

# HISTORIC RESOURCES OF GREENSBORO, GREENE COUNTY, GEORGIA

## INDIVIDUAL PROPERTY #1

### I. IDENTIFICATION

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NAME OF PROPERTY: **Greensboro Depot**  
LOCATION: West Street  
CITY: Greensboro  
COUNTY: Greene (code 133)  
STATE: Georgia (code 013)  
ZIP CODE: 30642  
OWNER: CSX Transportation  
OWNER ADDRESS: 500 Water Street, Jacksonville, FL 32202  
CLASSIFICATION: Building  
CURRENT USE: Commercial  
ACREAGE: less than one acre  
U.S.G.S. QUADRANGLE: Greensboro, Ga.  
U.T.M. REFERENCE: Z17 E297280 N3717340  
V.B.D. OR TAX MAP NUMBER: none--see attached sketch map

### II. DESCRIPTION

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#### ARCHITECTURAL DESCRIPTION:

One-story brick railroad depot with attached frame warehouse; brick detailing includes brick stringcourse at base; hipped roof with level ridge covered in metal shingles and metal gutters; bracketed eaves with corbeling and wide overhang; cross gables on each side above bay projections; gable facing railroad most elaborate with more strongly defined bay and arrangement of three windows on facade and in gable; 1/1 windows with stone lintels and flat brick arches, now covered with plywood; lintels form ribbons at bays; arched breezeways or porte-cocheres at each end of brick structure with decorative arched insets in brick columns; firewall of brick between brick and wood sections of building; interior linear arrangement of rooms, central octagon contains offices and separates former black and white waiting areas; office area is encircled with second-story balcony; interior features plaster walls and tongue-and-groove ceilings; depot is situated on approximate one-acre tract between unpaved parking area and railroad tracts. Fair condition. Adjacent to depot on east is a 1939 railroad overpass and on south is a brick warehouse included in the Mary Leila Cotton Mill and Village historic district.

PHOTOGRAPH NUMBERS: 96-97

### III. HISTORY

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ORIGINAL OWNER: Georgia Railroad  
ORIGINAL USE: Railroad Depot  
ARCHITECT/BUILDER: S. R. Young, Railroad Engineer  
HISTORIC ACREAGE: same as current

DATE OF CONSTRUCTION: ca. 1917  
DATE(S) OF MAJOR ALTERATIONS: none

HISTORICAL NARRATIVE (from origins to present):

The Georgia Railroad was chartered in 1833. According to A History of Georgia, this was in response to the creation of a rail line between Charleston and Hamburg, South Carolina, which extended across the Savannah River into Augusta, Georgia. Construction of the Georgia Railroad, which functioned as an extension of the Charleston to Hamburg line, began at Augusta in 1834. This line was extended to Madison and then northwest to Athens by 1841, and in 1845 a line was completed from Madison to Atlanta. The line reached Greensboro in 1836 which for a short time was the terminus point. The placement of the line was at the northwestern edge of the town plan as replatted in 1812. This transportation network benefitted many interior areas, such as Greensboro, since it provided access into these communities and a means to export agricultural products. Little is known about the early depots in Greensboro, but it is assumed that they were fairly modest structures made of wood or possibly brick. A reference to Springfield Baptist Church noted that this fledgling congregation purchased an old wooden depot building in the late 1860s and moved it to the Canaan section of Greensboro for a place of worship. The first documentation of the present brick and wood structure appears in the February 14, 1917 issue of the Industrial Index, which reported that bids were being received for the new railroad depot in Greensboro. The new depot was recorded on Sanborn fire insurance maps in 1921, which show the structure as it exists now. The building was designed by S. R. Young, an engineer with the Georgia Railroad. Both freight and passenger services were accommodated. The brick station was divided into white and black waiting areas with an attached warehouse of wood. According to a railroad employee who met with the designer when he visited Greensboro several years ago, this was Young's first project with the railroad. He eventually rose in the Georgia Railroad organization to become its president and general manager. Names of the rail line in addition to the Georgia Railroad have included the Atlanta and West Point Railroad and the Western Railway of Alabama. The present depot is now a part of the Seaboard (CSX) rail system. Rail service is now limited to freight, and a portion of the structure is leased for use as a feed and seed store.

IV. SIGNIFICANCE

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NATIONAL REGISTER CRITERIA: A, C

AREA(S) OF SIGNIFICANCE: Architecture, Transportation

SIGNIFICANT DATE(S): 1917

LEVEL OF SIGNIFICANCE: local

## STATEMENT OF SIGNIFICANCE:

Architecture. The Greensboro Depot is significant in architecture as an excellent intact example of Richardsonian Romanesque design applied to a small-town railroad depot in Georgia. This style of architecture, named after the famous American architect H. H. Richardson, has been used for countless numbers of railroad stations across the United States. It is also important for its association with S. R. Young, the designer. Young, a railroad engineer, designed this building as his first project for the Georgia Railroad; he later rose to be president and general manager of the company. Important architectural characteristics of the depot include its long, low, narrow massing, its broad roof with overhanging bracketed eaves, and its bay windows. Its bowed front bay and wide arched openings are additional Richardsonian Romanesque features. A peculiarly Southern feature of the building, still preserved in its layout today, is the separation of white and black waiting rooms on either side of the office. This depot was built relatively late in Georgia's history of railroad depots and is thus one of the relatively few depots of this style in the state. Also important architecturally is the distinction between the stylish passenger depot and the attached utilitarian freight depot. In many small-town railroad depots in Georgia, the freight room is an integral part of the depot building; in this instance, it occupies a separate functional structure from the passenger depot.

Transportation. In terms of Greensboro's transportation history, this depot is significant for its association with the Georgia Railroad. This company was one of Georgia's earliest railroads. The transportation network developed by the Georgia Railroad provided a direct connection between Greensboro and the Atlantic coast via the Charleston-Hamburg line and access to Athens and metropolitan Atlanta. The establishment of a railroad at Greensboro was a strong catalyst in the community's development. Without the railroad, Greensboro's 19th-century agricultural economy could not have developed as it did, since all major agricultural products were shipped by rail, and the location of the railroad in Greensboro was an important factor in the establishment of the Mary Leila Cotton Mill at the turn of the century, which likewise shipped both raw materials and finished products via rail. Related to these major economic developments were the people who historically came and went through the Greensboro Depot. Indeed for a century the railroad was the principal means of personal transportation to and from Greensboro. With the exception of a few warehouses, the railroad depot is the only historic building in Greensboro associated with the railroad and railroad transportation. Thus, even though this building post-dates much of the transportation history of the community, it is important as Greensboro's only tangible link--other than the alignment of the railroad tracks itself--to its important transportation history.

CONTRIBUTING/NONCONTRIBUTING RESOURCES:

1 contributing building

VII. SOURCES OF INFORMATION

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REPRESENTATION IN EXISTING SURVEYS: Historic Structures Field Survey: Greene County, Georgia (state-level survey)

BIBLIOGRAPHY: SEE Bibliography, Section 9, National Register Nomination Form

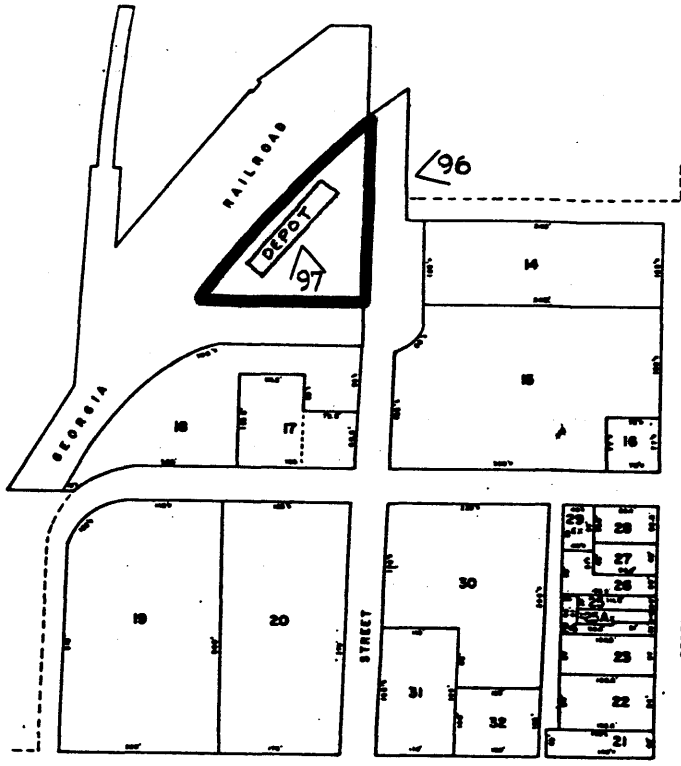
FORM PREPARED BY: SEE Form Prepared By, Section 11, National Register Nomination Form

Historic Resources of Greensboro,  
Greene County, Georgia

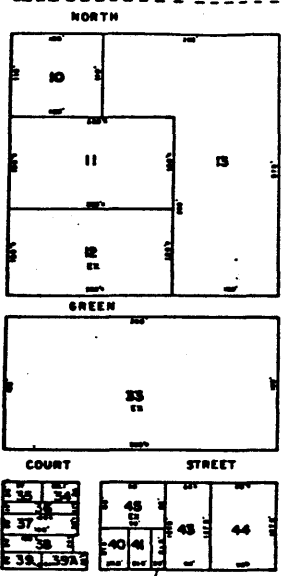
GREENSBORO DEPOT

North: ↑  
 Scale: 1" = 275' 0" ----- 275'  
 Boundary of nominated property: **—————**  
 Photograph /direction of view: >

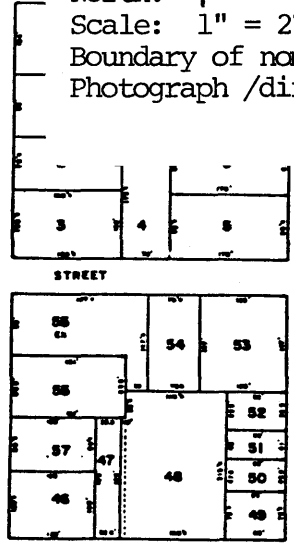
MAP 6-7



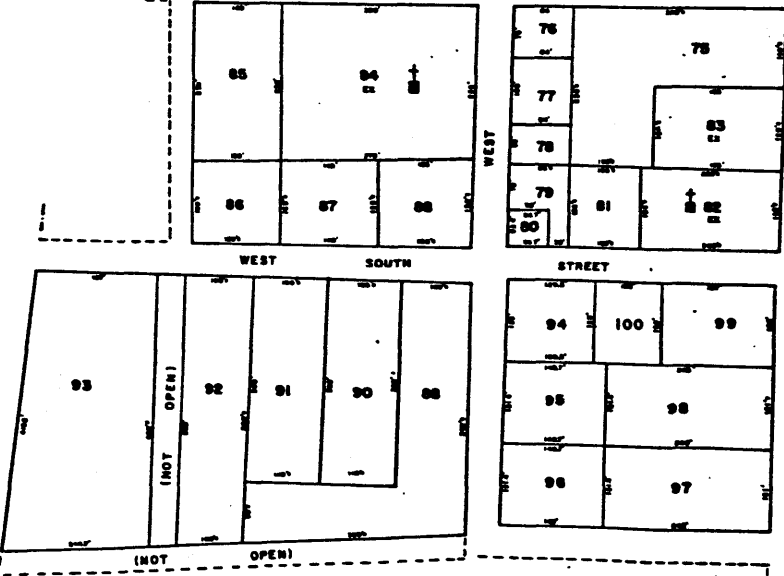
MAP 6-8



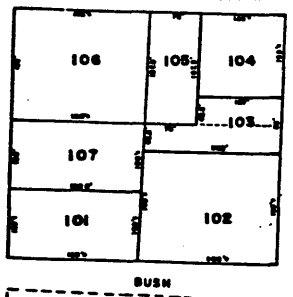
MAP 6-9



MAP 6-10



MAP 6-11



MAP 6-12

