

OWP
EXT



United States Department of the Interior
National Park 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 Blue Ridge Depot

and/or common N/A

2. Location

street & number Depot Street N/A not for publication

city, town Blue Ridge N/A vicinity of congressional district 9th

state Georgia code 013 county Fannin code 111

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public (building)	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private (land)	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> n/a in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> other: Vacant

4. Owner of Property

name 1) Building: N.L. Prather, Mayor
2) Land: C.W. Ashby, Supt.

street & number 1) City of Blue Ridge
2) Family Lines System, P.O. Box 1779

city, town 1) Blue Ridge N/A vicinity of state 1) Georgia 30513
2) Atlanta 2) Georgia 30301

5. Location of Legal Description

courthouse, registry of deeds, etc. Superior Court

street & number Fannin County Courthouse

city, town Blue Ridge state Georgia

6. Representation in Existing Surveys

title Historic Structures Field Survey: has this property been determined eligible? yes no
Fannin County, Georgia

date 1975 federal state county local

depository for survey records Historic Preservation Section, Department of Natural Resources

city, town Atlanta state Georgia

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 Blue Ridge Depot is a one story, wood frame weatherboarded building built in 1906 to house railroad passengers and freight. It was built in the style of similar railroad buildings of the early 20th Century with wide, overhanging eaves supported by diagonal brackets. It is adjacent to the railroad tracks and is surrounded on three sides by a parking lot. The depot is centrally located in downtown Blue Ridge.

The exterior of the depot has a central chimney and two small, weatherboarded gables on the roof. It has three different rows of paneling surrounding the entire building. The bottom row is made up of vertical tongue and groove boards; the window or middle row is composed of small horizontal weatherboards broken up by the windows; and the uppermost row contains vertical boards again.

Exterior details include the brackets that support the overhanging roof. Those that join the building at its corners do so at beaded corner boards. The exterior windows throughout the building are hung one over one with large single panes. Each of the exterior doors also has large single pane transoms overhead, some of which open for ventilation. The depot still supports two signs that give the station's name. There is a loading platform that surrounds the northeast end of the building adjacent to the freight area.

The interior of the depot is divided into a freight area and a passenger/office area. The freight area, in the northeast end, consists of one large room with trusses that support the roof, a timber plank floor raised above the rest of the depot floor, and high wainscoting. The freight area exits consist of four sliding doors. The passenger/office area contains a ticket office with double beaded tongue and groove horizontal paneling and similar vertical wainscoting. Wall areas are divided by a chair rail. The ceiling is also tongue and groove paneling. This room has been subdivided. Nearby are two waiting rooms finished in the same manner as the office.

The depot is built over a balloon frame. The depot is adjacent to the railroad tracks in the middle of the town of Blue Ridge. The tracks divide the town with commercial buildings on either side and a city park nearby. There is no landscaping on the depot property. The building is surrounded by the railroad tracks and a parking lot of asphalt and gravel. There are no outbuildings.

Major changes to the depot have been the subdividing of the office area and the adding therein of modern equipment. Many of the windows have been temporarily boarded over.

PHOTOGRAPHS

The Historic Preservation Section has determined that the photographs taken March, 1981 still represent the character and appearance of the property. No significant changes have been made since that 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/ humanitarian
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" 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 1906 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The Blue Ridge Depot is historically significant in the areas of architecture and transportation. Architecturally it is significant because it represents a good example of an early 20th Century depot designed and built to serve its essential functions. It retains most of its major elements of design, material and workmanship. In transportation history it is significant because it symbolizes the effect that the advent of the railroad had on the life of an existing small settlement in north Georgia. The railroad brought an influx of Northern visitors seeking health cures at the local mineral springs and this growth resulted in Blue Ridge becoming the county seat. These areas of significance support property eligibility under National Register criteria A and C.

The design of the Blue Ridge Depot shows a lack of Victorian ornamentation characteristic of much early 20th Century, Post-Victorian architecture and thus breaks with earlier, more ornate depots. Its wood construction also separates it from more substantial depots such as the stone one in nearby Ringgold or the brick ones from antebellum days, such as in Dalton. It was built without frills, with rooms for its major functions, freight and passengers. The depot embodies significant elements of its original design, material and workmanship. Of special note are the large brackets that support the overhanging roof eave, the three variations of paneling on the exterior, and the large one over one window panes.

Railroad transportation came to this area in the form of the Marietta and North Georgia Railroad when it built a route in 1890 to the small town of Blue Ridge. This was part of the Atlanta to Knoxville, Tennessee route and resulted in an influx of visitors to the mineral springs as well as more county business. This caused the county seat to be moved here in 1895. The population rose from 264 in 1890 to 1,184 in 1900. Much of the new population was employed in the railroad shops until they were moved in 1906. The original, earlier depot burned and this one, built in 1906, continued in the same important role to the community, serving as the town's only depot. Passenger service ended in 1951, as it has almost everywhere else in Georgia. The railroad is currently leased to the Louisville and Nashville Railroad of the Family Lines System and continues freight service to Blue Ridge, although this depot is no longer used.

The depot has recently been leased to the city of Blue Ridge for future use by the Blue Ridge Mountains Art Association, Inc. whose goal is the promotion of mountain crafts.

9. Major Bibliographical References

Draft nomination/information form prepared by Blue Ridge Mountains Art Association, 1980.

"The Town of Blue Ridge in 1900" by Leroy J. Weese in The Blue Ridge Summit Post, March 8, 1979.

10. Geographical Data

Acreeage of nominated property Less than one acre

Quadrangle name Blue Ridge, Georgia

Quadrangle scale 1:24000

UMT References

A

1	6	7	4	4	5	6	0	3	8	6	1	2	0	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 The nominated property is an area 75' by 200' that is directly associated with the depot and marked out of a larger parcel of land owned by the railroad. This property is shown on the attached map.

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 Kenneth H. Thomas, Jr., Historian

Historic Preservation Section

organization Department of Natural Resources

date May 18, 1982

street & number 270 Washington Street, SW

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 National Park Service.

State Historic Preservation Officer signature

Elizabeth A. Lyon
Elizabeth A. Lyon

title State Historic Preservation Officer

date 5/25/82

For NPS use only

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

Delores Byers
Keeper of the National Register

Entered in the
National Register

date 7/15/82

Attest:

date

Chief of Registration