

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED MAR 14 1979
DATE ENTERED MAY 8 1979

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

Winder Depot

AND/OR COMMON

Winder Depot

LOCATION

STREET & NUMBER

Corner of Broad and Porter Streets

NOT FOR PUBLICATION

CITY, TOWN

Winder

VICINITY OF

CONGRESSIONAL DISTRICT

Ninth - Jenkins

STATE

Georgia

CODE

13

COUNTY

Barrow

CODE

013

CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

OWNER OF PROPERTY

NAME

City of Winder, Georgia

STREET & NUMBER

Broad Street

CITY, TOWN

Winder

VICINITY OF

STATE

Georgia

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Barrow County Courthouse

STREET & NUMBER

Broad Street

CITY, TOWN

Winder

STATE

Georgia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Barrow County Survey

DATE

1976

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Department of Natural Resources, Historic Preservation Section

CITY, TOWN

Atlanta

STATE

Georgia

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input 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 Winder Depot, which was built in 1912, is best described as an example of the late American Queen Anne-style railroad-station architecture. The design and form of the structure are similar to other railroad depots in the area, but the architectural detailing and the use of superior building materials sets the structure apart from its contemporaries.

The depot is built of a fine, hard-surfaced, salmon, red brick with mortar joint, typical of the 1880-1915 period. Functionally, the station was divided on its interior plan into waiting rooms, a station master's office, a freight office, a baggage/freight room, and restrooms. The main waiting room was central to the depot. Smaller waiting rooms and offices were located to the east, and the freight office and storerooms were situated to the west. The train platform and loading dock (now removed) once extended across the south side of the structure.

The station derives its architectural character, however, not from its functional design -- which clearly identifies it as a railroad depot -- but rather from its finer architectural motifs, materials, and details. The Queen Anne influence is best in evidence in the chimney detailing, the salmon-red-brick-construction techniques against smooth-cut limestone lintels and window sills, and shingles and a palladian window motif used in the decoration of the central end gables. The choice of a polychromed, serpentine, clay, tile roofing material further adds to the great diversity of architectural materials and motifs commonly associated with the Queen Anne style.

The station is surrounded on all four sides with large over-hanging eaves. They are supported by stick-style brackets that also reflect an earlier style of American Queen Anne architecture. A flared hip roof line accentuates the termination of the building wall line and defines the extension of the over-hanging eaves.

The station master's office projects in an elongated semi-octagonal (bay window) form away from the south wall of the station and provides easy visibility to the train platform. A similar projecting bay occurs along the north wall of the depot. There, the restrooms are located. They serve as a foundation for the end gable with its palladian window above. The random window and door placement of the depot are a function of the interior layout and add variety to an otherwise balanced composition.

The deed to the station was transferred from the Seaboard Coast Line Railway to the City of Winder on December 9, 1975. The building has been restored and is now used as the Winder-Barrow County Chamber of Commerce.

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 type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) History
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1912

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Winder, Georgia, is one of many small towns in the South which literally owe their existence to the influence of the railroad. The Winder Depot is significant as one of the oldest extant structures in the city and as one that symbolizes the development of Winder from the time the first railroad line came through there in the 1890s. It is also important as an example of depot-style Queen Anne architecture.

In the 1890s, the Seaboard Airline Railroad built its track in eastern Georgia through what was then known as Jug Tavern, which was nothing more than a rest stop on the road between two important Georgia towns: Athens, the location of the state university, and Atlanta, the state capitol. The railroad gave Jug Tavern new life, and in appreciation, the townspeople, in 1894, renamed their settlement after a man who had been instrumental in getting the rail line through Jug Tavern. His name was John H. Winder, and he was an engineer and manager with the Seaboard Railroad.

Before the advent of the automobile, the railroad served as the major source of transportation to and from Winder. It was at the junction of the Seaboard and Gainesville-Midland lines. Those entering and leaving the town had to pass through the station area. The station, therefore, served to introduce newcomers to Winder as well as to bid those leaving a memorable farewell. The small Winder station, in effect, symbolized the town in the same way the larger colossal stations in larger Southern cities such as Louisville, Atlanta, Savannah, Richmond and New Orleans did. For the people of Winder, the depot symbolized the development of their town, having provided passenger, freight and mail service for the area for over a half-century.

The Winder Station was unique in appearance, and a possible explanation for its special architectural treatment is the fact that Winder is the county seat of Barrow County. The town was an important place to the people of Barrow County. So, just as the courthouse was given a distinctive architecture, the railroad station, one of the other more important buildings in Winder, was given similar reward.

The architectural significance of the Winder Depot is in the intersecting and diverse blend of eclectic designs, motifs, and materials used in its

[continued]

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Information from Barrow County Historical Society
 Xerox copy of "Historical Background of the Seaboard Depot," Winder-Barrow County Chamber of Commerce.
 Bryant, Keith L., Jr. "Cathedrals, Castles and Roman Baths: Railway Stations, Architecture in the Urban South," Journal of Urban History, February, 1976, Vol. II
 [continued]

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .21 acre

QUADRANGLE NAME Winder South QUADRANGLE SCALE 1:24000

UTM REFERENCES

A	<u>1,7</u>	<u>2,4,8</u>	<u>5,2,0</u>	<u>3,7</u>	<u>6,4</u>	<u>3,6,0</u>	B			
	ZONE	EASTING	NORTHING	ZONE	EASTING	NORTHING				
C							D			
E							F			
G							H			

VERBAL BOUNDARY DESCRIPTION

Beginning at a point on the northerly boundary line of Grantor's main track right-of-way at its intersection with the northwesterly boundary line of Broad Street, said
 [continued]

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Howard L. Preston, The History Group, Inc.; Martha Norwood, Historian

ORGANIZATION

Historic Preservation Section

DATE

September 1978

STREET & NUMBER

270 Washington Street, S. W.

TELEPHONE

404/656-2840

CITY OR TOWN

Atlanta

STATE

Georgia 30334

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 10/11/78

TITLE

Acting State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

KEEPER OF THE NATIONAL REGISTER

DATE 5-8-79

ATTEST: *Bill Johnson*
 CHIEF OF REGISTRATION

DATE May 7, 1979

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construction. The detail of the building is also significant and is seldom seen employed on railroad stations of this scale. The incorporation of various materials and stylistic details afford the building a freshness of appearance that is not normally associated with railroad depots. The result is a small-town train station that has an excellent and distinctive architectural character.

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Bibliography &
CONTINUATION SHEET Verbal Boundary ITEM NUMBER 9 & 10 PAGE 2

9. Major Bibliographical References

Construction engineer's sketch, April 7, 1949, Seaboard Railroad, Atlanta.

10. Verbal Boundary Description

point also being on the southwesterly line of Porter Street 90 feet north-easterly measured at right angles from the center line of Grantor's main track from Atlanta to Monroe; running thence southwestwardly along the northwesterly line of Broad Street, 71 feet to a point located 21 feet northeastwardly, as measured at right angles from the center line of said track; thence northwestwardly, parallel to said center line 122.7 feet; thence northeastwardly, at right angles from the preceding course, 69 feet to a point located in Grantor's northerly boundary line; thence southeastwardly, at right angles from the preceding course, parallel to said center line, 138 feet to the point of beginning; containing 0.21 of an acre, more or less, being shown on print of Grantor's Division Engineer's Drawing No. 24-527-1358, dated April 7, 1949, revised June 12, 1975, which print is attached hereto and made a part hereof.

