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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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 on the back of this form. Complete each item by marking "x" in the appropriate box. 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 Leesburg Depot
other names/site number N/A

2. Location

street & number 106 Walnut Avenue, North
city, town Leesburg () vicinity of
county Lee code GA 177
state Georgia code GA zip code 31763

() not for publication

3. Classification

Ownership of Property:

- () private
- (X) public-local
- () public-state
- () public-federal

Category of Property:

- (X) building(s)
- () district
- () site
- () structure
- () object

Number of Resources within Property:

Contributing

Noncontributing

buildings	1	0
sites	0	0
structures	0	0
objects	0	0
total	1	0

Contributing resources previously listed in the National Register: N/A

Name of previous listing: N/A

Name of related multiple property listing: N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. () See continuation sheet.

Raymond Luce
Signature of certifying official

3-26-08
Date

W. Ray Luce
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

Edson H. Beall 5-12-08

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other, explain:

see continuation sheet

for

Keeper of the National Register

Date

6. Function or Use

Historic Functions:

TRANSPORTATION: Rail-related

Current Functions:

WORK IN PROGRESS

7. Description

Architectural Classification:

OTHER: late 19th-century railroad depot

Materials:

foundation	BRICK
walls	WOOD: Weatherboard
roof	METAL: Tin
other	N/A

Description of present and historic physical appearance:

The Leesburg Depot is located on Walnut Avenue between the railroad tracks on the west and U.S. Highway 19 on the east in downtown Leesburg in Lee County, Georgia. Leesburg is a small community located about halfway between Americus and Albany in southwest Georgia.

The one-story, rectangular, board-and-batten building was constructed c.1895 as a passenger and freight depot and telegraph office. The building has a gable, metal roof and six-over-six wood windows. The building retains its freight and passenger doors. The rail-side of the building has a projecting bay where the ticket office was located. The interior of the depot retains its original floor plan with segregated passenger waiting rooms at the south end of the building, an office in the center of the building, and a large freight/baggage room on the north end of the building. The depot also retains its historic interior finishes and materials including the wood floors, interior walls, and ceilings. The city of Leesburg leased the depot in 1960 from the Central of Georgia Railway Company. The Public Works Department is currently using the depot for storage.

The following description is taken from the June 7, 2007 "Leesburg Depot" Historic Property Information Form that was prepared by the Historic Preservation Committee for Leesburg Depot. The description was edited by Lynn Speno, Historic Preservation Division. It is on file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia.

The Leesburg Depot is a one-story, rectangular, board-and-batten building sited on Walnut Avenue in downtown Leesburg (photograph 1). Leesburg serves as the county seat for Lee County. The depot sits in the center of town between city hall and the county courthouse, amidst the commercial heart of Leesburg. U. S. Highway 19 and the rail lines run north-south parallel to the depot on either side. State Highway 195 intersects with Highway 19 beside the depot. Both highways experience a

National Register of Historic Places **Continuation Sheet**

Section 7--Description

high rate of traffic, especially during school hours as all the county schools are located within the city limits. The simple detailing of the depot is highlighted by the board-and-batten siding, which is painted barn red with white trim. Non-historic white shutters frame the window on the main entrance (photographs 2 and 7).

The original windows and doors have wide molding with original hardware. Two entrance doors are located at the main (south) entrance into the segregated waiting rooms. This south façade has a nonhistoric, brick knee wall that reaches across the entire façade to the windowsill. The board-and-batten siding is accented by two, horizontal, wooden strips and central, decorative, applied trusswork, just below the roof peak, which mirrors the internal construction. A small, white sign denoting the city is centrally located on this trusswork (photograph 7).

The east façade, facing the railroad tracks, has two sliding doors into the freight room, a bay window which served as the ticket window, and a single window into the waiting area. A small cross gable, with decorative bracing, protrudes from the roof line over the ticket window. This bay window has four double-hung windows and breaks the plane of the façade, extending out about four feet (photograph 12). The loading platform extends around the outside here and around to the west façade. The original loading platforms were replaced with cypress wood several years ago and have ramps attached at three ends (photographs 2-4).

The west façade, facing the highway, features three, large, door openings. The two doors into the freight area are sliding, original doors faced with wood siding applied at an angle (photograph 10). The door into the ticket office is metal (photograph 8). An original wood window faces west from the waiting area on this facade. The loading platform extends along the freight/baggage area, culminating in a ramp down to ground level in front of the ticket office (photograph 11).

The north façade has a single, sliding freight door with decorative, applied trusswork in a triangular pattern that is applied over vertical wood siding. The applied decoration above the door mirrors the south façade (photographs 5 and 6).

The gable roof is constructed of pine cross beams and rafters supporting an exterior, standing-seam sheet metal roof. On the east and west facades, deep overhanging eaves with rafters provide shelter from the weather. The foundation consists of three-foot, wooden cross beams mounted on brick pillars with wide pine flooring.

The interior of the depot retains its original floor plan with segregated passenger waiting rooms at the south end of the building, an office in the center of the building, and a large freight/baggage room on the north end of the building. The depot also retains its historic interior finishes and materials including the wood floors, interior walls, and ceilings. The waiting rooms currently have acoustical tile or paneling applied on top of the original tongue-and-groove pine ceilings and walls. The floors of the waiting area are wide, plank floors, covered with particleboard in the 1970s. Two walls and a bathroom were added to this area at the same time (photographs 14, 15 and 25).

National Register of Historic Places **Continuation Sheet**

Section 7--Description

The ticket office retains its original tongue-and-groove pine ceilings and wide, plank walls. Wood wainscoting, cap and floor molding exist on both sides of the ticket office. The floor is concrete (photographs 16 and 17). Three wood steps lead through an original, paneled, wood door to the freight/baggage area of the depot (photograph 26). A wood stove served the ticket office as the original heating source. Historically, wood stoves and lanterns were used for heat and lighting. As progress was made, gaslights and then electricity were added to the depot. Window air-conditioners and gas heaters were used when the depot housed City Hall and the library. Non-historic light fixtures currently exist in the interior and on the exterior. The wood stove, air-conditioners and gas heaters have been removed.

The freight area consists of pine ceiling beams, braces and rafters, which are totally exposed; unfinished, exterior wood walls; and wide, plank wood floors. There are wooden, sliding, double doors with original pulley hardware that open onto the platform for loading and unloading (photographs 18-24).

Landscaping includes grass planted along the west, north and south ends of the building. Evergreen shrubs are planted along the perimeter of the platforms. Crepe myrtles and seasonal flowers border the parking area. A picket fence, edged with perennials and shrubs, extends from the parking area to the corner of the adjacent highway intersection. Parking and a paved area exist in front of the main entrance (photographs 3, 7, and 27).

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
TRANSPORTATION
SOCIAL HISTORY

Period of Significance:

1895 – 1958

Significant Dates:

1895 – Date of construction

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

N/A

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

Statement of significance (areas of significance)

With the completion of a rail line between Americus and Albany in 1857, and the establishment of a post office, a settlement called Wooten's Station, so named to reflect the community's first postmaster, Henry P. Wooten, arose. With the relocation of the county courthouse to the growing settlement, the name was changed to Leesburg in 1874. Construction for the Leesburg Depot began c.1895. As was the custom at the time, railroad carpenters likely built the wooden depot. When first constructed, it provided the primary means of communication to the outside world and provided a way of travel to such far away places as Washington, D.C. or New York City. The depot served as the core of the community for many years, housing the telegraph office, in addition to the passenger and freight rail operations for Leesburg. The depot has served the city for a number of other purposes since 1960 when it was leased from the railroad.

The Leesburg Depot is significant in the area of architecture as a good and intact example of a simple 1890s traditional "consolidated" or "combination" depot that housed both passenger and freight operations in Georgia. Depots like this were built from the early 19th century through the early 20th century throughout Georgia. The depot retains its exterior and interior character-defining features including its form and floor plan. The floor plan with passenger waiting rooms, ticket agent's office, baggage and freight room is central to its use as a railroad depot. Other defining features include the bay window that provided the station agent with visibility to the tracks, and the integral loading/unloading platform for the transfer of passengers and goods.

The depot is significant in the area of social history for its reflection of how public facilities were segregated during the late 19th and the first half of the 20th centuries with separate waiting rooms for white and African-American travelers. Georgia, along with the rest of the South after the 1896 Supreme Court decision in *Plessy v. Ferguson*, enacted a variety of laws that restricted African Americans' access to schools, restaurants, hospitals, and public places. Signs that said "Whites Only" or "Colored" were posted at entrances and exits, water fountains, waiting rooms, and restrooms. This segregation would last until the Civil Rights era of the 1960s.

The Leesburg Depot is significant in the area of transportation for its direct association with passenger and freight transportation in Leesburg. The impetus for the construction of the depot in c.1895 was to provide a larger, replacement facility for the growing community. The depot became the center of town, serving as a passenger and freight depot, as well as the telegraph office. Throughout the 19th and most of the 20th centuries, railways served as the mainstay for the large-scale transportation of materials, goods, and persons throughout Georgia and the United States. Railroad depots represent the portal points for this vital distribution network.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

National Register Criteria

A - The Leesburg Depot is significant in the area of transportation for its direct association with passenger and freight transportation in Leesburg. The impetus for the construction of the depot in c.1895 was to provide a larger facility for the growing community of Leesburg. The depot is significant in the area of social history for its reflection of how public facilities were segregated during the late 19th and the first half of the 20th centuries with separate waiting rooms for white and African-American travelers.

C – The Leesburg Depot is significant in architecture as a good and intact example of a simple 1890s depot that housed both passenger and freight facilities in Georgia. The depot retains its exterior and interior character-defining features including its form and floor plan.

Criteria Considerations (if applicable)

N/A

Period of significance (justification)

The period of significance begins with the date of construction c.1895 and ends in 1958, the end of the historic period.

Contributing/Noncontributing Resources (explanation, if necessary)

N/A

Developmental history/historic context (if appropriate)

The following description is taken from the June 7, 2007 "Leesburg Depot" Historic Property Information Form that was prepared by the Historic Preservation Committee for Leesburg Depot. The description was edited by Lynn Speno, Historic Preservation Division. It is on file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia.

Approximately 5,850 square miles of Indian land located in southwest Georgia between the Flint and Chattahoochee rivers was procured from the Creek Indians by treaty in 1825. In 1826, the Georgia legislature passed an act to organize this territory into a county to be called Lee. Lee County originally included the territory that now comprises the entire counties of Lee, Quitman, Randolph, Stewart, Sumter, Terrell, Webster and parts of Schley, Chattahoochee, Macon, Clay and Marion. At the time, Lee County was almost unknown to the white man, had no stagecoach line and no towns or villages.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

In 1832, legislation was enacted designating a site one-half mile west of Muckalee Creek as the county seat. This site was to be named Starkville. The county seat was subsequently moved to Webster in 1854 and back to Starkville (note change in spelling) in 1856. In 1872, the legislature appointed commissioners to select a site on the Southwestern Railroad to be the county seat. Wooten's Station (later named Leesburg) was selected for that purpose.

The Southwestern Railroad was chartered in 1845 to build a rail line from Macon through southwest Georgia to the lower Chattahoochee River. Construction began around 1848. By 1852, rails had been laid only from Macon to the Flint River at Oglethorpe. In 1853, the line was extended to Americus. In 1857, the Southwestern purchased a line then under construction between Americus and Albany from the Georgia and Florida Railroad. It pushed the project to completion. It is said that Starkville residents made an unsuccessful effort to have the line come by the county seat, but the railroad chose to follow the high ground between the Kinchafoonee and Muckalee creeks.

In 1869, the Southwestern was leased to the Central of Georgia. By 1954, the Central of Georgia had acquired a majority of Southwestern's stock and made it a part of the Central system. In 1963, the Central of Georgia became a part of the Norfolk Southern Corporation, which in 1974, was merged with Southern Railway. In 1995, Georgia Southwestern Railroad, Inc., acquired trackage rights between Americus and Albany.

Events leading to the construction of the present Leesburg railroad depot began in 1857 when the rail line between Americus and Albany was completed. The rail line went by Sneed's Store, a stopover for stagecoaches to change horses. A depot and post office were built at Sneed's Store, which was near the present location of Leesburg. Henry P. Wooten was named postmaster at Sneed in 1857. Subsequently, the name of the settlement was changed to Wooten's Station. In 1873, the county courthouse was relocated from Starkville to Wooten's Station. The town was renamed Leesburg in 1874.

No information has been found on the original railroad depot that served Wooten's Station. The present depot was built around 1895. It was located near the center of Leesburg between the railroad tracks and what is now U.S. Highway 19. It was presumably constructed by railroad carpenters, as was the custom at that time. The functional building was the style typically built to serve multiple purposes in small towns in the rural South.

The depot was a center of activity for many years. In addition to serving train passengers, it was a freight depot and a telegraph office. Mail came to and from Leesburg by train. A hand drawn cart was used to transport the mail between the depot and the post office. Furlow Adams pulled the cart for many years. Hundreds of Sears Roebuck orders were delivered to Leesburg by train. In addition to the mail, the depot received farm supplies, fertilizer, merchandise for the stores and a variety of miscellaneous items. Numerous farm products were shipped from the Leesburg depot including pulpwood, timber, watermelons, pears, grain, and cotton. During World Wars I and II, the railroad transported large amounts of military equipment and personnel through Leesburg.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

Since the backyards of several homes extended to the railroad right-of-way, it was not uncommon for hobos to knock on the back door of these homes asking for food. This was especially true during the depression of the 1930s. Because of the generosity of the citizens of Leesburg, the hobos were seldom disappointed.

During the 1930s and early 1940s, it was traditional for the graduating class of Leesburg High School to take a senior trip. Miss Mary Dance, senior class sponsor, chaperoned the class to faraway places such as Washington, D.C. and New York City. The depot opened up the world to Leesburg citizens as the point of departure for these excursions.

In the 1930s, the town received news that a streamline (diesel) train would be coming through Leesburg. Schoolchildren turned out to see this sight. Students were lined up along the tracks to await the arrival of the train, which was said to be traveling 60 miles per hour. So as not to become dizzy and fall as the train passed by at this high rate of speed, students were told to sit down as the train approached and remain seated until it had passed.

A famous all-Pullman passenger train, the Dixie Flyer, made its way through Leesburg twice a week as it traveled between Chicago and Miami. This service began in 1908 and continued until 1954. The busiest time for the Dixie Flyer was during the 1920s when thousands of northerners regularly traveled to Florida to escape the cold winters. Other passenger trains traveling the Chicago to Miami route were the Dixie Limited, Dixie Express, Dixie Flagler and Dixie Mail. As ridership fell, all of these trains were discontinued by the mid-1950s.

Tragedy occurred a few yards from the depot in February 1928. Two promising young men, Paul Forrester and Charles Lee, were returning home on a cold winter night. They stopped at the depot to warm themselves by the potbelly stove and catch up on the latest gossip. Upon leaving the depot they failed to hear or see the Dixie Flyer approaching the crossing and drove out in front of it. They were both killed.

As conditions changed and business declined, one by one, the passenger service, the telegraph office, the mail drop, and the freight service were eliminated. By 1970, railroad functions of the depot had ceased. Since that time, the depot has been used for a number of purposes including a public library, city hall, fire station, print shop and store.

In 1960, the Central of Georgia Railroad sold the depot to the city of Leesburg and leased the land where the building is located to the city. In March of 2007, Leesburg acquired the land on which the depot sits.

9. Major Bibliographic References

Georgia's Railroad History and Heritage at <http://railga.com>.

Historic Preservation Committee for Leesburg Depot. Historic Property Information Form. "Leesburg Depot, 2007. On file at the Georgia Department of Natural Resources, Historic Preservation Division, Atlanta, Georgia.

"Inventory of the County Archives of Georgia". No. 88 Lee County, Volume I. Georgia Historical Records Survey, Service Division, WPA. Reprinted by Lee County Historical Society, Leesburg, GA [n.d.].

Lee County Historical Society. History of Lee County. Atlanta: WH Wolfe Associates, 1983.

Lee County, Georgia. Courthouse. Deed Book B, Page 226, 227.

Southern Railway (U.S.) at [http://en.wikipedia.org/wiki/SouthernRailway\(US\)](http://en.wikipedia.org/wiki/SouthernRailway(US)).

Previous documentation on file (NPS): (X) 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:
- previously listed in the National Register**
- previously determined eligible by the National Register**
- designated a National Historic Landmark**
- recorded by Historic American Buildings Survey #**
- recorded by Historic American Engineering Record #**

Primary location of additional data:

- State historic preservation office**
- Other State Agency**
- Federal agency**
- Local government**
- University**
- Other, Specify Repository:**

Georgia Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property less than one acre

UTM References

A) Zone 16 Easting 767907 Northing 3514098

Verbal Boundary Description

The boundary is indicated by a heavy black line on the attached map.

Boundary Justification

The boundary is the current legal boundary of the property.

11. Form Prepared By

State Historic Preservation Office

name/title Lynn Speno, Survey and Register Specialist
organization Historic Preservation Division, Georgia Department of Natural Resources
mailing address 34 Peachtree Street, Suite 1600
city or town Atlanta **state** Georgia **zip code** 30303
telephone (404) 656-2840 **date** March 2008
e-mail lynn.speno@dnr.state.ga.us

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

name/title Historic Preservation Committee for Leesburg Depot
organization City of Leesburg
mailing address P.O. Box 890
city or town Leesburg **state** GA **zip code** 31763
telephone 229-759-6465
e-mail N/A

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

Property Owner or Contact Information

name (property owner or contact person) Mayor R.S. Boney
organization City of Leesburg
mailing address P.O. Box 890
city or town Leesburg **state** GA **zip code** 31763
telephone 229-759-6465
e-mail N/A

National Register of Historic Places **Continuation Sheet**

Photographs

Name of Property: Leesburg Depot
City or Vicinity: Leesburg
County: Lee
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: December 2007

Description of Photograph(s):

Number of photographs: 27

1. Railroad tracks and the depot; photographer is facing north.
2. Railroad tracks and the depot; photographer is facing northwest.
3. Ticket office window; photographer is facing west.
4. Railroad tracks and the depot; photographer is facing southwest.
5. North entrance of the freight/baggage room; photographer is facing south.
6. North entrance of the freight/baggage room; photographer is facing southeast.
7. Passenger entrance; photographer is facing northeast.
8. Highway side of the depot; photographer is facing east.
9. North and west facades; photographer is facing southeast.
10. West (highway) façade; photographer is facing east.
11. South and west facades; photographer is facing northeast.
12. Ticket office window; photographer is facing northwest.
13. Close-up of board-and-batten siding; photographer is facing west.
14. Passenger waiting area; photographer is facing southwest.
15. Passenger waiting area; photographer is facing north.

National Register of Historic Places **Continuation Sheet**

Photographs

16. Ticket office; photographer is facing east.
17. Ticket office; photographer is facing east.
18. Baggage room; photographer is facing north.
19. Baggage room; photographer is facing west.
20. Baggage room; photographer is facing south.
21. Baggage room; photographer is facing southeast.
22. Baggage room; photographer is facing northeast.
23. Baggage room; photographer is facing northwest.
24. Baggage room; photographer is facing west.
25. Passenger waiting area; photographer is facing south.
26. Baggage room; photographer is facing north from the ticket office.
27. Loading platform on the west side; photographer is facing north.

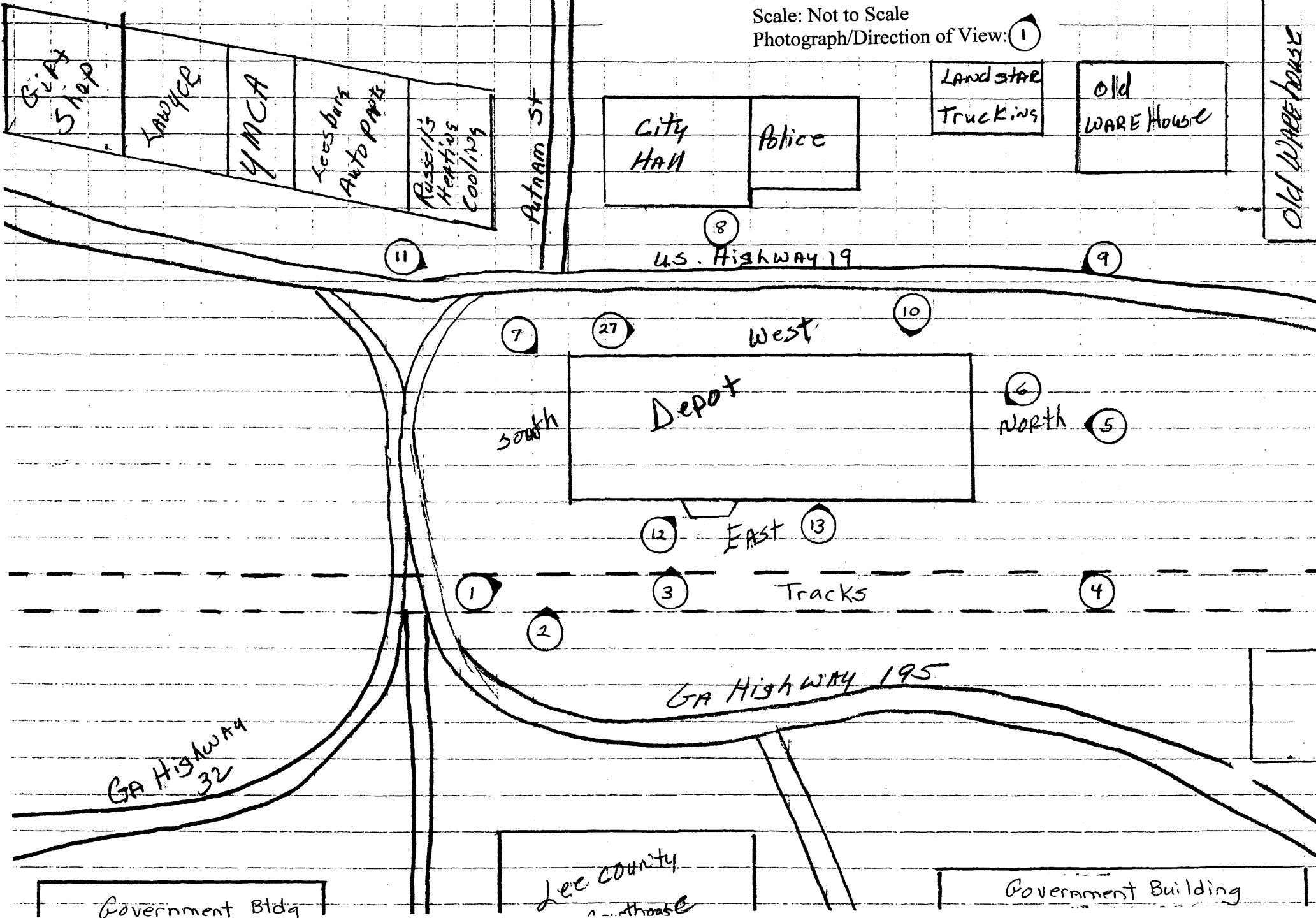
(HPD WORD form version 11-03-01)

Leesburg Depot
Lee County, Georgia
Site Plan

North: →

Scale: Not to Scale

Photograph/Direction of View: ①



Giay Shop
Lawyce
YMCA
Leesburg Auto Parts
Russ/K's Heating Cooling

Patnam St

City Hall
Police

Landstar
Trucking

Old Warehouse

Old Warehouse

US Highway 19

Depot

7

27

10

South

North

5

12

East

13

1

2

3

Tracks

4

GA Highway 32

GA Highway 195

Government Bldg

Lee County House

Government Building

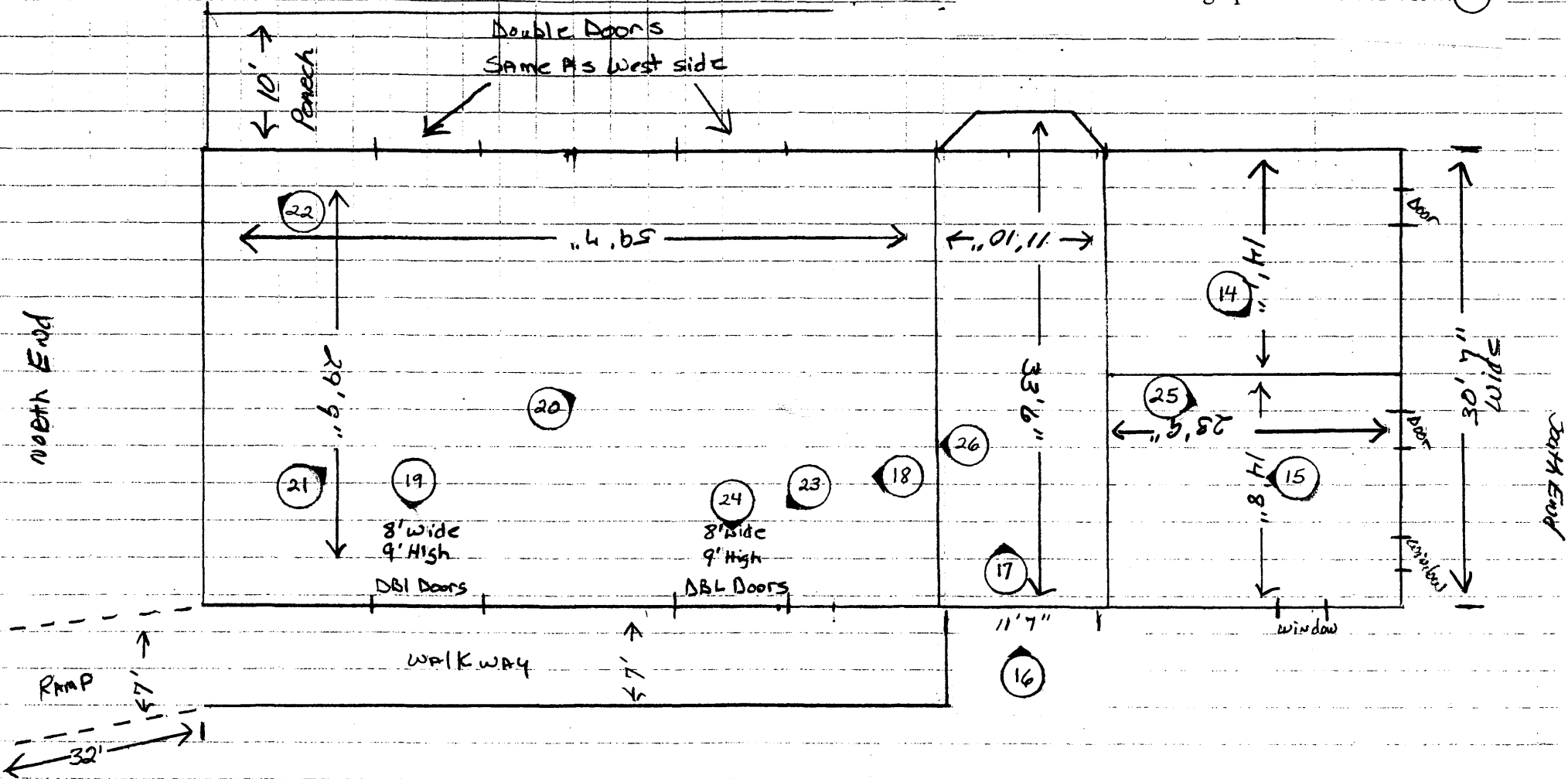
East side

Leesburg Depot
Lee County, Georgia
Interior Floor Plan

North: ←

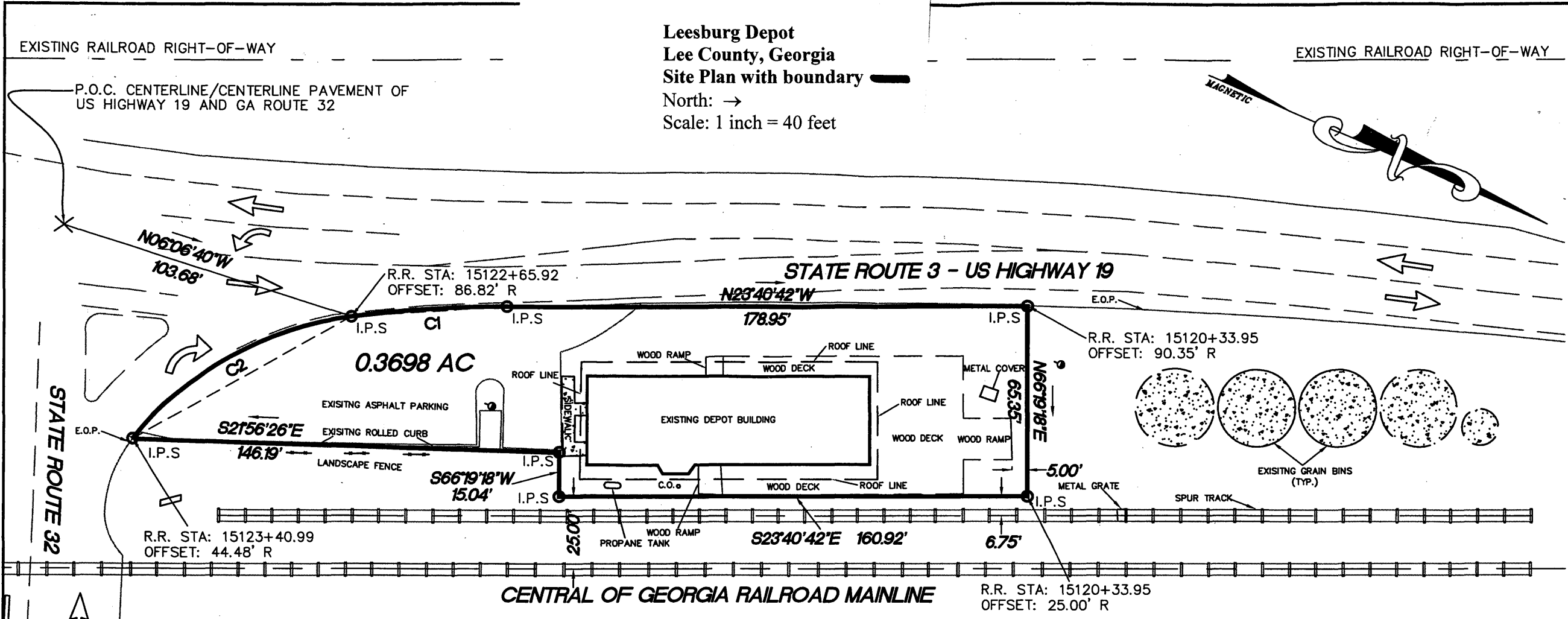
Scale: approx. 1 inch = 10 feet

Photograph/Direction of View: ①



← 97' 1" Long →

West side



NOTES:

This survey was made using electronic distance measuring equipment to obtain linear measurements, and a micrometer theodolite with direct reading to five seconds was used to obtain angular measurements.

The field data upon which this map or plat is based has a closure precision of one foot in 62,578 feet and an angular error of 00°00'02" per angle point, and was adjusted using the compass rule.

This map or plat has been calculated for closure and is found to be accurate within one foot in 100,000 + feet.

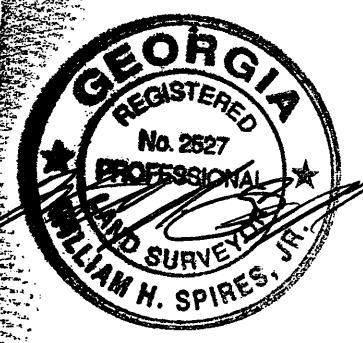
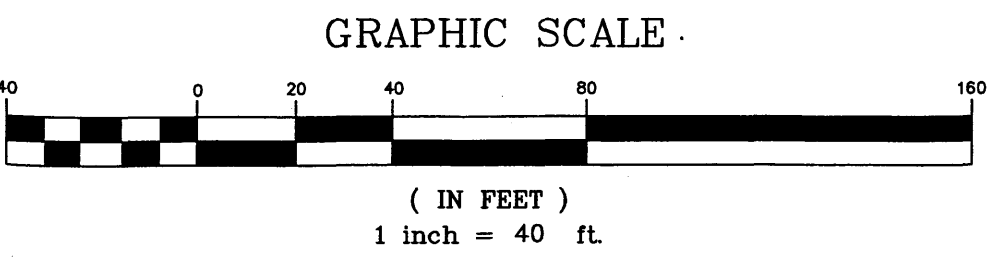
This plat does not reflect research concerning title or easement. The undersigned surveyor has not been provided a current title opinion or abstract of matters affecting title to the subject property. It is possible that there are deeds of record, unrecorded deeds Easements or other instruments which exist that could affect the platted property.

There is no known National Geodetic Survey Monument within 500 feet of any point on the property platted, or any point of reference shown thereon.

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.

CURVE TABLE

CURVE	LENGTH	RADIUS	Chord Direction	Chord
C1	53.18'	400.00'	N27°29'13"W	53.14'
C2	88.31'	116.00'	N53°06'17"W	86.19'



William H. Spires, Jr.
William H. Spires, Jr.
GA Reg. Land Surveyor No. 2527

2200 WEST TOWN ROAD
ALBANY, GEORGIA 31721
(229) 865-0332
FAX (229) 865-0543

ENGINEERING A BETTER WORLD

Stevenson & Palmer
Engineering
INCORPORATED

ALBANY SMYRNA
SAVANNAH AUGUSTA

BOUNDARY SURVEY
LEESBURG TRAIN DEPOT
PROPERTY TO BY ACQUIRED FROM
CENTRAL OF GEORGIA RAILROAD COMPANY
LEESBURG, LEE COUNTY, GEORGIA
PART LAND LOT 51, 52, 77 & 78 2nd LAND DISTRICT

REVISED: 02/08/2007
REVISED: 09/08/2006
REVISED: 04/10/2006

JOB# 05055

SHEET No.
1
of 1

RAILROAD STATIONING TAKEN FROM RIGHT-OF-WAY DRAWING PROVIDED BY NORFOLK SOUTHERN DATED: SEPTEMBER 14, 1906 - M.P. 287 TO 286