

PH006 4963

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Georgia
COUNTY: Dougherty
FOR NPS USE ONLY
ENTRY DATE FEB 13 1975

1. NAME

COMMON:
Union Depot

AND/OR HISTORIC:
(Terminal Station)

2. LOCATION

STREET AND NUMBER:
~~East~~ ~~Dead End~~ Roosevelt Avenue and ~~Dead End~~ North Front Street

CITY OR TOWN:
Albany

CONGRESSIONAL DISTRICT:
2nd - Dawson Mathis

STATE: Georgia CODE: 13 COUNTY: Dougherty CODE: 095

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) <u>Unoccupied</u>

4. OWNER OF PROPERTY

OWNER'S NAME:
Albany Terminal Station Company

STREET AND NUMBER:
c/o Southern Railway, 1187 Avenue

CITY OR TOWN:
Albany

STATE: Georgia CODE: 13

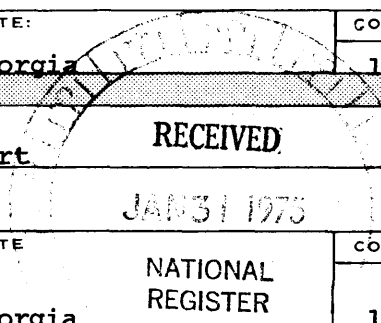
5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Record Room, Courthouse, Clerk of Superior Court

STREET AND NUMBER:
Courthouse, 225 Pine Avenue

CITY OR TOWN:
Albany

STATE: Georgia CODE: 13



6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Georgia Heritage Trust

DATE OF SURVEY: July, 1973 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS:
Georgia Heritage Trust, Department of Natural Resources

STREET AND NUMBER:
270 Washington Street

CITY OR TOWN:
Atlanta

STATE: Georgia CODE: 13

SEE INSTRUCTIONS

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7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input checked="" type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

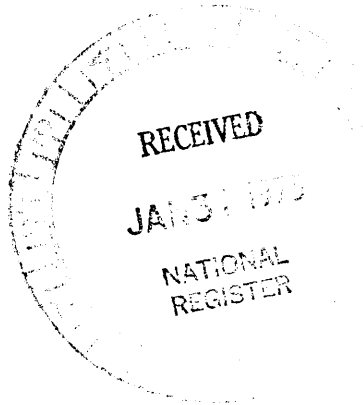
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Albany Passenger Terminal Station, built shortly before 1910, is located at the end of an open brick plaza at the dead end of Front Street.

The depot, as it is most commonly called, is a long, low hip roofed structure of dark red brick and wide, overhanging eaves. The building is actually composed of 3 sections. The two large waiting rooms, ticket offices, and restroom areas are contained in the center building. A large baggage room is separated from the main station by a wide covered passengeway; and on the opposing south side of the waiting room is a covered passageway leading to a separate building once used as a restaurant. Extensive umbrella sheds cover the concrete platforms along the tracks.

In detail the front facade of the depot is that of a solid brick wall defined by groups of long narrow beveled edge glass windows between the double door entrance areas with flat bracketed roofs supported by brick piers.

The train tracks run north and southeast of the paved area that sets the depot in a Renaissance plaza type setting.



SEE INSTRUCTIONS

SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) c. 1910

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input checked="" type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	<u>History</u>
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		_____
<input type="checkbox"/> Conservation			_____

STATEMENT OF SIGNIFICANCE

The Albany Passenger Terminal or Depot was opened in 1910 as a result of the increased railroad usage that made Albany a major southwest Georgia city. Even the building's architecture with its progressive Wrightian prairie school design approach, bespeaks of the forward moving actions of early 20th century Albany. The increased construction of railroad lines to Albany brought a new era of more dependable transportation which drew southwest Georgia into closer contact with the world and a quicker development of the region.

By Circa 1900 seven railroads including the Atlantic and Gulf, an extension of the Southwestern Railroad, the Albany and Northern, the Columbus Southern and the Georgia Northeastern Railroad were coming into Albany. As many as 35 passenger trains came through Albany daily. Just before World War II, several luxury trains including the Flamingo, Dixie Flyer and Seminole passed through Albany, coming directly from Chicago enroute to Miami. This passenger terminal served the city of Albany for over sixty years the last passenger train leaving Albany on May 1, 1971.

As for the architectural qualities of the Albany Passenger terminal, the building serves, even more than the railroad history, in recording the significance of Albany's progressive state during the early 20th century by its innovative use of the Prairie school design. The emphasis on the horizontal by low hipped rooflines, the use of ribbon windows, and massive rectangular porch piers are principle characteristics of the Prairie style - the style which Frank Lloyd Wright first used in residential architecture in 1900 - less than ten years before the Terminal Station's construction. To have translated the stylistic qualities from residential to commercial use, from the mid west to southwest Georgia in less than ten years is especially significant. Although extensive research has not produced the name of the designing architect for the Albany depot, surely one of sophistication and keen awareness was responsible for this design.

The passenger Terminal is the last remaining vestige of Albany's passenger railroad service and with its importance architecturally and to the area's economic development, it is worthy of recognition and preservation. Presently the building is unoccupied but plans have been proposed for its adaptive use when funding becomes available.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Gunneld, Mrs. Whitfield, submitted first draft of nomination form; on file at Historic Preservation Section, Department of Natural Resources Macgregor, Elizabeth Z., personal inspection, 1974; telephone conversation with representatives of Southern Railroad, Seaboard, Winter 1974-5

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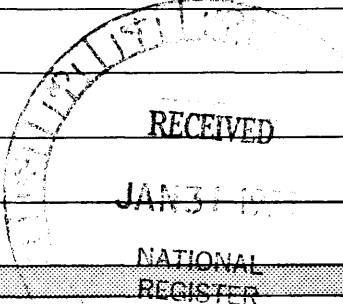
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		31° 34' 53"	84° 08' 57"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: less than one acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Elizabeth Z. Macgregor, Architectural Historian

ORGANIZATION: Historic Preservation Section - Dept. of Natural Resources DATE: 1-27-75

STREET AND NUMBER: 270 Washington Street, S.W., Room 703C

CITY OR TOWN: Atlanta STATE: Georgia CODE: 13

12. STATE LIAISON OFFICER CERTIFICATION **NATIONAL REGISTER VERIFICATION**

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name: Jackson O'Neal Lamb
Title: STATE HISTORIC PRESERVATION OFFICER
Date: January 27, 1975

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

AR Wooten
Director, Office of Archeology and Historic Preservation

Date: 2/13/75

ATTEST:

[Signature]
Keeper of The National Register

Date: 2-12-75