

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only  
received DEC - 8 1983  
date entered

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

1. Name

historic Southern Railway Depot

and/or common

2. Location

street & number 200 North Center Avenue N/A not for publication

city, town Piedmont N/A vicinity of congressional district 3

state Alabama code 01 county Calhoun code 015

3. Classification

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

4. Owner of Property

name City of Piedmont

street & number 109 North Center Avenue

city, town Piedmont N/A vicinity of state Alabama

5. Location of Legal Description

courthouse, registry of deeds, etc. Calhoun County Courthouse

street & number Eleventh Street

city, town Anniston state Alabama

6. Representation in Existing Surveys

title Alabama Inventory has this property been determined eligible?  yes  no

date 1970-present  federal  state  county  local

depository for survey records Alabama Historical Commission

city, town Montgomery state Alabama

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input 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 checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

This depot building is a combination of several romantic styles that were popular during the period immediately prior to the Civil War. The cornice has an Italianate influence. The proportion of the structure and decoration is Romantic Victorian in character.

Built in 1868 the depot is a wood frame structure with board and batten siding on the exterior. The main portion of the structure is rectangular in shape measuring 26' x 32-6". The main portion has a hipped roof structure with double brackets supporting the overhangs on all sides. The upper portion of the exterior wall is richly decorated with heavy mouldings and indented frieze board that terminates the vertical battens. The original openings for doors and windows are well proportioned and have a slight arch over the heads. The doors have transom lights that match the window arch.

The window sashes are double hung with six panes in each sash.

On the south side a large bay window structure extends outward to allow the station master to view down the adjacent railway tracks. On the west side a similar construction extends outward and houses small toilet areas but originally was probably the entrance porch or vestibule. Several of the interior partitions are later additions.

The main portion is basically divided into four rooms, the two rooms on the west being public areas and the remainder on the east side for railway operations and staff.

Extending from the east side is the freight warehouse structure. It measures 26' x 47' and is enclosed in a board and batten exterior which is not as decorated as the main portion. The wood structure, though not as tall as the main portion, appears to have as similar wood from construction and was probably built as part of the original building.

The structure continues easterly in the form of an open dock which is 32' x 54 feet long. This dock is constructed on concrete piers and is probably not part of the original building.

The entire structure was roofed with tin roofing which was later covered with a decorative copper simulated shingle roof.

Two chimneys extend above the roof of the main portion. Fireplaces provided the original heating but later were bricked in and iron stoves installed utilizing the existing flues.

The basic structure consisted of brick foundation walls topped with a 8" x 6" sill. 3 1/2" x 10" floor joists rest on the sill with a 1 x 4 pine flooring installed directly to the wood joists. The basic wall structure consists of 2" x 6" framing at approximately 24" O.C., with the interior of all walls covered with 1" x 3" tongue and groove paneling. The ceiling paneling matches the wall paneling. The ceilings are fourteen feet high with heavy mouldings at the ceiling cove. The opening casings consist of 1" x 4" flat stock with large back bands. The original doors were apparently four panel rail and stile with heavy paneling mouldings, only one of which exists in the structure.

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INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

The warehouse structure is similar to the framing of the main portion with the exception of a heavy 2" thickness flooring and no interior paneling occurring on walls or ceiling. The warehouse windows are not as tall as the main portion but have the same arch at the head. Six foot x eight foot sliding freight doors occur on each side of the warehouse and also have the arched header. Two other swinging double doors occur in the walls of the warehouse and open onto the adjacent dock platform. Horizontal iron bars occur on the inside of the windows for security.

The exterior color of the original building appears to be light gray. The interior was originally varnished but was later painted.

# 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** 1868 **Builder/Architect** unknown

**Statement of Significance (in one paragraph)**

Architecture:

The Southern Railway Depot at Piedmont is an excellent example of a small mid-19th century board and batten train station. Designed for the Selma, Rome and Dalton Railroad Company, it is similar to at least one other station in Calhoun County and reflects Italianate influences in its bracketed cornice, segmental arched windows and board and batten siding.

Transportation:

The depot is significant for its associations with the Selma, Rome, and Dalton Railroad which brought modern transportation and increased prosperity to the small community of Cross Plains (later called Piedmont). New businesses and homes sprang up around the depot which served as the center of the rapidly growing town. This new form of transportation opened to the community many opportunities not readily available before the railroad came.

\* \* \* \* \*

The construction of the final link of the Selma, Rome and Dalton Railroad between Jacksonville, Alabama and Dalton, Georgia was completed in 1870 with the rail reaching Cross Plains (later called Piedmont) in 1868. With the coming of the railroad the S, R & D Railroad built a combination passenger and freight station at Cross Plains. The depot was complete and in service at the time the rail was completed from Selma, Alabama and Dalton, Georgia. As mentioned before the coming of the rail brought an economic boom with the S, R & D making numerous stops in both directions daily. Due to financial difficulties the S, R & D filed bankruptcy in 1872 but continued operation until foreclosure was complete and the company was acquired by the east Tennessee, Virginia and Georgia Railroad in 1881. On July 11, 1870, an incident which began with a fight at the depot changed the entire future of Piedmont. In what has come to be known as the Luke incident four blacks and one white man were hanged by an angry mob. The white man, Mr. William Luke, was accused of teaching the negro to read and write in his capacity with the railroad. As a direct result of this incident, plans for moving the headquarters and repair shops of the Selma, Rome and Dalton Railroad from Selma to Cross Plains were cancelled. It is believed that this decision by the railroad kept Cross Plains from becoming a large metropolitan area as is Rome, Georgia and Selma, Alabama.

The depot continued to be the center of activity for many years with train travel virtually the only means of transportation to distant places. The depot saw men depart for four different wars during its heyday.

Passenger service was discontinued in the late 1950s; however, the depot continued in service until December 1981 when it was closed by Southern Railway Company.

# 9. Major Bibliographical References

See Continuation Sheet

# 10. Geographical Data

Acreeage of nominated property c. .24 acres

Quadrangle name Piedmont, AL

Quadrangle scale 1:24000

### UTM References

A 

1	6	6	2	8	3	7	0	3	7	5	4	4	8	0
Zone		Easting				Northing								

B 

Zone		Easting				Northing								

C 

Zone		Easting				Northing								

D 

Zone		Easting				Northing								

E 

Zone		Easting				Northing								

F 

Zone		Easting				Northing								

G 

Zone		Easting				Northing								

H 

Zone		Easting				Northing								

**Verbal boundary description and justification** Beginning at the Eastern edge of Center Avenue proceed east approximately 140 feet; then in a northerly direction proceed 84 feet; then west approximately 131 feet to the Eastern edge of Center Avenue; then Southerly approximately 84 feet to the point of beginning.

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

state N/A code county code

state N/A code county code

# 11. Form Prepared By

name/title Ellen Mertins and Brent Morrison (City of Piedmont)

organization Alabama Historical Commission date November 30, 1983

street & number 725 Monroe Street telephone (205) 832-6621

city or town Montgomery state Alabama

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

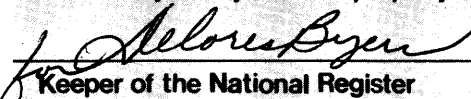
As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National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

State Historic Preservation Officer signature 

title State Historic Preservation Officer date 11/30/83

### For NPS use only

I hereby certify that this property is included in the National Register

 Entered in the National Register date 1/5/84  
Keeper of the National Register

Attest: \_\_\_\_\_ date \_\_\_\_\_

Chief of Registration

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

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The City of Piedmont along with the Piedmont Historical Society and the Piedmont Chamber of Commerce are presently planning the restoration of the Southern Depot. The main objective, of course, is to preserve this piece of our heritage by restoring it to as near its original condition as possible.

The only present threats to the building are vandalism and the elements.

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CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

1. Moore, Albert Burton, History of Alabama and Her people, The American Historical Society, Chicago & New York. 1927
2. Harrison, Fairfax, A History of the Legal Development of the Railroads System of Southern Railway Company, Publisher unknown, Washington, D. C. 1901
3. Owen, Marie Bankhead, The Story of Alabama, Lewis Historical Publishing Co., Inc., New York, 1949
4. Selma, Rome and Dalton Minute Book #1, May 13, 1868 - January 18, 1871
5. Stewart, Mrs. Frank Ross, Alabama's Calhoun County, Volume I, Stewart University Press, Centre, Alabama 1976
6. Savage, Robert Haynes, The Story of Piedmont, Volume I, Stewart University Press, Centre, Alabama 1979