

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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RECEIVED JUL 23 1979
SEP 10 1979
DATE ENTERED

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

Hampton Depot

AND/OR COMMON

Same

LOCATION

STREET & NUMBER

East Main Street

CITY, TOWN

Hampton

___ VICINITY OF

___ NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Sixth - Newt Gingrich

STATE

Georgia

CODE
013

COUNTY
Henry

CODE
151

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
- COMMERICAL
- EDUCATIONAL
- ENTERTAINMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

OWNER OF PROPERTY

NAME

See continuation sheet.

STREET & NUMBER

CITY, TOWN

___ VICINITY OF

STATE

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Superior Court

STREET & NUMBER

Henry County Courthouse

CITY, TOWN

McDonough

STATE

Georgia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

4

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 Hampton Depot, completed in 1881, is constructed of solid brick in American bond pattern with a galvanized, corrugated-iron pitched roof supported by articulated metal trusses. Roof trim incorporates gables with metal brackets supporting wide overhanging eaves. A unique feature for a depot of this type are the detailed brick designs on both ends of the building, consisting of a circular pattern and detailed cornice work, created by recessed and projecting brick work. The ornamentation is of cast iron.

The 35-x-170-foot, one-story, rectangular building has 17-foot-thick walls, the interior of which was stuccoed in the station area. The windows and doors are of a segmented-arch-type construction, the original wood-panel doors in the passenger area having been replaced by steel-and-plate-glass ones. The original wood-panel doors in the freight area, supported by wheels and tracks, are still intact. A loading platform is located on the track side of the building.

Alterations include concrete floors, laid in 1922, and interior partitions, constructed after 1974, to make offices and meeting rooms.

In comparing the extant structure with the original plans from 1880-81, it is obvious that some features were changed initially before construction, such as the construction of the windows on the north facade at the same level as the doorways, rather than above them, as in the plans. Also, more detailing is shown on the plans at the bottom of the windows than actually appeared on the windows. Other now-missing details, such as original roof-support brackets and the rest of the chimney, were lost during renovations since 1915.

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 type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input checked="" type="checkbox"/> OTHER (SPECIFY) Local History
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Completed 1881

BUILDER/ARCHITECT Augustus Schwaab (?)

STATEMENT OF SIGNIFICANCE

The Hampton Depot is significant in architecture and local history. In the former, it is of state level of significance, due to its particularly high level of design for a depot of the late-Victorian period in Georgia, as well as the probability of its being designed by Augustus Schwaab of Savannah, a German immigrant noted for his work in Savannah, especially for the Central of Georgia Railroad. In local history, the Hampton Depot is significant as the focal point of the development of Hampton when the town had the only rail connections in the county, although its emphasis was lost due to the construction of a rail line and depot in the nearby county seat of McDonough, which opened in 1882. The depot at Hampton has remained a focal point in the community and recently was adapted for use as the city hall and police department.

The town of Hampton was the county's only rail connection from 1846 until 1882. The present Hampton Depot had its origins in 1873, when the superintendent reported at the annual meeting of the president and directors of the Central Railroad and Banking Company that the depot "at Hampton (late Bear Creek) is entirely too small and insecure, and ought to be replaced by a larger and more substantial one at the earliest day possible." He also announced that a cotton platform had recently been built next to the old wooden depot. The land for the new depot was purchased in 1876.

It is not known when the plans were drawn, but in the superintendent's report of September 1, 1880, it was announced that "a new brick warehouse has been commenced at Hampton on the Atlanta division. The building will be thirty-five feet wide and one hundred and seventy feet long, this will give ample room for the transaction of business at that station, and will also enable us to provide comfortable reception rooms for passengers." The Henry County Weekly, published in Hampton, announced in the issue of July 23, 1880: "The New Depot is now fixed fact. The land has been surveyed, the site located and work will be commenced next Wednesday." The July 30th issue announced that the excavation for the foundation had begun, September 3rd's issue that the railroad was spending about \$20,000 on the depot and other improvements. The issue of September 17th described it as "handsome." On July 29, 1881, a year after the depot had been begun, it was announced that when it

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9 MAJOR BIBLIOGRAPHICAL REFERENCES

The Henry County Weekly, Hampton, Ga., 1880-1882 issues.
Augustus Schwaab files, the Georgia Historical Society, Savannah, Ga.
Plans of the Hampton Depot, Central of Georgia Railroad Collection, the Georgia Historical Society, Savannah, Ga.

[continued]

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre

QUADRANGLE NAME Hampton, Georgia

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A 1, 6 7 5, 2 7, 2, 0 3, 6 9, 7 0, 3, 0

B

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

The boundary of the nominated property is marked by a heavy black line enclosing a shaded area on the Southern Railway System Map of June 21, 1974.

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

STATE CODE COUNTY CODE

STATE CODE COUNTY CODE

11 FORM PREPARED BY

NAME / TITLE Ed Trammell, student intern
Kenneth H. Thomas, Jr., historian

ORGANIZATION Historic Preservation Section, Ga. Dept. of Natural Resources DATE May, 1979

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 X 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

TITLE Acting State Historic Preservation Officer DATE 7/16/79 7

FOR NPS USE ONLY

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

Carol Shull
KEEPER OF THE NATIONAL REGISTER

DATE 9-10-79

ATTEST: Carl A. Dubie
CHIEF OF REGISTRATION

DATE 9/8/79

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NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET Property Owner ITEM NUMBER 4 PAGE 2

Owner of Building: Mr. Tommy Smith, Mayor
 City of Hampton
 Hampton, Georgia 30228

Owner of Land: Mr. P.M. Tatem, Superintendent
 Georgia Division
 Southern Railway System
 99 Spring Street, S.W.
 Atlanta, Georgia 30303

Agent for Service Mr. B.L. Williams
for Southern Rail- Southern Railway Company
way System: 1680 Marietta Road
 Atlanta, Georgia 30318

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CONTINUATION SHEET Significant ITEM NUMBER 8 PAGE 2

was completed, the old depot would be removed to Griffin, another nearby town. August 12th's issue indicated the roof was to be completed within the week, and that is the last notice of anything specific about the depot in the newspaper. The superintendent announced on September 1st that it was near completion, had cost \$15,000 and would be for freight and passengers. Some of its importance to the town and the county was dampened due to the building of a rail line to nearby McDonough, the county seat, long a rival to Hampton. Hampton's superiority of having a rail connection and depot ended when the McDonough extension of the Macon and Brunswick Railroad came through June 3, 1882, and the first train on June 16th. A depot was built shortly thereafter.

Hampton, a mercantile town whose population in 1880 was 1,000 persons, experienced a major building boom in the years around 1880, the depot being a part of that boom. Cotton warehouses, where 14,000 bales were received annually; a hotel, and many private homes were constructed. The decline of Hampton, due to the advent of the railroad to McDonough, caused the newspaper to move as early as 1883 to McDonough, whose population jumped in one decade from 325 to 1,000 by 1890.

The Hampton Depot was unusual in that it included a warehouse for cotton in the same building with the passenger area. Other cities had separate cotton markets. A scale for weighing cotton was located at the depot. Passenger service for Hampton was four trains per day in 1940, although three stopped only if flagged down. By 1950, it was two per day, one of those by flag, and by 1955, only one per day, by flag only. 1957 was the last year Hampton had passenger rail service.

In 1975, the depot was donated to the City of Hampton, which renovated the passenger area for use as a city hall and police department, council chambers and recorder's court. Plans have been discussed for adapting the warehouse area for other community activities. The land is still owned by the railroad. The depot is now the "Glenn Mitchell Administration and Community Building."

Architecturally, the depot is significant in its all-brick, fireproof construction (necessary for a cotton warehouse) and for the ornate brick details used in its construction, which differs significantly from other extant

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CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 3

depots of the period. Shortly after its 1881 construction, many depots began to be constructed from a standard pattern. The depot, although unique in design for a depot, remarkably resembles the City Market of Savannah, constructed in 1872, although now destroyed, by Augustus Schwaab and Martin P. Mueller for the City of Savannah.

Schwaab, born in 1821 in Hanover, Germany, was an architect, civil engineer and draftsman in Savannah and was employed by the Central of Georgia Railroad for several decades until his death in 1899. Schwaab was the Central's architect for the passenger station and train shed at the main yards in Savannah, now a National Historic Landmark. The plans for the Hampton Depot found in the Central of Georgia records in Savannah are neither signed nor dated.

FHR-8-300A
(11/78)

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CONTINUATION SHEET Bibliography ITEM NUMBER 9 PAGE 2

Annual Reports, Central Railroad and Banking Company (published).

Hampton Depot file, Southern Railway System, Atlanta, Ga.

Personal inspection by Ed Trammell, February, 1979, and Kenneth H. Thomas, Jr.,
June 1979.

Glenn Mitchell, mayor, "Structural and Site Survey Form," 1975.

Rainer, Vessie T. Henry County, Georgia: the Mother of Counties (1971).

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HAMPTON DEPOT

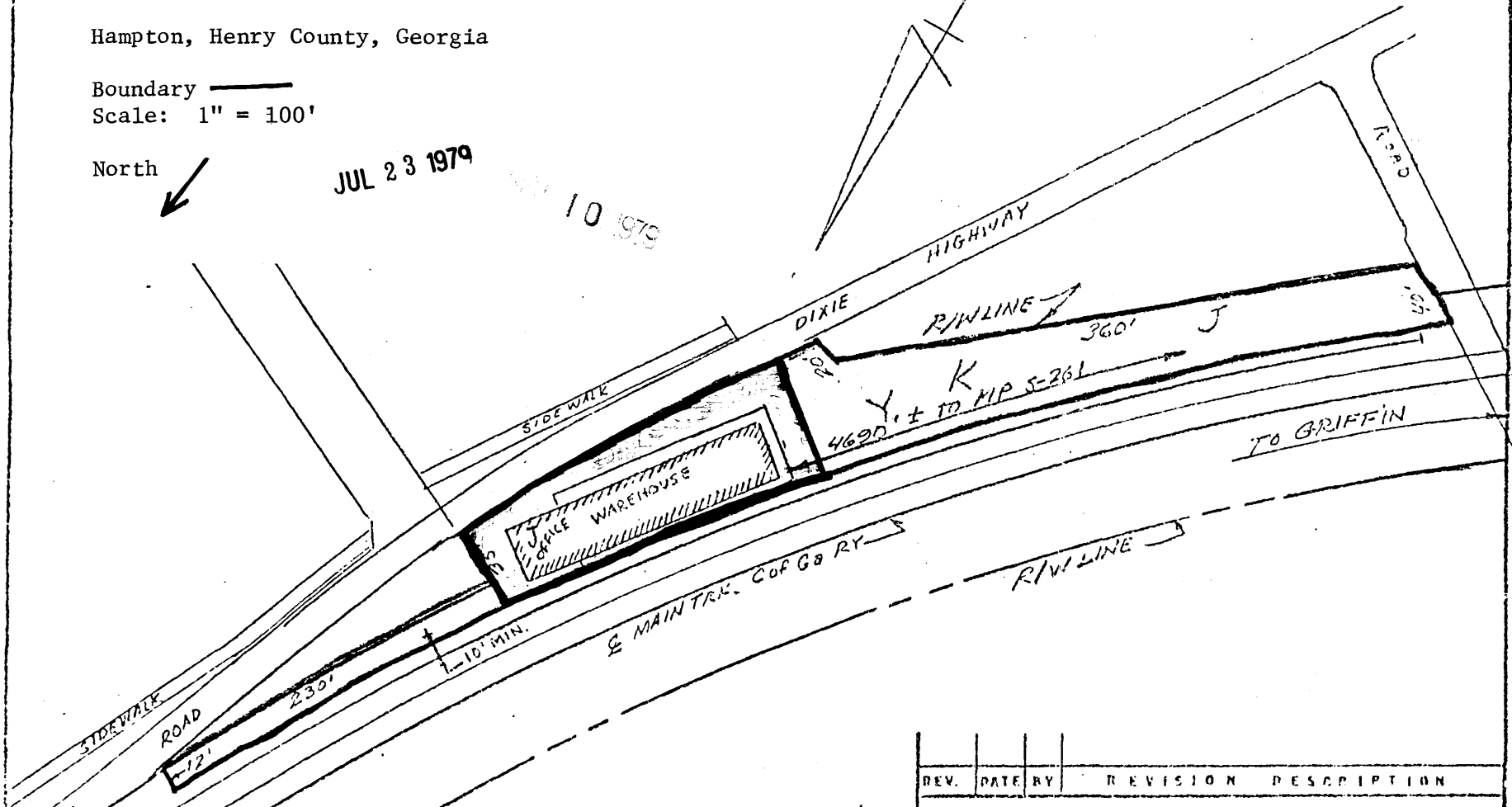
Hampton, Henry County, Georgia

Boundary ———
Scale: 1" = 100'

North ↙

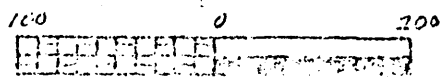
JUL 23 1979

10 STS



NOTE: SPACE TO BE LEASED
(36,500 SQ. FT. ±) SHOWN RED

SCALE: 1" = 100'



REV.	DATE	BY	REVISION	DESCRIPTION
SOUTHERN RAILWAY SYSTEM				
C. of Ga. RY. CO. OFFICE OF A.V.P. M.W.S. ATLANTA, GA.				
HAMPTON GA. LEASE OF SPACE TO THE TOWN OF HAMPTON				
DES.	FILE NO.	ISSUED	DATE	
DES.	FILE NO. 765-2264	ISSUED TA-74-0420	DATE 6-21-74	

2827-83