

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED **OCT 16 1979**
DATE ENTERED **DEC 18 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

Railroad Overpass at Ocmulgee

AND/OR COMMON

Railroad Overpass at Ocmulgee

LOCATION

STREET & NUMBER

Within the Ocmulgee National Monument

___ NOT FOR PUBLICATION

CITY, TOWN

Macon

___ VICINITY OF

CONGRESSIONAL DISTRICT

Eighth - Billy Evans

STATE

Georgia

CODE
13

COUNTY
Bibb

CODE
021

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

OWNER OF PROPERTY

NAME a) Mr. P.M. Tatem, Superintendent, Georgia Division
Southern Railway System

b) Mr. B.L. Williams
Agent for Service
Southern Railway System

STREET & NUMBER

a) 99 Spring St., S.W.

b) 1680 Marietta Rd.

CITY, TOWN

Atlanta

___ VICINITY OF

STATE a) 30303

Georgia b) 30318

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Superior Court

STREET & NUMBER

Bibb County Courthouse

CITY, TOWN

Macon

STATE

Georgia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input 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 Railroad Overpass at Ocmulgee is a small arched brickmasonry railroad overpass dating from the early 1870s.

Design and Construction

The design of the railroad overpass features a tunnel-like, horseshoe-shaped, arched passageway through the center of the structure. Flanking retaining walls sweep downward and outward in broad curves from this central section. A projecting watertable, a corbelled cornice, and radiating voussoirs highlight the overpass.

The railroad overpass is constructed entirely of brickmasonry, laid for the most part in American bond, with overall ratio of five stretchers to one header. Ends of the arch are defined by four courses of radiating voussoir headers; the interior of the barrel vault is laid in the usual American bond, with courses running from end to end. The arch springs from slightly battered haunches. A stepped brick watertable marks the foundation at ground level. A corbelled brick cornice is fashioned from two stretcher courses.

Above the overpass, the graveled railway roadbed is contained within short timber walls. This roadbed construction is of fairly recent origin. Underneath the overpass runs a narrow, paved road providing access to part of the Ocmulgee National Monument.

Setting

The railroad overpass is located within the Ocmulgee National Monument in a largely undeveloped wooded setting at the edge of a slope leading down to the Walnut Creek floodplain. The railroad here is slightly elevated; the roadway is slightly depressed.

Boundaries

Property nominated with the railroad overpass consists of a 200-foot square, centered on the overpass, within the 200-foot-wide railroad right-of-way. This square includes the overpass, railroad embankment and highway approaches. The railroad right-of-way is excluded from the Ocmulgee National Monument; hence, the railroad overpass is not considered a part of that already-registered land.

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 checked="" 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 1870-1873

BUILDER/ARCHITECT Unknown

STATEMENT OF SIGNIFICANCE

The Railroad Overpass at Ocmulgee is significant in the architectural, engineering and transportation history of Georgia. It is located within the Ocmulgee National Monument, a listing on the National Register for its pre-historic Indian mounds.

In the history of transportation in Georgia, the railroads have been one of the most, if not the most, significant elements. Many towns developed because the railroad went their way. Many others were doomed because it did not. Within the first decade after rail service began in Georgia, the original rail line near this site was laid in 1843 south of the present line containing the overpass. The site of this line can still be seen on the U.S. Geological Survey Map. In 1872, as the Central of Georgia Railroad attempted a comeback from the devastations of the Civil War, they leased the original line to Macon, Dublin, and Savannah Railroad. This was done because the new line was under construction and when completed in 1873 would include this overpass.

The new line was probably laid to elevate the rail line in order for it to cross Walnut Creek at a different angle, entering the trestle more easily. The land where the original line lay was in a floodplain and probably flooded often.

The Central Railroad and Banking Company of the State of Georgia (later the Central of Georgia Railroad) secured the right-of-way from Samuel S. Dunlap on January 20, 1870, for a "change of location" that would include a strip of land 200 feet wide "commencing at Walnut Creek and extending to the western boundary of said Dunlap's land." The rail would be laid in the middle of said strip. Not only did Dunlap receive \$5,000 for this, but also the agreement that the railroad provide "two crossings at the track or tracks which may be laid upon said strip of land ... one to be at the first branch of Walnut Creek and ... to fence the right-of-way on both sides of the tract." An amendment dated December 12, 1870, indicated that the crossing had been made, not at the first branch west of Walnut Creek, but at a point nearer the creek. Dunlap then agreed that this crossing satisfied the original terms. The nominated property is believed to be this crossing, which when built, was actually an underpass.

[continued]

9 MAJOR BIBLIOGRAPHICAL REFERENCES

[See continuation sheet.]

10 GEOGRAPHICAL DATA

UTM NOT VERIFIED

ACREAGE OF NOMINATED PROPERTY less than one

QUADRANGLE NAME Macon East, Georgia

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A 1, 7 | 2, 5, 6, 6, 6, 0 | 3, 6, 3, 6, 4, 6, 0

B | |

C | |

D | |

E | |

F | |

G | |

H | |

VERBAL BOUNDARY DESCRIPTION

Marked by a heavy black line on the attached map of the Ocmulgee National Monument.

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 Richard Cloues, Architectural Historian
Kenneth H. Thomas, Jr., Historian

ORGANIZATION Historic Preservation Section, Dept. of Natural Resources

DATE July 10, 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 10/4/79

FOR NPS USE ONLY

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

Carol O. Skull

DATE 12-18-79

KEEPER OF THE NATIONAL REGISTER

ATTEST: *Wesley J. ...*

DATE 12/17/79

CHIEF OF REGISTRATION

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The overpass is an unusual feature in that other engineering elements along the line seem necessary to the public such as the bridges over Walnut Creek or Boggy Gut, but since the Dunlap house was north of the rail line and accessible from a public road, the overpass gave access only to the southern portion of the plantation and was for private needs only.

Samuel Scott Dunlap (1830-1902) came to Macon, Georgia, in 1849 and married Mary Ann Burge (1839-1915) in 1856. The Dunlap Plantation, which included the nominated site, was originally purchased by her father as twenty-six acres in 1831. The Dunlaps acquired it at the time of their marriage. By the time the railroad wanted to build a new line and remain on the Dunlap property, Samuel S. Dunlap was a prominent community figure. His plantation house had also been used by Federal troops during the Civil War as a headquarters in 1864. He later moved to Macon and founded Dunlap Hardware Company in 1880 and was a director of the Macon and Florida Airline Railroad Company in 1883. The Ocmulgee Mounds were part of his plantation at the time of his death in 1902.

The land surrounding the overpass became Ocmulgee National Monument, a unit of the National Park Service, in 1936. The overpass and the line were leased by the Central of Georgia to the Southern Railway System and are still in use by the railroad.

In terms of architecture and engineering, the Railroad Overpass at Ocmulgee is significant for its design and construction. The design of the overpass features a tunnel-like horseshoe-shaped arched passageway, highlighted by four rows of radiating brick voussoirs, and sweeping, broadly curved retaining walls, framed by a projecting brick watertable and a corbelled brick cornice. These design features are emphasized more than is functionally necessary and seem more appropriate to a landscaped park than a utilitarian railroad; the sweeping retaining walls alone suggest that aesthetics played as great a role as utility in the design of the overpass. Clearly the intent was to build a structure that would complement rather than detract from the estate of Samuel S. Dunlap. Such quality design of railroad facilities in Georgia is unusual and thus striking. The construction of the railroad overpass, like its design, is also unusual. While most railroad bridges of this decade were constructed of cyclopean stone masonry, wood, or iron, this overpass is built entirely of brick. Brickmasonry construction may have been in response to the

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(11/78)

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HERITAGE CONSERVATION AND RECREATION SERVICE

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shortage of industrialized building materials in the South during the early years of Reconstruction, or to the shortage of skilled stonemasons, and to the availability of bricks and persons to lay them. In this case, however, it more likely resulted from the desire to build in a material more domestic in scale and in keeping with the overall design of the overpass. In any case, the construction, like the design, has proved worthy, remaining durable and in service for more than a century, and thus represents a surviving example of a relatively rare application of brickmasonry to railroad overpass construction.

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Personal inspection, Kenneth H. Thomas, Jr., Richard R. Cloues, and Amy Pass, spring, 1979.

Kelly, A.R. A Preliminary Report on Archeological Explorations at Macon, Ga. (Smithsonian Institution, Bureau of American Ethnology, Bulletin No. 119, chapter from, Washington, 1938).

Ocmulgee National Monument, National Register file, Georgia Department of Natural Resources.

Central of Georgia Railroad, Annual Reports (published various years).

Draft of National Register nomination, Norman N. Ritchie, archaeologist, April 19, 1973.

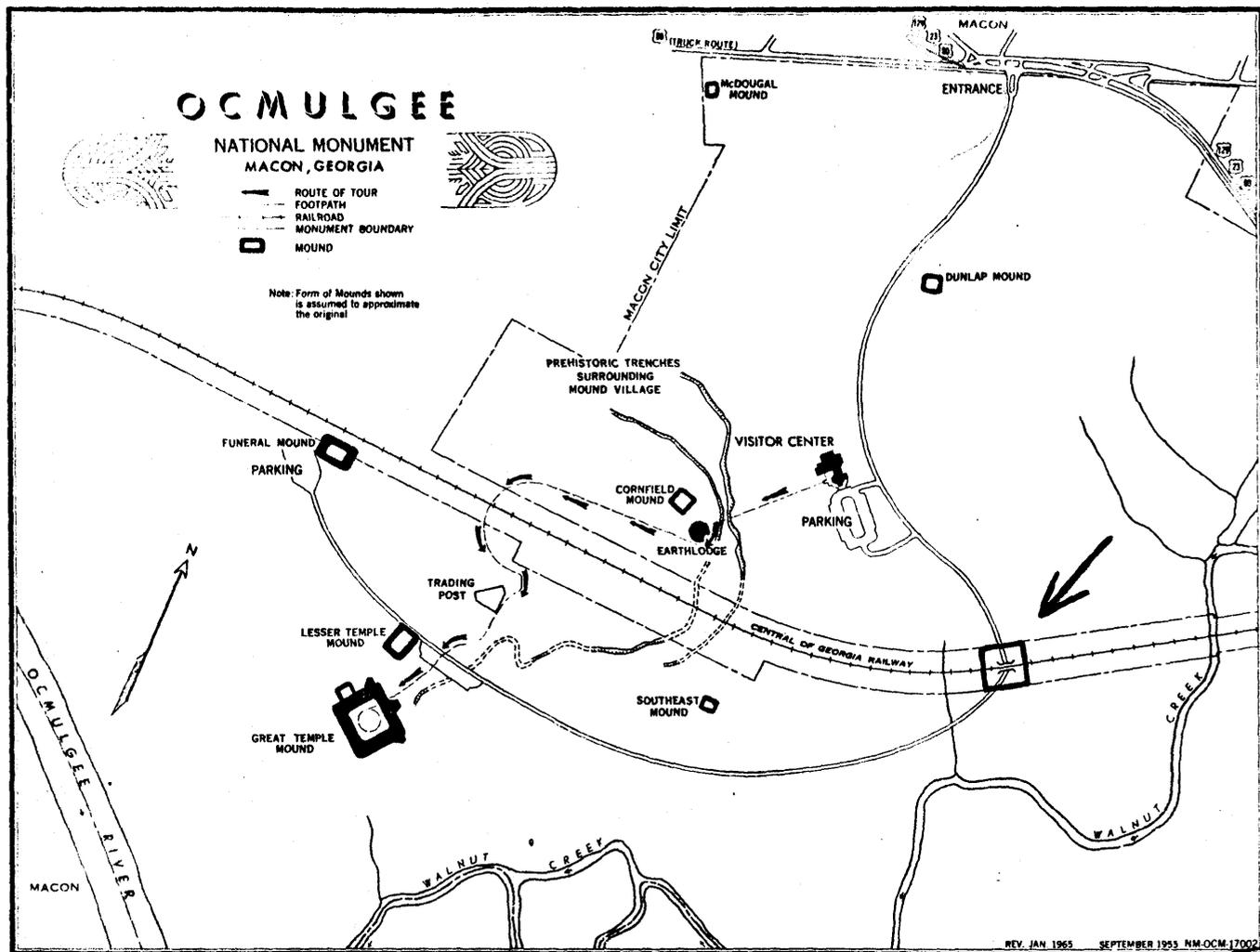
Research compiled by Amy Pass, student intern, Historic Preservation Section, March, 1979.

Research compiled by Mr. and Mrs. Calder Payne of Macon, July 10, 1979.

Bibb County, Georgia, Superior Court, Deeds.

Lot # 74
East Macon
Reserve

Reprint 1967



Cover: Upper half of a Master Farmer effigy bottle. Approximately 4 1/2 inches high.

SKETCH MAP

RAILROAD OVERPASS AT OCMULGEE
Macon, Bibb County, Georgia

Scale: 1" = 800'
Source: Brochure, Ocmulgee National Monument
Date: 1965
Key: Boundary marked within black square.

