

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name SUMMERVILLE DEPOT
other names/site number N/A

2. Location

street & number 120 E. Washington Ave.
city, town Summerville (N/A) vicinity of
county Chattooga code GA 055
state Georgia code GA zip code 30747

(N/A) not for publication

3. Classification

Ownership of Property:

- private
- public-local
- public-state
- public-federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property:

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	1	0
sites	0	0
structures	0	0
objects	0	0
total	1	0

Contributing resources previously listed in the National Register: N/A

Name of related multiple property listing: N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets the National Register criteria. () See continuation sheet.

Elizabeth A. Lyon
Signature of certifying official

12/16/91
Date

Elizabeth A. Lyon
State Historic Preservation Officer,
Georgia Department of Natural Resources

In my opinion, the property () meets () does not meet the National Register criteria. () See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency or bureau

5. National Park Service Certification

**Entered in the
National Register**

I, hereby, certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other, explain:
- see continuation sheet

Delores Jones 1/29/92

Ju
Signature, Keeper of the National Register Date

6. Function or Use

Historic Functions:

TRANSPORTATION/rail-related

Current Functions:

SOCIAL/clubhouse

RECREATION AND CULTURE/museum

7. Description

Architectural Classification:

NO STYLE

Materials:

foundation	unknown
walls	wood
roof	asbestos shingle
other	N/A

Description of present and historic physical appearance:

The Summerville Depot, located in northwest Georgia in the small county-seat town of Summerville, is an excellent example of a combination railroad passenger and freight depot constructed in the early 1900s. It was built in the prairie style.

The depot is a frame building, one-story high, hip-roofed with wide eaves, with weatherboard siding. The depot has tongue-and-groove exterior "wainscoting", six over six double hung windows, paneled wood doors, and a bay window in the office. It contains original hardware and ornamentation. There is an inscription in the side brass door plate signed and dated 1918. The original block and tackle and telegraph key have been located and will be restored to the property.

The interior plan includes a ticket room entrance located in southwest corner with two passenger waiting rooms located off the ticketing room. The bulk of the interior of the depot is devoted to the large freight room at the north end of the building.

The interior walls are painted tongue-and-groove boards. The freight room is not ceiled. There is four foot high wainscoting throughout the passenger area. The passenger waiting rooms retain their original windows and dimensions. The original windows are intact, as are the original freight room doors.

The block and tackle will be restored. The plumbing dates from the 1940s. There was no plumbing in the original 1918 structure.

The depot is located about 50 feet from Town Branch, an original source of water for Summerville. The historic landscaping noted in a 1920s photograph will be duplicated in a proposed restoration.

United States Department of the Interior
National Park Service

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The depot is located on East Washington Street along an historic residential street on a lot bounded on the west side by a small store building. It is two blocks from the Chattooga County Courthouse and the central business district of Summerville.

The use of the building as a crafts "boutique" in the 1980s left the structure virtually unaltered. The addition of electricity in the 1930s and plumbing in the 1940s are compatible with the design of the building.

The only major change to the building is the loss of the wooden loading dock/platform. It was 20 feet long and encircled the freight room. It will be rebuilt using a historic photograph as a model.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria:

A B C D

Criteria Considerations (Exceptions): N/A

A B C D E F G

Areas of Significance (enter categories from instructions):

ARCHITECTURE
COMMUNICATIONS
TRANSPORTATION

Period of Significance:

1918-1941

Significant Dates:

1918

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

unknown

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Significance of property, justification of criteria, criteria considerations, and areas and periods of significance noted above:

Narrative statement of significance (areas of significance)

The Summerville Depot is significant in architecture because it is a good example of a small town (but county seat) railroad depot designed and built in a functional manner with the necessary rooms: ticket office, two separate waiting rooms for black and white, and a freight room, and no unnecessary frills. It also has many of the architectural features associated with depot design in Georgia: a long, low form, a roof with wide overhanging eaves, a bay window along the tracks, and modest architectural detailing. It was designed by company engineers of the Central of Georgia Railroad. This type of "combination" depot is typical not only on the Central of Georgia line, but also along many rail lines throughout Georgia. This particular depot was built near the end of the era of historic depot construction in Georgia, which spanned a century from the 1830s through the 1920s. It is significant in communications because the telegraph office contained within was the town's (and the county's) primary telegraph office for several decades during an era when this technology provided the major communication link between small towns like Summerville and the larger world. The depot is significant in transportation because it served as the primary arrival and departure point for Summerville's citizens and visitors for nearly forty years, from 1918 to the 1950s. As the only depot for the county seat of government, the depot was located at the focal point for many of the county's most important arrivals and departures. Most manufactured goods and agricultural products were shipped to and from the community through this depot as well.

National Register Criteria

The Summerville Depot meets National Register Criterion A for its association with "events...[and] broad patterns of our history" because it served as the county seat depot for a small northwest Georgia town during the historic period between the two World Wars and afterwards. During these crucial years, it saw the county's World War One soldiers return from service, all the comings and goings of its citizens during the hey-day of the railroad in America, and at the close of the historic period, the troops leaving for service in World War II. Because it sat on one of the main lines leading north between Atlanta and Chattanooga, it naturally was the market point for the county's farmers and the distribution of their products. The depot also served as a mail and message center, as a drop point for the U. S. Post Office and as the local telegraph office. In all of these areas, it served as a multi-use facility for its community.

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The depot is also significant under criterion C because of its functional design. It was designed to be useful and in keeping with the no-frills kind of community in which it was built, a design was chosen, from many no doubt on hand at the railroad headquarters, which would be appropriate. In keeping with the civil rights social divisions of the times, the railroad had two separate-but-equal waiting rooms, one for black and one for white citizens. The functional nature of the depot is apparent with the ticket office being in the middle of the building with the waiting rooms on the south side and the freight room on the north side. Some ornamentation existed, but only in the forms of wainscoting in the waiting rooms and ticket office, and this, again, was more functional, than decorative, in nature. Due to its location off from center in the town's plan, it did not have a major street presence and thus did not need to be situated in any way to be the town's focal point architecturally. It is this functional design in all aspects that make this a significant building.

Criteria Considerations (if applicable)

N/A

Period of significance (justification, if applicable)

The period of significance is from the time this particular depot building was erected (1918) until the end of the historic period (1941).

Contributing/Noncontributing Resources (explanation, if applicable)

N/A

Developmental history/historic context (if applicable)

The history of the Summerville Depot begins nearly eighty years before this building was erected. It starts with the opening of the area for white settlement.

On the last Friday of 1838, Governor George Gilmer signed a bill creating Chattooga County from the northern portion of Floyd County and the southern portion of Walker County. The need for a county seat thus became the issue of the day. Eventually a site owned by General John F. Beavers was selected, a site which provided ready access to General Beavers' "Big Spring." (General Beavers' house in what is now Fulton County is on the National Register. He later moved to Texas.) The town, originally chartered as Selma, Georgia, officially became known as Summerville on March 11, 1840. The citizens of the county were primarily engaged in agriculture, although the seat of government

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was located only a few miles south of the site where, by 1845, the prosperous Trion Factory would be established.

Although the Summerville Railroad was chartered in 1874, it was not until 1888, thanks to the advocacy of influential citizens of Summerville and Trion, that the Chattanooga, Rome and Columbus Railroad made its first run through Chattooga County. This railroad ran up the western edge of Georgia, not far from its border with Alabama in many spots. It would connect northwest Georgia with Atlanta via Rome. It appears that until that time the only public transportation was provided by stagecoach lines. There was no depot in the county seat for that inaugural run but one was built shortly thereafter in the 1870s.

The railroad became the Chattanooga, Rome, and Southern Railroad in 1897, and Summerville received a new--very simple and very small--frame depot in 1897. With the coming of the twentieth century, and the construction of additional textile mills, the county began to prosper in areas other than agriculture and the railroad became more important for transporting goods and citizens. In 1901, the C R & S Railroad was sold to the Central of Georgia, one of Georgia's original three railroads created in 1833.

In late November 1917, citizens of Summerville were awakened by the Summerville Cotton Mills whistle, the town's fire alarm. The depot was on fire. Fire prevention in Summerville was primitive even for that date. (It was not until the Summerville Baptist Church and Cleghorn Store burned in the late 1930s that citizens organized a fire department). The Summerville Depot was a total loss.

The Central of Georgia commissioned a new depot almost immediately. Work was begun in February 1918 and completed May 25, 1918. The work order indicates that the depot's plans were "Combination Depot Class A" from Standard Plan 8800, ICC Type III. Frame, with a cypress shingle roof." With no plumbing, but with electricity, it was to be heated by stoves. Its cost was \$6800. The result was the handsome, low-slung, A-frame combination depot still seen in Summerville today.

The automobile was making headway in the county--the Cleghorn family having owned one as early as 1909. While the freight business remained important, the passenger train industry was losing ground even as the new depot was being built in Summerville. Passenger service was discontinued completely by the end of 1950.

Huge tractor-trailers and improved interstate highways began to impact the need for freight trains, and by the mid-1970s, the Summerville Depot was reduced to serving as a part-time warehouse.

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The Depot served briefly during the late 1980s as a craft store, operated by Mr. and Mrs. Caswell Huff.

In 1989, the depot was acquired by the Chattooga County Historical Society--the building purchased from the Huffs and the land leased long-term from the Norfolk Southern Corporation (the successors to the Central of Georgia). Though trains between Chattanooga and Summerville are few and far between, the society is enacting its plans, backed by an enthusiastic community, to restore the depot and preserve an important part of the reason for Summerville's and Chattooga County's prosperity today. The depot will be used for meetings of the historical society (and other civic organizations); will house the society's genealogical/historical archives; and will be home to mini-museum exhibits which will help the children of the community to understand the importance of their heritage.

9. Major Bibliographic References

Strickland, Steven W. "The Summerville Depot." Historic Property Information Form, November 7, 1989, submitted March 12, 1991. On file at the Office of Historic Preservation, Department of Natural Resources, Atlanta, Georgia. With additional information gleaned from the Central of Georgia Railroad Collection, Georgia Historical Society, Savannah, Georgia.

Previous documentation on file (NPS): (X) N/A

- () preliminary determination of individual listing (36 CFR 67) has been requested
- () previously listed in the National Register
- () previously determined eligible by the National Register
- () designated a National Historic Landmark
- () recorded by Historic American Buildings Survey #
- () recorded by Historic American Engineering Record #

Primary location of additional data:

- (X) State historic preservation office
- () Other State Agency
- () Federal agency
- () Local government
- () University
- () Other, Specify Repository: Chattooga County Historical Society, Summerville, Georgia.

Georgia Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property less than one acre

UTM References

A) Zone 16 Easting 651880 Northing 3816410

Verbal Boundary Description

The nominated property is just the depot and the land directly underneath it. It is marked on the attached plat map/tax map.

Boundary Justification

Only the depot and the land on which it sits are proposed for nomination. Although the depot is owned by the Chattooga County Historical Society, the land on which it sits and the surrounding lot are owned by the Norfolk Southern Corporation. The railroad-owned property outside the building's footprint contains no National Register-eligible historic resources.

11. Form Prepared By

name/title Kenneth H. Thomas, Jr., Historian
organization Office of Historic Preservation, Georgia Department of Natural Resources
street & number 205 Butler Street, S.E., Suite 1462
city or town Atlanta **state** Georgia **zip code** 30334
telephone 404-656-2840 **date** December 13, 1991

(HPS form version 11-02-90)

United States Department of the Interior
National Park Service

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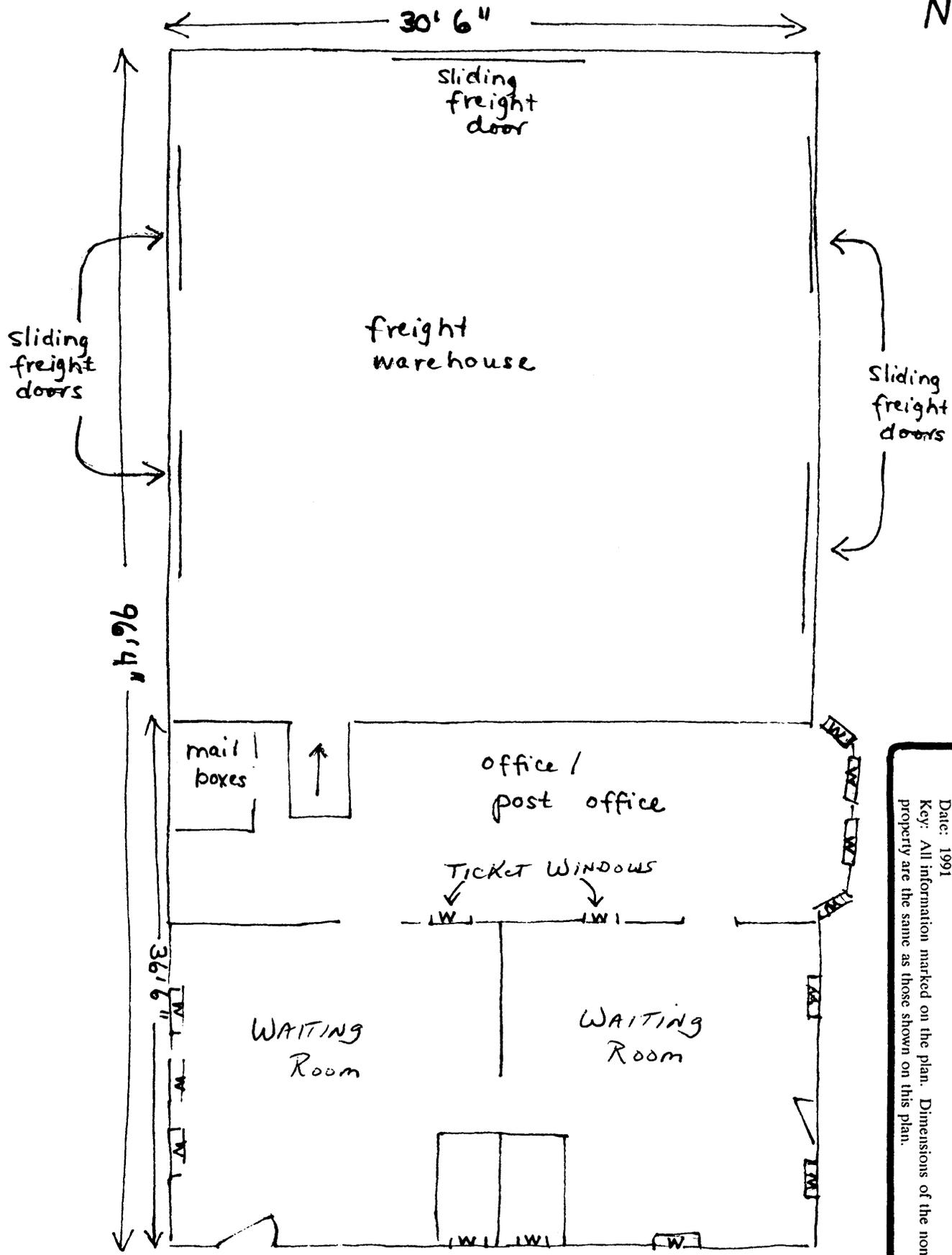
Photographs

Name of Property: Summerville Depot
City or Vicinity: Summerville
County: Chattooga
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: September, 1991

Description of Photograph(s):

- 1 of 8: South (entrance) and east facades; photographer facing northwest.
- 2 of 8: East and north facades; photographer facing southwest.
- 3 of 8: North and west facades, showing area of removed platform; photographer facing southeast.
- 4 of 8: West waiting room, looking toward ticket window; photographer facing northeast.
- 5 of 8: East waiting room, looking toward ticket window/office; photographer facing north.
- 6 of 8: Office/Post Office, showing both ticket windows; photographer facing west.
- 7 of 8: Office/Post Office, looking toward the tracks; photographer facing east.
- 8 of 8: Freight room; photographer facing north.

Summerville Depot
January, 1991



1-floor Plan/boundary Map
 Summerville Depot
 Summerville, Chattooga County, Georgia
 Scale: not to scale
 Source: drawn by Kitty Houston
 Date: 1991
 Key: All information marked on the plan. Dimensions of the nominated property are the same as those shown on this plan.

Kitty Houston
 Coosa Valley RDC, Rome, Ga.