

PH 0508136

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY
RECEIVED OCT 31 1977
DATE ENTERED APR 6 1978

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
Western and Atlantic Depot

AND/OR COMMON

LOCATION

STREET & NUMBER
Depot Street, west end of King Street

__NOT FOR PUBLICATION

CITY, TOWN
Dalton

CONGRESSIONAL DISTRICT
7th - Lawrence P. McDonald

__ VICINITY OF

STATE
Georgia

CODE
13

COUNTY
Whitfield

CODE
313

CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

OWNER OF PROPERTY

NAME
State of Georgia, Georgia Building Authority

STREET & NUMBER
47 Trinity Avenue

CITY, TOWN
Atlanta

__ VICINITY OF

STATE
Georgia

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Murray County Courthouse

STREET & NUMBER

CITY, TOWN
Chatsworth

STATE
Georgia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Whitfield County Survey

DATE

__ FEDERAL STATE __ COUNTY __ LOCAL

DEPOSITORY FOR
SURVEY RECORDS
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 type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Western and Atlantic Depot is a structure dating from 1852. Its layout and design reflect its original function as a "combination" depot, handling both freight and passengers. At present the depot is leased to the L. & N. Railroad which uses a portion of the passenger section as locker space for employees.

The east side of the depot lines up with the tracks, and the west side faces what is now a parking lot but used to be a loading lot with access to one of the town's main streets. The north end of the depot has a door to an elevated freight platform, a fairly recent structure, and the south end still maintains its appearance as a passenger entrance and ticket office.

A shallow hipped roof sits atop the one story, rectangular planned brick structure, with overhanging eaves typical of depot architecture. The eaves are supported by beautiful Italianate brackets which are placed in pairs around the building atop brick pilasters that divide the facades into bays. The east and west facades have five elliptically arched loading doors, one in a bay between two blind bays in sequence. The southernmost bays on both east and west sides are occupied by two conventional 6 X 6 windows with stone lintels and sills, indicating the passenger service function of that quarter of the building. The east side has, in addition, a door with stone lintel and another window. Both door and window are now boarded up.

The highly ornamental brackets contrast with the simplicity of ornamentation in the building itself which is done with the contours of the pilasters and their protruding caps, the protruding panels between brackets, and radiating voussoirs, still of brick, of the loading door arches. Placed as they are above the pilasters, the brackets can be read as capitals from a distance.

The southern facade is framed by two pilasters at the corners but none in the middle. A doorway with simple wooden pilasters and a Tuscan entablature is flanked by two windows on each side, which are the same 6 X 6 windows with stone lintels and sills. The door itself is wooden.

The interior of the building follows essentially its original plan with the south door opening into a hallway flanked by what used to be the ticket office and passenger waiting room. The hallway leads to a door that opens to the higher level floor of the storage area. The roof beams are visible, and the walls have not been paneled or insulated. The floor is concrete.

At this time, the depot shows some deterioration, with cracks in the brickwork and several missing or broken brackets. There have been a few alterations to the structure: two square loading doors occupy what were blind bays and the north door is undoubtedly an alteration.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" 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 checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input 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

1852

BUILDER/ARCHITECT

Eugene Le Hardy

STATEMENT OF SIGNIFICANCE

The Western and Atlantic Depot is the oldest standing commercial structure in Dalton and commemorates the founding of the town and its origins as a trade center on the Western and Atlantic line. The depot is all that remains of the original center of town. In addition, it is a fine example of depot architecture in the mid-nineteenth century, one of the few left in the state of Georgia.

The railroad link from Atlanta to Chattanooga was completed in 1850, and the depot was constructed in 1852 on a piece of land that Mark Thornton had deeded to the state of Georgia in 1846 to be used solely for the purpose of establishing a railroad station. Thornton deeded the land surrounding the depot to Edward White, an entrepreneur from Massachusetts who proceeded to lay out a town with the envisioned depot as its center. White named the town "Dalton" after his mother's family and sold lots to businessmen for stores and small industries. The railroad did indeed bring prosperity to the new town and Dalton thrived as a commercial center until the war years.

The W. & A. Depot played a role in the famous Locomotive Chase of 1862 when Andrew's Raiders stole the "General" and were pursued north by the "Texas", which ran backwards. Edward Henderson, a seventeen-year-old telegraph operator, was dropped off the Texas in Dalton to wire ahead to Chattanooga and warn of the Raider's approach.

According to a letter from L. & N. Railroad officials, the depot might have been partially destroyed when Union troops entered Dalton and set fire to several buildings in 1862. It appears that the essential structure of the depot was not damaged and the restoration was confined to roof and interior repair. Since the ornamental brackets are stylistically later than the date of the rest of the building, it is likely that they replaced others lost in the destruction.

Many citizens of Dalton are aware of the depot's architectural and historical value and are concerned about the deterioration of the building. Recent commercial intrusions and their accompanying parking lots threaten the depot at present, having already taken a passenger station built in 1898 and other old structures in the vicinity. Members of the Whitfield-Murray County Historical Society are interested in preserving the depot and adapting it for reuse as a community center or comparable function.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Chester Lapeza, on behalf of the Louisville and Nashville Railroad, letter to Helen Shope, August 27, 1975.

Helen Shope, "Dalton Developed During Big Push of Railroad," Dalton Daily Citizen-News, January 20, 1976.

James Houston Johnston, The Western and Atlantic Depot of the State of Georgia, (Georgia Public Service Commission, c. 1932.)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than one acre
 UTM REFERENCES

A	1,6	6,8,6	0,0,0	3,8	4,9	4,8,0	B			
	ZONE	EASTING	NORTHING	ZONE	EASTING	NORTHING				
C							D			

VERBAL BOUNDARY DESCRIPTION

Beginning at the intersection of the railroad tracks and a point one foot south of the building, following the tracks in a northerly direction to a point one foot beyond the building; thence west to a point 20 feet beyond the building; thence south to a point one foot beyond the building; thence east to the point of the beginning.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME/TITLE Dr. Elizabeth A. Lyon
Carolyn McLean, Research Consultant

ORGANIZATION	DATE
<u>Historic Preservation Section, Department of Natural Resources, November, 1976</u>	
STREET & NUMBER	TELEPHONE
<u>270 Washington Street, S. W., Room 703C</u>	<u>404-656-2840</u>
CITY OR TOWN	STATE
<u>Atlanta</u>	<u>Georgia</u>

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 Acting Chief, Historic Preservation Section DATE 10/18/77

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION	DATE <u>4/6/78</u>
ATTEST: <u>Matthew Cole</u>	KEEPER OF THE NATIONAL REGISTER
KEEPER OF THE NATIONAL REGISTER	DATE <u>3-15-78</u>