

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**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 Albany Railroad Depot Historic District

and/or common Heritage Plaza

**2. Location**

street & number East Dead End of Roosevelt Avenue N/A not for publication

city, town Albany N/A vicinity of congressional district Second - Mathis

state Georgia code 013 county Dougherty code 095

**3. Classification**

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input checked="" 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
	<input type="checkbox"/> 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 type="checkbox"/> other:

**4. Owner of Property**

a) Thronateeska Heritage Foundation; C.B. Pritchett, Jr., President  
name b) City of Albany; Carl Leavy, City Manager

a) 1 Heritage Plaza  
street & number b) 225 Pine Avenue

city, town Albany N/A vicinity of state Georgia 31701

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Dougherty County Clerk of Superior Court

street & number 225 Pine Avenue

city, town Albany state Georgia

**6. Representation in Existing Surveys**

title Landmark Survey, Albany-  
Dougherty County Historic Area has this property been determined eligible?  yes  no

date 1978  federal  state  county  local

depository for survey records Albany-Dougherty Historic Area Commission

city, town Albany state Georgia

## 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**

### General Description

The Albany Railroad Depot Historic District is located on approximately three acres of level ground along the west bank of the Flint River, two blocks northeast of Albany's central business district, where Roosevelt Avenue dead-ends into the railroad tracks. The district consists of three major railroad buildings and a brick street. Most prominent among the buildings is the 1913 Union Depot at the east end of Roosevelt Avenue. Designed in the Prairie style, the Union Depot is a long, low building oriented in a north-south direction along the west side of the railroad tracks. The building is symmetrically subdivided into five sections, with a two-story hip-roofed central section flanked on either end by one-story wings and hip-roofed end pavilions. The central section contains two waiting rooms, ticket office, and administrative offices, now used as a museum; the north pavilion contains the baggage room; and the south pavilion originally contained the station restaurant. Two porte-cochere entrances project into the street from the west side of the main section of the building. The entire building is constructed of dark-red brick with contrasting wood and stone trim and is covered by broad hipped roofs with wide eaves. Extending north of the building, along the railroad tracks, is a long, narrow, concrete passenger platform with a steel canopy. North of the Union Depot and west of the passenger platform is an 1857 depot building. This antebellum structure, also oriented in a north-south direction, is one story high with long-narrow proportions and is covered by a low hipped roof. The walls are built of red brick laid in common bond and are subdivided into piers and panels. Windows and doorways, set into the panels, are capped by segmental and round brick arches, respectively. The roof is supported by massive timber trusses, visible on the interior. The roof is extended by wide eaves supported by sturdy wooden brackets with pendants all around the building. These eaves shade wood loading platforms along the sides of the building. Continuous latticed ventilators, now blocked on the exterior but visible on the interior, are located along the top of the brick walls just under the eaves. The interior of the antebellum depot is largely open space, with the exception of three small vacant offices at the south end. A turn-of-the-century wooden enclosure is built around the north end of the depot. Between the 1857 and 1913 depot buildings, and slightly west of them, is a World War I-era Railway Express Agency building. This building is one story high and has a gable roof largely hidden behind Spanish Mission-style end parapets. It is built of pressed red brick laid in stretcher bond on a poured-concrete foundation. Offices were originally located in the south end of the building, with the remainder devoted to freight storage and handling. A concrete loading platform with a metal canopy extends into the street along the west side of the building; three sliding wooden doors provide access into the building. The interior

[continued]

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Continuation sheet

Description

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of the building, long vacant, is currently being renovated into a planetarium. Between the 1913 depot and the R.E.A. building, and extending west from the depot to Washington Street, is a wide brick street with integral streetcar tracks. This street was realigned and paved in 1913 as the main approach to the newly completed Union Depot. It is bordered by stone curbs and concrete sidewalks with cast-iron lampposts.

#### Surrounding Area

The Albany Railroad Depot Historic District is located two blocks northeast of Albany's central business district. To the east of the district are railroad tracks and the undeveloped floodplain of the Flint River. North of the district is a railroad switchyard for freight trains; no historic railroad structures have survived in this area. Immediately northwest of the district, at the corner of this L-shaped tract of land, is a two-story, wood-framed house fronting on the north side of Roosevelt Avenue just west of the R.E.A. building; this house, known as the Jarrad House, was moved to this location from Broad Street in 1976 by the Thronateeska Heritage Foundation and is not a part of the historic railroad depot. West of the district, beyond Washington Street, is a mixed commercial and residential area. Immediately south of the district, fronting on the sidewalk along the south side of Roosevelt Avenue, are commercial structures dating from the 1940s and later; because of their age these buildings are not part of the historic railroad depot, but with the passage of time they may accrue historic significance.

#### Boundaries

The Albany Railroad Depot Historic District contains only the 1857 depot, the 1913 depot and its passenger platform, the World War I-era Railway Express Agency building, and brick-surfaced Roosevelt Avenue with its sidewalks and lampposts from the 1913 depot to Washington Street. Not included in the district are the railroad tracks and floodplain east of the 1913 depot and passenger platform, the railroad switchyard to the north, the relocated Jarrad House to the northwest, and the non-historic commercial structures to the south of Roosevelt Avenue. The district represents the historic Albany railroad depot as it had developed by the early-twentieth century.

#### Photographs

The Historic Preservation Section has determined that the photographs taken in July, 1980 still provide an accurate view of this district. No significant changes have been made since this date.

# 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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1857, 1913      **Builder/Architect** Unknown

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

Statement of Significance

The Albany Railroad Depot Historic District is significant in terms of the architectural, commercial, and transportation history of Albany and Georgia. In terms of architectural history, the district is significant for its fine and unusual examples of antebellum and early-twentieth-century railroad buildings. The 1857 depot, for example, is a rare and relatively intact example of an antebellum railroad station in Georgia. Its long, low, narrow shape, its thick brick walls, its massive roof trusses and sturdy eaves brackets with pendants, and its built-in ventilators are the distinctive and precedent-setting features of its period. The 1913 Union Depot is an unusual example of the early-twentieth-century Prairie style of architecture adapted to a railroad station in Georgia, and it, too, remains virtually intact. Its most distinctive design features are its long, low proportions, its pronounced emphasis on horizontally achieved through massing and such details as a watertable, a stringcourse, and the edges of eaves, its non-historic detailing, especially under the eaves and on the porte-cocheres, and its broad hipped roofs with wide eaves. The World War I-era Railway Express Agency building stands as a modest example of Spanish Mission styling introduced into this complex of railroad buildings during an intense period of revival and period design throughout the country. The 1913 brick street is one of a very few to have survived without resurfacing in Albany. Its brick paving materials are characteristic of early-twentieth-century street and highway construction, and it was laid as part of a larger downtown street-improvement project in Albany during the second decade of the twentieth century. The district is also architecturally significant for the way in which it represents the general character and appearance of a major part of Albany's early-twentieth-century railroad depot with its three principal buildings and brick approach street and plaza. In terms of commercial history, the district is significant as the historic center of shipping, receiving, and transferring activity in Albany for more than 100 years. Most of the goods coming into or going out of the city passed through this railroad complex. Freight was brought into or taken out of the city by the railroad and handled through the railroad's baggage and freight facilities at the station. Local freight was handled by the Railway Express Agency, which provided door-to-door pickup and delivery to and from the depot. Until World War I, these complementary freight activities were housed together in the railroad station, but steadily increasing business dictated their separation and specialization. The R.E.A. also maintained a business

[continued]

# 9. Major Bibliographical References

See continuation sheet.

# 10. Geographical Data

Acreeage of nominated property app. 3 acres

Quadrangle name Albany West, Ga.

Quadrangle scale 1:24,000

### UMT References

A	<u>1 6</u>	<u>7 7 10</u>	<u>5 3 10</u>	<u>3 4 9 7</u>	<u>6 12 10</u>
	Zone	Easting		Northing	

B	<u>1 6</u>	<u>7 7 10</u>	<u>5 17 10</u>	<u>3 14 9 17</u>	<u>3 13 10</u>
	Zone	Easting		Northing	

C	<u>1 6</u>	<u>7 7 10</u>	<u>3 2 10</u>	<u>3 4 9 7</u>	<u>3 5 10</u>
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D					
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E					
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F					
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G					
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H					
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### Verbal boundary description and justification

Boundary is described by heavy black lines on the attached map of the Albany Railroad Depot Historic District and is described and justified in Section 7 of this form.

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

state	N/A	code	county	code
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state		code	county	code
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# 11. Form Prepared By

name/title Richard Cloues, Architectural Historian  
 organization Historic Preservation Section  
Georgia Dept. of Natural Resources date December 15, 1980 / April 12, 1981  
 street & number 270 Washington Street, S.W. telephone (404) 656-2840  
 city or town Atlanta state Georgia

# 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature Elizabeth A. Lyon  
Elizabeth A. Lyon

title State Historic Preservation Officer date 4/12/82

For HCERS use only  
 I hereby certify that this property is included in the National Register.  
 Entered in the National Register date 5/20/82  
 Keoper of the National Register  
 Attest: \_\_\_\_\_ date \_\_\_\_\_  
 Chief of Registration

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Continuation sheet

Significance

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office downtown at 238 Pine Avenue. The district is also significant in local commercial history because of the activities of the Tift Grocery Company, which was located in the 1857 depot building from 1913 to 1959. During these years, this company was one of the leading regional wholesalers of foodstuffs. In terms of transportation history, the district is significant for having served as Albany's railroad depot for more than 100 years, during the period of state and national history when railroad transportation was dominant. The district contains Albany's original railroad station, built in 1857 when, after several false starts, railroad track was finally laid into Albany, and it represents Albany's early-twentieth-century railroad depot when this mode of transportation reached its historic peak. Both passengers and freight were handled at this depot, making it a consolidated facility. During the early-twentieth century, the Albany railroad depot serviced seven rail lines and thirty-five daily trains, making it the railroad hub of southwest Georgia. As late as World War II, several luxury passenger trains, including the Flamingo, the Seminole, and the Dixie Flyer, passed through Albany.

Preservation Interest

Passenger service to the Albany railroad depot was discontinued in 1971. Four freight lines still serve Albany, but none uses these historic facilities. During the past few years, these buildings have been purchased by the Thronteeska Heritage Foundation of Albany for use as a cultural center. The 1913 Union Depot has been partially converted into a local museum, and the Railway Express Agency building is being renovated into a planetarium. Plans to expand the cultural center into the recently acquired 1857 depot are now being formulated.



Albany Railroad Depot Historic District  
Albany, Dougherty County, Georgia

PROPERTY MAP/NOMINATED PROPERTY

North: ↑

Scale: 1" = 100'

Boundary of nominated property: ————

Note: This map of the nominated property has been compiled from three plat maps of property owned by the Thronateeska Heritage Foundation in Albany: a plat for the Union Depot property, dated May 12, 1975, by John H. Sperry, C.E.; a plat for the 1857 Depot property, dated July 27, 1978, by Keck and Wood, Inc.; and a plat for the Railway Express Agency property, dated July 27, 1978, by Keck and Wood, Inc. The nominated property does not include all property in the vicinity owned by the Thronateeska Heritage Foundation--only that associated with the historic railroad depot. The nominated property also includes one block of the city-owned Roosevelt Avenue, a brick-paved street.

Photograph and direction of view: ◐

