

P10020052

Form 10-300  
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

(Type all entries - complete applicable sections)

STATE: ALABAMA	
COUNTY: DEKALB	
FOR NPS USE ONLY	
ENTRY NUMBER 71.9.01.0014	DATE 9/10/71

#### 1. NAME

COMMON:  
Alabama Great Southern Railroad Passenger Depot

AND/OR HISTORIC:

#### 2. LOCATION

STREET AND NUMBER:  
Northeast Fifth Street

CITY OR TOWN:  
Fort Payne

STATE Alabama	CODE 01	COUNTY: DeKalb	CODE 049
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#### 3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input checked="" type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress Yes: <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No
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 checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

#### 4. OWNER OF PROPERTY

OWNER'S NAME:  
Alabama Great Southern Railroad Company (Southern System)

STREET AND NUMBER:  
99 Spring, S. W.

CITY OR TOWN: Atlanta	STATE: Georgia	CODE 10
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#### 5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
Office of the Judge of Probate

STREET AND NUMBER:  
DeKalb County Courthouse

CITY OR TOWN: Fort Payne	STATE: Alabama	CODE 01
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#### 6. REPRESENTATION IN EXISTING SURVEYS

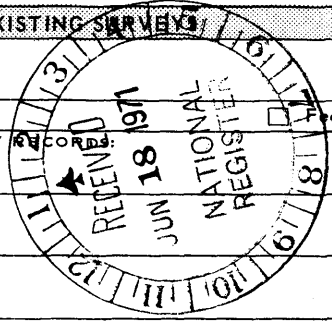
TITLE OF SURVEY:

DATE OF SURVEY:

DEPOSITORY FOR SURVEY RECORDS:  Federal  State  County  Local

STREET AND NUMBER:

CITY OR TOWN:	STATE:	CODE:
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STATE:  
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7. DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Fort Payne Depot was built in 1890-91 in the Richardsonian Romanesque style. The architect was Charles C. Taylor of Cincinnati, Ohio. Its asymmetrical shape is predominantly rectangular measuring 27' x 89'.

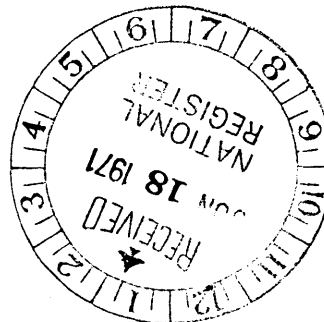
The building is one-story with a very complex hipped type roof. There are two gables, one on the front and one on the left side of the building. On the left front corner is a turret with a conical 'candle snuffer' roof.

The windows are irregular, some having square transoms with flat lintels, and others having arches with lunets. These arches are a combination of Roman and Gothic.

The solidity of the building is enhanced by the native gray sandstone and modified by the use of pink granite for trim.

The interior of the building is finished with woodwork of local pine which was installed by John Ivey of Scottsboro, Alabama. The ceilings are 14' 8" high with exposed beams of 6" x 12" handhewn native pine. The pine flooring has since been covered with tile.

Originally the building was divided into two waiting rooms each with their own ticket windows and toilet facilities. At first these separate waiting rooms served to segregate by sex and later by race. In 1954, when freight and passenger stations were consolidated, part of one of the waiting rooms was incorporated into an office.



SEE INSTRUCTIONS

**SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- Pre-Columbian       16th Century       18th Century       20th Century  
 15th Century       17th Century       19th Century

SPECIFIC DATE(S) (If Applicable and Known)

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 type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic            | <input type="checkbox"/> Industry     | <input type="checkbox"/> Science                   | _____                                    |
| <input type="checkbox"/> Agriculture         | <input type="checkbox"/> Invention    | <input type="checkbox"/> Sculpture                 | _____                                    |
| <input type="checkbox"/> Architecture        | <input type="checkbox"/> Landscape    | <input type="checkbox"/> Social/Humanitarian       | _____                                    |
| <input type="checkbox"/> Art                 | <input type="checkbox"/> Architecture | <input type="checkbox"/> Theater                   | _____                                    |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Literature   | <input checked="" type="checkbox"/> Transportation | _____                                    |
| <input type="checkbox"/> Communications      | <input type="checkbox"/> Military     |  | _____                                    |
| <input type="checkbox"/> Conservation        | <input type="checkbox"/> Music        |  | _____                                    |

STATEMENT OF SIGNIFICANCE

The Alabama Great Southern Railroad Depot at Fort Payne is a fine example of boom town architecture, and one of the few surviving 19th century railroad terminals in Alabama.

In the 1890's several towns in North Alabama experienced booms. According to Charles Grayson Summersell, an Alabama historian, "Fort Payne furnishes an excellent example of boom and panic during this period."

In 1889 the Fort Payne Iron and Coal Company was formed. Within five days \$1,000,000 was raised. Investors, mainly from New England, flooded into the area and a great city was planned. From a community of 500 in 1888, Fort Payne grew into a metropolis of 2,698 in 1890. The necessary facilities for a town this size were planned.

A report of the Alabama Great Southern Railroad for Fort Payne states: "The business was so great as to require the separation of freight and passenger business, and a passenger station. . .is in the course of construction."

Land for the building was purchased September 1890 for \$7,000 from the Fort Payne Coal and Iron Company of which J. W. Spaulding was president. The station was completed in 1891 and the first train stopped there on October 21, 1891. During the height of the boom, monthly receipts often came to \$50,000. The boom ended when neither coal nor iron were found in sufficient amounts, and the town shrank to 1,078.

The depot was always used as such until 1970 when service was discontinued.

In 1966, Fort Payne was asked to select a site of a building which would be recognizable to the local people and which would be a unique and interesting representation of Fort Payne for use in the brochure of the Alabama Mountain Lakes Association. The passenger depot was chosen.

The depot is the sister building of the Fort Payne Opera Building, another remnant of the boom days of North Alabama.

SEE INSTRUCTIONS

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Annual Report, Alabama Great Southern Railway, June 30, 1890.  
Fort Payne Illustrated, published by Fort Payne Coal and Iron Company, 1889.  
 Fort Payne Journal, Wednesday, October 28, 1891.  
 Summersell, C. G., Alabama, Colonial Press: Birmingham, 1957.

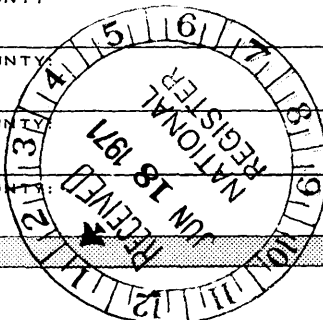
**10. GEOGRAPHICAL DATA**

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	0 ' "	0 ' "		34 ° 26 ' 39 "	85 ° 43 ' 07 "	
NE	0 ' "	0 ' "				
SE	0 ' "	0 ' "				
SW	0 ' "	0 ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: .79 acres

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

STATE:	CODE	COUNTY	CODE



**11. FORM PREPARED BY**

NAME AND TITLE:  
W. Warner Floyd, Executive Director

ORGANIZATION: Alabama Historical Commission DATE: June 9, 1971

STREET AND NUMBER:  
305 South Lawrence Street

CITY OR TOWN: Montgomery STATE: Alabama CODE: 01

**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 Nils B. Toward, Jr.

Title SLC

Date June 11, 1971

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

Ernest A. Connolly  
 Chief, Office of Archeology and Historic Preservation

**SEP 10 1971**

Date \_\_\_\_\_

ATTEST:  
William H. [Signature]  
 Keeper of The National Register

Date \_\_\_\_\_

SEE INSTRUCTIONS