Historic Preservation Section Georgia Department of Natural Resources.  
Sherman, David M. comp. "Tallulah Falls" A History", c. 1970s. Copy on file at the Historic Preservation Section, Georgia Department of Natural Resources.

N/A  See continuation sheet

Previous documentation on file (NPS): N/A  
 preliminary determination of individual listing (36 CFR 67) has been requested  
 previously listed in the National Register  
 previously determined eligible by the National Register  
 designated a National Historic Landmark  
 recorded by Historic American Buildings Survey # \_\_\_\_\_  
 recorded by Historic American Engineering Record # \_\_\_\_\_

Primary location of additional data:  
 State historic preservation office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of property less than one acre

UTM References

A 

1	7	2	8	0	9	8	0	3	8	4	6	2	0	0
Zone		Easting				Northing								

  
C 

Zone		Easting				Northing								

B 

Zone		Easting				Northing								

  
D 

Zone		Easting				Northing								

N/A  See continuation sheet

Verbal Boundary Description

The boundary of the nominated property is marked on the enclosed plat map.

N/A  See continuation sheet

Boundary Justification

The nominated property is the same parcel of land that was originally purchased by the railroad for a depot and thus remains historically associated with it.

N/A  See continuation sheet

**11. Form Prepared By**

name/title Kenneth H. Thomas, Jr., Historian  
organization Historic Preservation Section date March 31, 1988  
street & number Georgia Department of Natural Resources telephone 404/656-2282  
city or town 205 Butler Street, Ste 1462 state Georgia zip code 30334  
Atlanta

PROPERTY/PLAT MAP

TALLULAH FALLS DEPOT

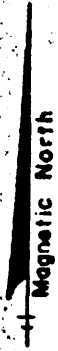
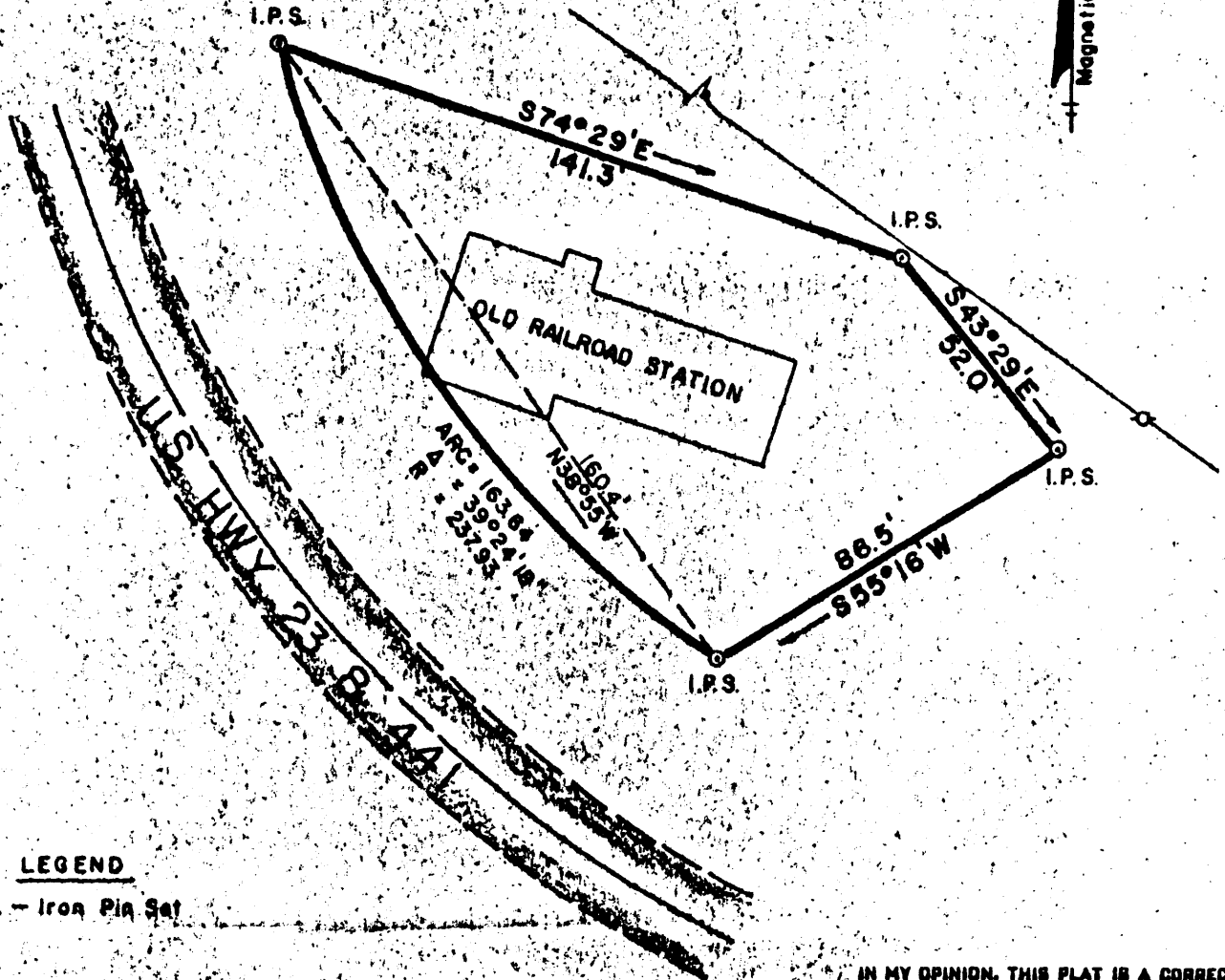
Tallulah Falls, Rabun County, Georgia

Scale: ----- 40'

Source: Appalachian Surveying Co.

Date: 1983

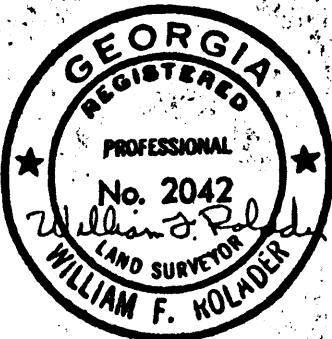
Key: The nominated property is shown by a heavy black line.



LEGEND

I.P.S. -- Iron Pin Set

IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF LAW.



LARRY P. McCLURE, JR.

SCALE: 1" = 40'	0.23 ACRES	CC: LBD
DATE: DEC. 19, 1983	TALLULAH FALLS CITY LIMITS	DRAWN: LDR

LOCATED IN LAND LOT 184, 13th LAND DISTRICT  
RABUN COUNTY, GEORGIA

APPALACHIAN SURVEYING CO.  
DILLARD, GEORGIA 404-746-2625



F.

FLOOR PLAN

TALLULAH FALLS DEPOT

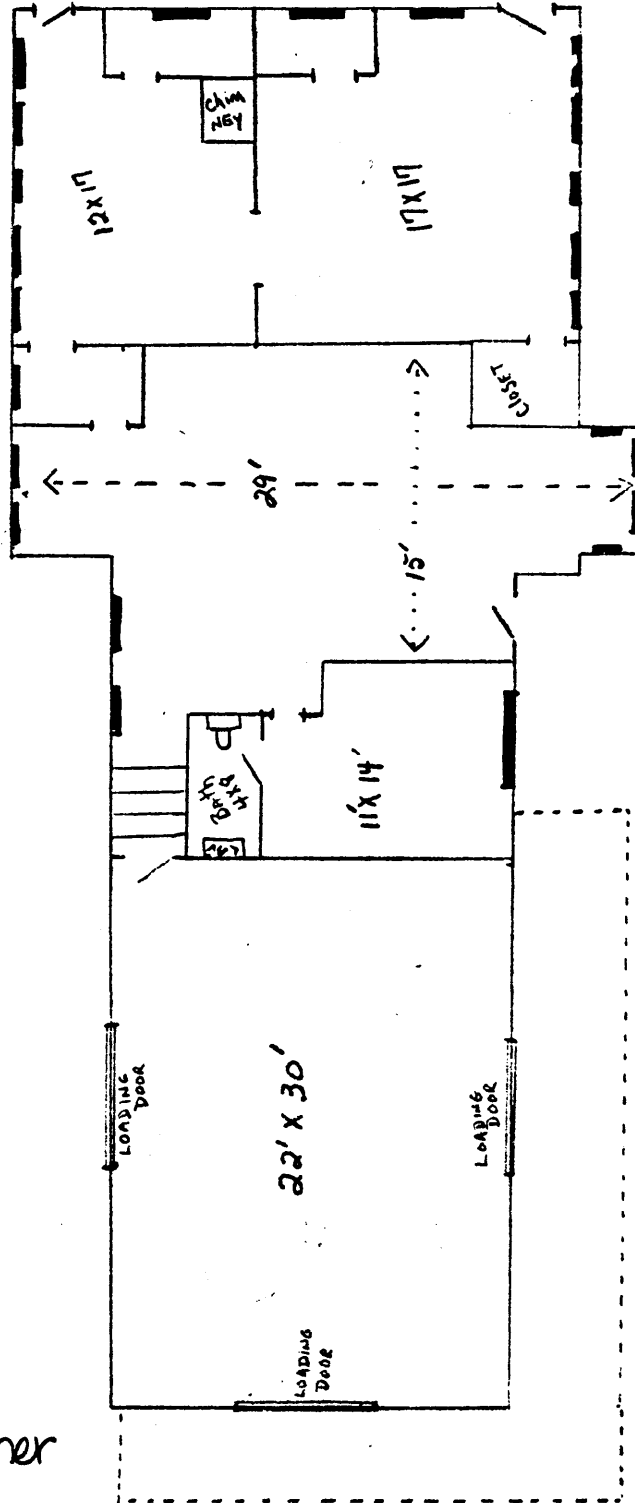
Tallulah Falls, Rabun County, Georgia

Scale: not to scale

Source: Drawn by Harry Resovsky

Date: 1984

Key: The original use of the rooms are marked on the plan.



Date: 1984  
By: Harry Resovsky, owner

Tallulah Falls Depot