

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 West Point Freight Depot
other names/site number N/A

2. Location

street & number 305 West 5th Street
city, town West Point (N/A) vicinity of
county Troup code GA 285
state Georgia code GA zip code 31833

(N/A) not for publication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:

Contributing

Noncontributing

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 previous listing: 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.

Russell Cross

1-4-05

Signature of certifying official

Date

W. Ray Luce
Historic Preservation Division Director
Deputy State Historic Preservation Officer

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

I, hereby, certify that this property is:

entered in the National Register

Edson Beall

2/24/05

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other, explain:

see continuation sheet

[Signature]

Keeper of the National Register

Date

6. Function or Use

Historic Functions:

TRANSPORTATION/rail-related

Current Functions:

WORK IN PROGRESS

7. Description

Architectural Classification:

NO STYLE

Materials:

foundation	brick
walls	brick
roof	tin
other	N/A

Description of present and historic physical appearance:

Summary Description

The West Point Freight Depot is a brick railroad facility consisting of a long, one-story rectangular warehouse portion with a two-story office portion on a narrow strip of land adjacent to the railroad tracks in West Point. The exterior walls are brick with tin roofs on both sections. There are two chimneys on opposite ends of the two-story portion. There is no exterior ornamentation. The original arched openings and platform for the warehouse portion have been removed and openings bricked in or converted to windows or doors on the west side. Two openings remain on the east side where there is a fiberglass covering over the platform. Two brick porches were added in 1974 replacing the earlier wooden ones on the two-story portion. The warehouse was originally one large room. In 1974 it was converted to maintenance repair by the Chattahoochee Valley Railway and the floor dug out and the lower level paved with concrete. Several rooms were added on the north end at that time. Large roof beam trusses remain with one-inch iron tie rods. The tracks for the former sliding doors also remain, but the doors do not. The two-story office portion was originally four rooms and a hallway downstairs with a staircase to the upstairs and its four rooms. After a 1920 fire, the arrangement was remodeled. In 1974, the two-story portion was renovated, with new interior walls, while keeping the same floor plan. The depot is located just south of the central business district of West Point, with the grounds being gravel, asphalt paving or grass. The CSX Railroad tracks are immediately east of the depot.

National Register of Historic Places **Continuation Sheet**

Section 7--Description

FULL DESCRIPTION

by A. Stephen Johnson

The West Point Freight Depot nomination consists of a narrow sliver of land on the west side of the CSX Railroad (formerly Atlanta & West Point Railroad) tracks, adjacent to the Alabama state line, within the City of West Point. The property contains one structure, a building formerly used as a railroad freight depot, and now vacant. A chain link fence surrounds part of the area adjacent to the building, and several concrete strips and ramps are present on the property. (Photo 1.)

The building is a rectangular brick structure consisting of two sections: (1) a one-story section measuring 100 feet by 34 feet, originally used as a freight warehouse and later as a maintenance shed (photo 6); (2) a two-story section measuring 34 feet by 34 feet, formerly used as office space. (Photo 1.) Two glassed entrance vestibules with steps were added to the exterior of the two-story part c.1974. (Photos 1, 6, and 8.)

The exterior walls of the depot are brick. The roofs of both sections are of tin, but the roof of the one-story section has been coated and perhaps oxidized so that it is of a much darker appearance. Two chimneys are located on opposite sides of the two-story section, the one on the east side being slightly larger. The bricks used in the two-story section appear much newer than the majority of those in the one-story (freight room) section. This is because the one-story section was built c. 1887 out of older bricks, except for the extreme northern end which was added on c.1899 when the two-story office section was built. (Photos 6, 7, and 8.)

The exterior is simple in appearance, with no architectural ornamentation whatsoever. There were originally 4 arched openings and a wooden platform on either side of the one-story warehouse section. (Photos 6 and 7.) All the openings on the west side have been bricked in or converted to windows or doors. On the east side, two of the openings remain, one has been bricked in, and a fourth converted to two windows. The original platform/loading area on the west side has been completely removed. The platform on the east side was converted into a storage space by enclosing it in green fiberglass panels in the 1970s. (Photo 3.)

The one-story warehouse section was originally one large open space, with the floor level at the base of the arched openings. When the Chattahoochee Valley Railway began using the building in 1974, they removed the wooden floor and dug a long rectangular pit in the ground, to use the space for railway engine and railcar maintenance. The lower floor level was paved with concrete. They also constructed several rooms at the north end of the space, with stairs leading to a loft space overhead. The roof trusses are large wooden beams with 1" iron tie rods and are seen on the original blueprints from the 1890s. (Photo 7.)

In the one-story warehouse section, the arched openings were originally covered by sliding wooden doors. The tracks for these doors still remain in some cases, but the doors have not survived. The original arched brickwork can be seen even in those arches which have been bricked up or converted. (Photo 6.)

National Register of Historic Places **Continuation Sheet**

Section 7--Description

The two-story office space was originally divided into four rooms plus a hallway downstairs. A right-angled staircase in one corner led to the upstairs, which had a similar four-room arrangement. The original materials and finishes are unknown, but were probably very simple and functional, with no ornamentation or distinctive features. After the 1920 fire, there was a slight remodeling of the room arrangement, with the cashier's desk moved to the north end room, now room 2. In 1974 the Chattahoochee Valley Railway completely removed the original wall materials in the two-story section and put in all new interior walls, but retained most of the original floor plan. Two bathrooms were added, the downstairs hallway was combined with the adjacent northwest room (room 2) by removing one wall, and the northeast first floor room was divided into two rooms. Part of the first floor southeast room (room 3) was used to accommodate a vault and a furnace room. The present vinyl flooring, carpet, plywood paneling, and Venetian blinds added by the Chattahoochee Valley Railway in 1974 are simple, basic, and inexpensive.

There are very few distinctive interior details. The two-story section contains a simple, right-angled wooden staircase in one corner. (Photo 9.) A vault obtained from the Atlanta & West Point Railroad Office in Atlanta was added to one room by the Chattahoochee Valley Railway in 1974, and is still present. (Photo 10.) Two chimneys are still present, but early heating was probably by wood stoves, and no fireplaces were constructed. Mr. Leroy Pigg indicated that there was an oral tradition that the 1920 fire was caused by an overheated wood stove.

The walls of the building are of plain brick, two feet thick at the base, and one foot thick elsewhere. No ornamentation is present. The roof over the one-story section is supported by wooden trusses on eight foot centers, 2 x 4 purlins on two foot centers, and 1 inch rough cut lumber decking. (Photo 8.) The roof over the two-story section is supported by 2 x 8 rafters on 20 inch centers. Good craftsmanship is evident throughout. The structure, though plain, is very sturdy.

The 1899-1900 blueprints do not show any plumbing, heating, or mechanical systems, but the 1920 blueprint shows toilets added in the warehouse section. Mr. Leroy Pigg stated that there were no toilets or other plumbing facilities in the building when the Chattahoochee Valley Railway occupied it in 1974; they added 3 bathrooms, a gas furnace and air conditioning system, and rewired the entire building, replacing the existing drop cords with fluorescent lighting fixtures.

The grounds are entirely gravel, asphalt paving, or grass. There is no other vegetation other than woody shrubs and vines which have invaded the area along the chain link fence.

The freight depot building was formerly hidden from the main highway (U.S. 29) by several other buildings which have since been demolished and their locations are not on the nominated property. The depot now occupies a prominent position at the entrance of U.S. 29 into the State of Georgia and City of West Point when one arrives from Alabama.

Between the highway and the west side of the depot is a large vacant lot, with an optometrist's office located southwest of the depot, on the state line. The area immediately to the north of the

National Register of Historic Places **Continuation Sheet**

Section 7--Description

depot is vacant, with CharterBank located across former West 6th Street, which has since been abandoned. To the east of the depot are the CSX Railroad tracks, with a pulpwood yard located on the other side of the tracks, adjacent to the Chattahoochee River.

In 1974, the Chattahoochee Valley Railway made extensive renovations to the building. In the one-story section, they removed the wooden floor, dug a pit in the ground, bricked up some of the arches, enclosed the east platform with fiberglass panels to make a storage room, and added several rooms, as previously described. Also, they added two large steel and glass doors, which were taken from their previous maintenance shed across U.S.29, in the south wall, which had formerly been a solid brick wall with a small circular vent. (Photo 5.) In the two-story office section, they removed the original walls, added a vault, a furnace room, and two bathrooms, divided the northeast first floor room into two rooms, and removed a wall between the hallway and the northwest room. They also added the two exterior brick steps and glassed porch entrances. No changes to the building have been made since the Chattahoochee Valley Railway vacated it in 1992.

There are no other buildings or structures on the nominated property.

The building awaits a new use.

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
TRANSPORTATION

Period of Significance:

1887-1954

Significant Dates:

1887

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

Atlanta and West Point Railroad, Resident Engineer's Office, Montgomery, Alabama

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

Statement of significance (areas of significance)

The West Point Freight Depot is significant in architecture as a good example of a late 19th-century urban brick railroad building, built c. 1887 to be a freight warehouse and extended in 1899 to include a two-story brick office portion. A rare set of architectural plans survives showing the office extension, designed by the railroad's resident engineer in Montgomery, Alabama. The plans show the still-surviving freight warehouse trusses as being in place then along with other features which have been covered over since then. The plans show the original features in the office area such as the eight windows on two sides, and the third facade with seven windows and a door, most of which remain. The utilitarian nature of the original building and its overall massing resemble most other railroad freight warehouse buildings and its shape and form in proximity to the railroad tracks indicate its use.

Although the building was altered in the late 20th century, it still retains its essential historic character-defining features. These include, first and foremost, its overall long, narrow form and its subdivision into two main sections, the larger freight room and the small office area or headhouse. Also, virtually all of the major construction materials and technology remain intact including those which give the freight depot its characteristic appearance: thick, load-bearing, masonry walls (in this case built of brick, less commonly of stone) and combination roof trusses of heavy wood timbers and iron reinforcements. These structural elements made it possible to construct a freight room with a clear span and no interior posts or columns. Taken together, all these architectural features define the traditional freight depot as it was generally built between the mid-19th century and the early 20th century in Georgia. The West Point Freight Depot is the only example of this traditional railroad building in the community.

The building is also significant in transportation because it was built to be a new railroad facility in 1887 with the 1899 office extension/addition in a city whose location from its inception and its name indicated that it was at the "west point" of a certain railroad line, on the Georgia/Alabama state line, which actually runs through the town with the Alabama portion known as Lanett. The depot provided space for storage and shipping of materials on the Atlanta and West Point Railroad. The office was added later. The railroad line began in 1851 and eventually connected the two capital cities of Atlanta and Montgomery. The railroad between Montgomery and Atlanta was a major passenger transportation route between 1854 and the 1960s, and many important people passed through West Point. This building replaced an earlier depot torn down and, according to the newspaper of the day, the bricks were probably reused in the 1887 warehouse construction. The passenger depot was located elsewhere in town and no longer exists. The building remained in use by the railroad, under successive owners, until 1974 when it was taken over by the Chattahoochee Valley Railway, a local line, that served the local textile mills. In 1986 CSX Railroad became the owners, and in 1998 they donated it to the City of West Point. The depot served an important function in the economic development of West Point, which had a thriving business district in the late 19th century. For years, the railroad was the only means available to local merchants for receiving shipments of goods from distant cities. It is the only historic railroad building remaining in West Point and is one of the oldest surviving buildings in West Point.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

National Register Criteria

The nomination meets Criterion A because as a freight depot, the building has been a part of the larger transportation history of the city and the region, as a central link between Atlanta and Montgomery, two capital cities. The nomination meets Criterion C because it retains many of its original design elements that make it stand out as a railroad freight depot, including its long, low one story- appearance, with door openings on the side for freight, as well as its original trusses to create the space for the freight portion. All of these features continue to give it the look of a freight depot.

Criteria Considerations (if applicable)

N/A

Period of significance (justification)

The period of significance runs from the building of this depot, 1887, to the end of the historic period, 1954, because the building was in continuous use that entire time as a railroad facility.

Contributing/Noncontributing Resources (explanation, if necessary)

There is only one contributing building, the freight depot, on this nominated property.

Developmental history/historic context (if appropriate)

HISTORY OF THE WEST POINT FREIGHT DEPOT
by A. Stephen Johnson

The railroad first came to West Point in 1851, when the Montgomery and West Point Railroad (later called the Western Railway of Alabama) was completed. In 1854 it was joined by the Atlanta and West Point Railroad, providing a complete link between the capital cities of Montgomery and Atlanta. West Point is located on the Georgia/Alabama state line, exactly half way between the two cities.

The two states originally had railroad tracks of different gauges, requiring all passengers, baggage, and freight to change trains in West Point. Apparently there must have been a brick freight depot located in West Point from the earliest years of the railroad, in a slightly different location. Evidence for this is found in the LaGrange Reporter of March 10, 1887: "The Alabama freight depot, one of the oldest land marks in the city, is being rapidly torn away, and the material moved to the grounds selected for the erection of the new warehouse." It thus appears likely that the present depot was built in 1887, possibly using bricks from the old depot.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

Further articles from the LaGrange Reporter reported the progress of the construction:

On August 18, 1887, "The foundation of the new freight depot and offices has been laid, and work will be vigorously pushed to get them ready for the winter's business. The building will add much to the appearance of that part of the city...more room for storing freight and cotton."

On October 13, 1887, "The depot is being enlarged to receive the increased amount of freight. The walls are complete, adding 110 by some 50 feet to their storage capacity."

A January 26, 1984 newspaper story repeats an oral tradition that the bricks used in the depot were made locally, in McPherson's Brick Yard. This is entirely possible, since that brick yard was known to operate for a number of years in the 19th century. No written records or specific documentation of the brick yard are known to survive, except for its mention in a few newspaper items.

The freight depot is not shown on any Sanborn Fire Insurance maps of West Point. The area shown on the maps ends at present-day West 7th Street, two blocks north of the depot. No West Point newspapers prior to 1918 have survived, and no old photographs of the freight depot prior to 1974 have been located. The 1974 photographs, 1899-1920 blueprints, and newspaper items from 1887 and 1920 are all that could be found to give us any information about the early history of the depot.

The four 1899 -1920 blueprints, part of a set of Atlanta & West Point Railroad blueprints in the Georgia State Archives, provide detailed information about how the depot was expanded to its present size and original use. Plan No. 2-076 "Extension of the West Point Freight Depot" is dated September 26, 1899, and makes it clear that the freight area was expanded by a half-bay when the two-story office portion was added, and the bricks on the exterior reflect that addition. (Photo 6.) The plans shows that the trusses were original. Plan 2-090 shows the original floor plan/room arrangement for the two-story office area built c.1899-1900. Room 1 was the lobby, room 2 was the agent's office and included an adjacent hallway, room 3 was the cashier's room, as well as a workroom. The original use for the four upstairs rooms was not designated. Plan 2-075 shows how the rooms on the first floor were rebuilt after the 1920 fire. The cashier's office was now room 2, and room 3 (formerly two rooms) was a large workroom.

The LaGrange Reporter for November 2, 1900 mentioned the building of the office extension to the freight depot and the conversion of the warehouse portion to totally freight use:

"Mr. Pike, of the firm of Pike Brothers, LaGrange, came down Monday to begin work on our new railroad office for the A. & W. Pt. R.R. This new freight depot is to be built just north of the present depot and is to be a two story, eight room, building. The office will be in this new part while all the old depot will be turned into a wareroom and its size will also be enlarged. This addition is rendered necessary by reason of the large

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

freight business done here. The new structure will be quite an improvement and will add greatly to the looks of the city in the neighborhood of the car-shed."

The 1920 newspaper clipping reporting the fire states that damage was confined to the first floor, implying that the second floor did not need to be completely rebuilt.

The building was used as a freight depot until some time before 1974, when the decline in passenger trains and railway freight shipments resulted in the building being leased to the Chattahoochee Valley Railway, a local railway line serving the textile mills of West Point-Pepperell, Inc. (now West Point Stevens, Inc.), whose headquarters was in West Point. The Chattahoochee Valley Railway made extensive renovations to the building, which have been described above in the Description Section. The greatest changes were made in the one-story warehouse section, which was converted into a maintenance shed so that only the brick walls and roof remained from the original structure.

In 1986 CSX Corporation took over the Atlanta and West Point Railroad, and became the owner of the depot building. The Chattahoochee Valley Railway continued to lease the building until 1992, when they disbanded and vacated the building. CSX transferred ownership of the land and building to the City of West Point in 1998 in exchange for two railroad crossings.

Since the city became the owner, there has been a growing interest in seeing the depot restored and reused. The West Point Historic Preservation Commission has taken that on as one of their missions and were successful in obtaining a Georgia Heritage Grant in 2004 for roof repairs for the depot, but later the city turned it down.

The depot is being restored with local funds with plans for it to become a local history museum featuring local industries, such as textiles, railroads, and the telephone company. Plans are for it to also house a community meeting facility.

9. Major Bibliographic References

Atlanta and West Point Railroad Architectural and Engineering Drawings, 1882-1950, Georgia Division of Archives and History, Morrow, GA. (GASV Private Collections, AC-75-435M)

Books: Gallo, Tom. Chattahoochee Valley Railway: Images of America Series (Charleston, S.C., Arcadia Publishing, 1999). Shows 1974s era photos of the depot.

Courthouse Records: Troup County, GA. Superior Court. Deed of April 1, 1916 including plat to the property.

Interview with Leroy Pigg, retired Chattahoochee Valley Railway employee, by A. Stephen Johnson.

Newspaper sources: The LaGrange Reporter, March 10, 1887, August 18, 1887, and October 13, 1887; The West Point News, December 15, 1920; The Columbus Ledger-Enquirer, East Alabama Today, January 26, 1984.

Photographs: No photographs earlier than 1974 could be located. See book cited above.

Sanborn maps from 1885 to 1922 were examined, but none show the depot building. On microfilm at Troup County Archives, LaGrange, GA.

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

- preliminary determination of individual listing (36 CFR 67) has been requested
- preliminary determination of individual listing (36 CFR 67) has been issued
date issued:
- 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:

- State historic preservation office
- Other State Agency Georgia Division of Archives and History, Morrow, GA, in file with the plans.
- Federal agency
- Local government
- University
- Other, Specify Repository: Troup County Archives, LaGrange, GA

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

10. Geographical Data

Acreage of Property approximately one acre

UTM References

A) Zone 16 Easting 669870 Northing 3638600

Verbal Boundary Description

The boundary is marked on the enclosed Boundary Survey Map, dated October 14, 2003. The nominated property includes the building itself and a portion of land historically associated with the building as shown by a heavy black line on the attached boundary sketch map/plat. This boundary includes the brick building, the surviving enclosed platform, and a representative portion of the land historically associated with the freight depot.

Boundary Justification

The nominated property is a portion of the irregularly shaped parcel that remains associated with the depot and that is owned by the City of West Point, the current owners. It was acquired in 1998 from CSX Railroad, who owns the adjacent railroad tracks.

11. Form Prepared By

State Historic Preservation Office

name/title Kenneth H. Thomas, Jr., Historian
organization Historic Preservation Division, Georgia Department of Natural Resources
mailing address 47 Trinity Avenue, S. W., Suite 414-H
city or town Atlanta **state** Georgia **zip code** 30334
telephone (404) 656-2840 **date** October 29, 2004
e-mail ken_thomas@dnr.state.ga.us

Consulting Services/Technical Assistance (if applicable) () not applicable

name/title A. Stephen Johnson, Chairman
organization West Point Historic Preservation Commission
mailing address P. O. Box 7
city or town West Point **state** GA **zip code** 31833
telephone 706-643-7851
e-mail N/A

- () **property owner**
() **consultant**
() **regional development center preservation planner**
(X) **other:** local preservation organization working with owner/city on depot's restoration

Property Owner or Contact Information

name (property owner or contact person) Joel Wood, City Manager
organization (if applicable) City of West Point
mailing address P. O. Box 487
city or town West Point **state** GA **zip code** 31833
e-mail (optional) N/A

National Register of Historic Places **Continuation Sheet**

Photographs

Name of Property: West Point Freight Depot
City or Vicinity: West Point
County: Troup
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: May 2004

Description of Photograph(s):

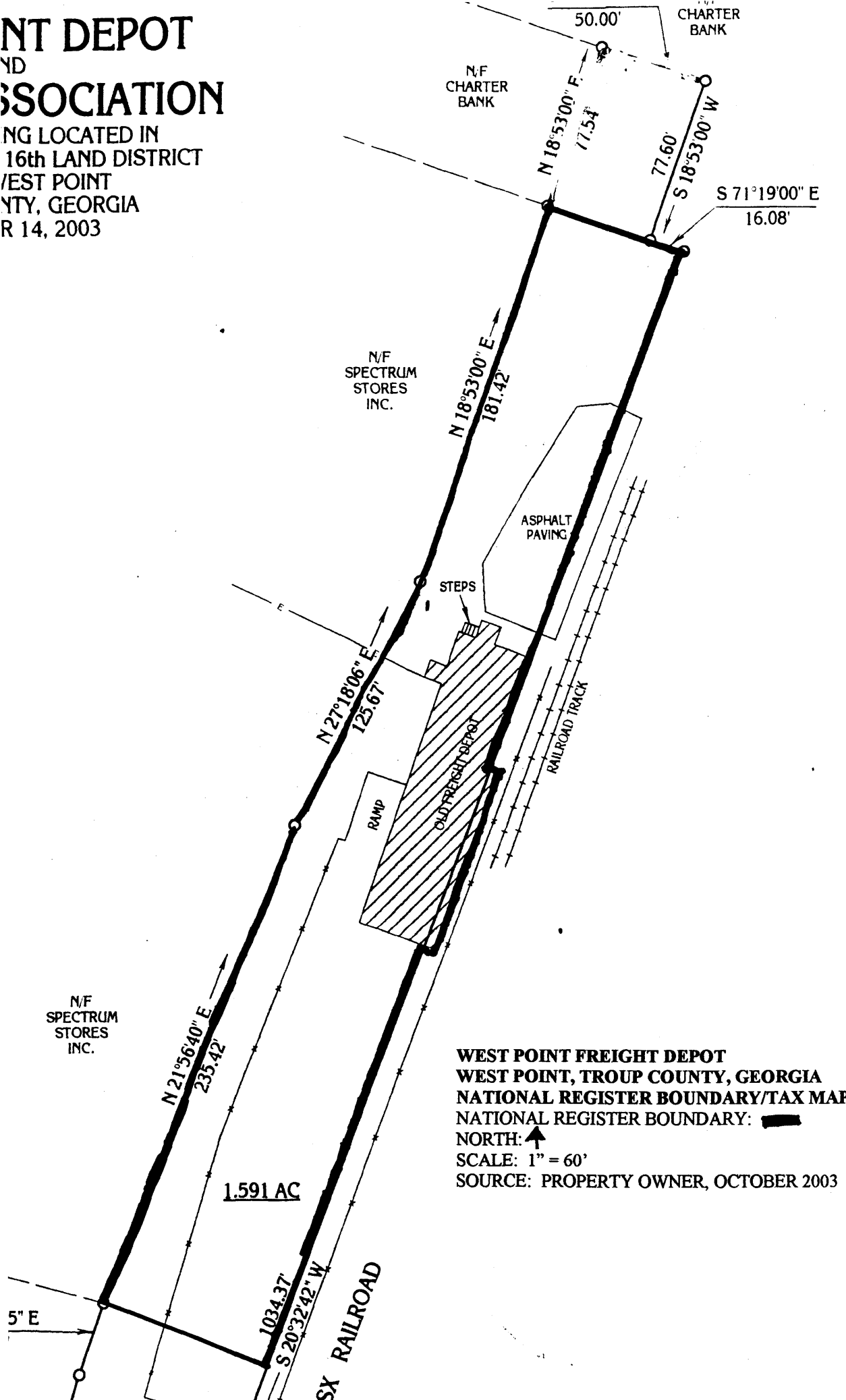
Number of photographs: 13



1. Front (north) facade with east or railroad side; photographer facing southwest.
2. East or railroad facade; photographer facing northwest.
3. East or railroad facade showing temporary 1974 addition; photographer facing northwest.
4. South (rear) facade showing entrance (new cut) to freight room; photographer facing northwest.
5. South (rear) facade showing entrance to freight room; photographer facing northeast.
6. West facade; photographer facing northeast.
7. Interior of freight room; photographer facing northeast.
8. Front facade, showing stairs and 1974 entry porch; photographer facing south.
9. Interior, first floor, room 1, stairs to second floor; photographer facing west.
10. Interior, first floor, room 3, vault; photographer facing southwest.
11. Interior, second floor, top of stairs in room 4; photographer facing south.
12. Interior, second floor, room 7, looking into room 6; photographer facing northeast.
13. Interior, second floor, room 5, looking out over the railroad tracks; photographer facing northeast.

(HPD WORDPERFECT form version 11-03-01)

NT DEPOT ND ASSOCIATION

NG LOCATED IN
16th LAND DISTRICT
WEST POINT
COUNTY, GEORGIA
RECORDED OCTOBER 14, 2003



WEST POINT FREIGHT DEPOT
WEST POINT, TROUP COUNTY, GEORGIA
NATIONAL REGISTER BOUNDARY/TAX MAP
 NATIONAL REGISTER BOUNDARY: 
 NORTH: 
 SCALE: 1" = 60'
 SOURCE: PROPERTY OWNER, OCTOBER 2003

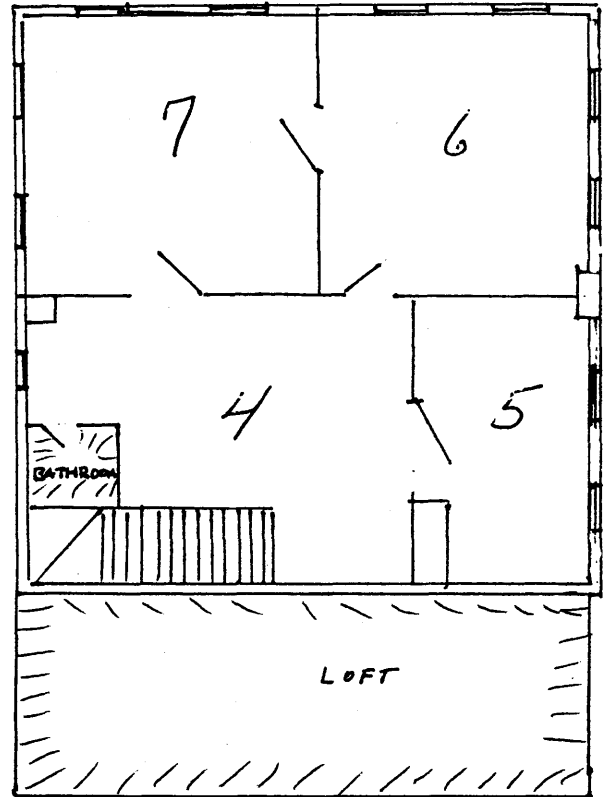
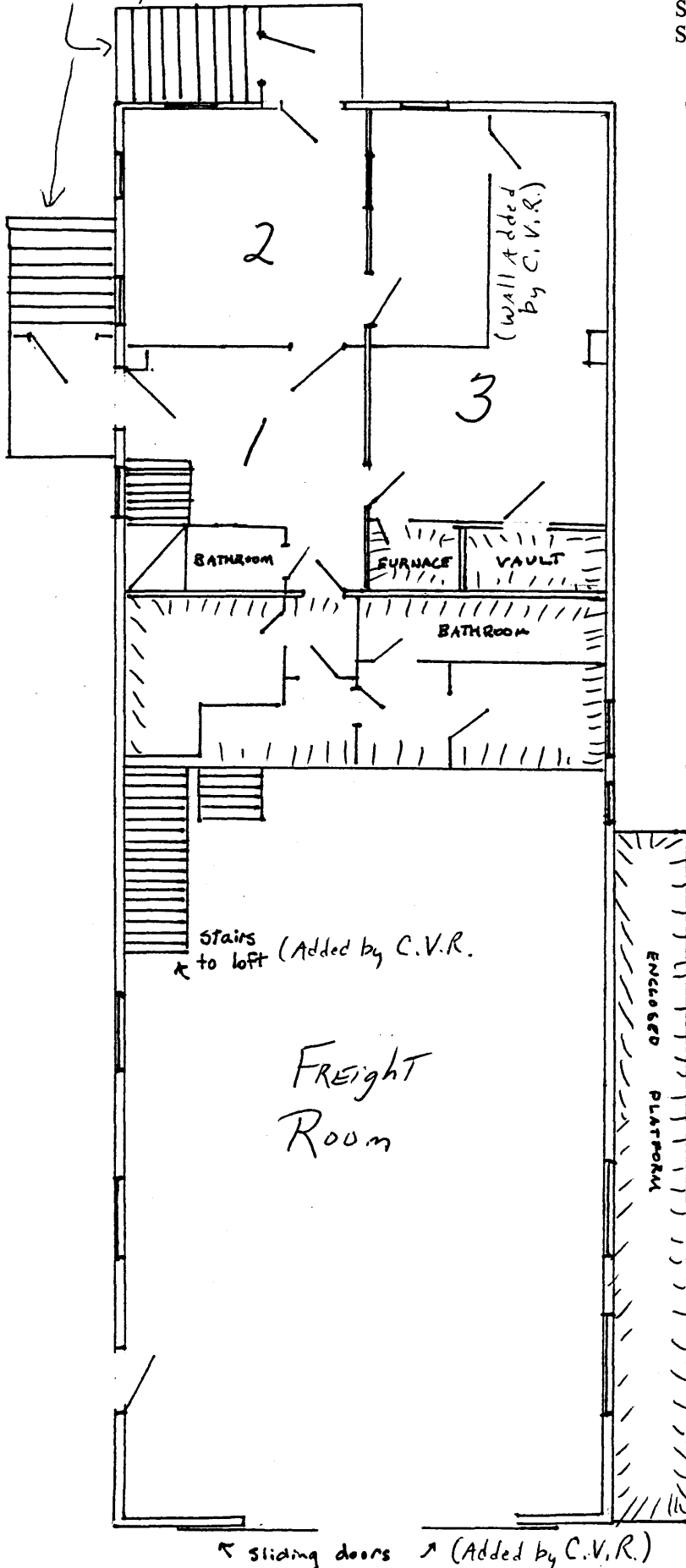
**WEST POINT FREIGHT DEPOT
WEST POINT, TROUP COUNTY, GEORGIA
FLOOR PLAN**

NORTH: 

SCALE: NOT TO SCALE


SOURCE: A. STEPHEN JOHNSON, FEBRUARY 12, 2004

OUTSIDE Steps + Porches
Added by C.V.R.



West Point Freight Depot
Troup County

Drawn by
A. Stephen Johnson
12 February 2004

 Additions made by
C.V. Railway, 1974

Scale: 1" = 12'