

# ATLANTIC COAST LINE RAILROAD

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APPENDIX C



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## APPENDIX C

### Atlantic Coast Line (ACL)

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SVFL

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# ATLANTIC COAST LINE RAILROAD (ACL)

## DEVELOPMENTAL HISTORY OF THE PLANT SYSTEM

*(predecessor in Georgia of the Atlantic Coast Line)*

**Savannah, Florida & Western Railway** (formerly the Atlantic & Gulf Railroad, and incorporating the Brunswick & Western Railroad and the Waycross & Florida Railroad)

In the decades after the Civil War, investor and entrepreneur Henry Bradley Plant, from Connecticut, assembled a network of railroads across southern Georgia and northern Florida. Almost all of the Atlantic Coast Line Railroad's original complement of lines and trackage in Georgia was actually either acquired or built, between 1879 and 1899, by Plant. His network of southern railroads, comprising 2,235 total miles, was referred to as the Plant System.

Henry B. Plant purchased the Atlantic & Gulf Railroad in November of 1879 at a foreclosure sale, and on December 9, 1879 organized the Savannah, Florida & Western Railway (SVFL) to operate the line; throughout his ensuing two decades of endeavors as a railroad magnate, the SVFL would remain Plant's key railroad property within Georgia.

In 1880, Plant, seeing an opportunity for a northward expansion, purchased out of receivership the Savannah & Charleston Railroad, an antebellum line that suffered so much war damage that it did not reopen until 1869-70.

**Other Names:** N/A

**NR Recommendation:** Eligible

**Period of Significance:** 1835-1967

**Physical Status:** Mixed (Active, Abandoned, some sections adapted for use as rail-trails, and some segments repurposed as power line easements)

**Current Owner:** CSX Transportation

**Predecessors:** The Plant System; Savannah, Florida & Western Railway

**Successors:** Seaboard Coast Line; CSX Transportation

**Main Trunk Lines, Main Fork Lines, and Main Branch Lines:**

Savannah to Bainbridge via Jesup, Waycross, Valdosta, Thomasville, and Climax, with a main branch from Climax to Chattahoochee, Florida and a feeder branch from Thomasville to Albany via Pelham and Camilla; Bainbridge to Dothan and Montgomery, Alabama via Donalsonville; Savannah to Charleston, South Carolina via Garden City and Port Wentworth; Brunswick to Albany via Nahunta, Waycross, Pearson, Tifton, and Sylvester; Waycross to Boulogne, Florida via Folkston; Augusta to Greenville, South Carolina via Martinez and Evans

**Branch Lines:** Jesup to Boulogne, Florida via Nahunta and Folkston; DuPont to Live Oak, Florida; Thomasville to Monticello, Florida by way of Metcalf; Thomasville to Miccosukee, Florida by way of Metcalf

He changed the company's name to the Charleston & Savannah Railway (CHSV) and began operating it as part of his growing system; the Charleston & Savannah conveniently connected to the northern end of the SVFL.

The following year, he started an expansion to the south, building the Waycross & Florida Railroad (WAYF) from Waycross to the Florida state line, where it was to join his East Florida Railroad being constructed north from Jacksonville, Florida. After both lines were completed and tied together in 1881, the unified result was a 71-mile long, direct line from



*Savannah yard, Chatham County*

the emerging rail center of Waycross to the important steamship and rail connections at the port of Jacksonville.

Known and operated as the Waycross Short Line, the new link greatly shortened travel time along the Georgia coast by avoiding an older western route, between Lawton, Georgia (now DuPont) and Live Oak, Florida, that was built during the Civil War. Previously, travelers from Savannah to Jacksonville had to go westward to DuPont, 35 miles west of Waycross, then south to Live Oak, Florida, before heading back east to Jacksonville. The new cut-off shortened the trip by more than half.

In 1882, with the above three railroad ventures already under his control, Plant established the Plant Investment Company to acquire other railroads. In the same year, the SVFL built the 32-mile line from Climax to Chattahoochee, Florida. This extension of its mainline connected at Chattahoochee with the Pensacola & Atlantic, an L&N Railroad subsidiary



*Brunswick, Glynn County*

line that ran across the western “panhandle” of northern Florida, from Pensacola to Chattahoochee.

In 1884, Plant consolidated the Waycross & Florida Railroad, along with several railroads in Florida, into the SVFL.

In 1888, he bought the Brunswick & Western Railroad (BRUN). He allowed it to operate independently until 1901 when it, too, was absorbed into the SVFL. Also in 1888, the SVFL constructed its Monticello Branch, from its mainline at Thomasville south to Monticello, Florida.

In the 1889 edition of *The Official Railway List*, the SVFL reported operating 569 miles of railroad with 79 locomotives, 102 passenger cars, and 1,337 freight and miscellaneous cars. By 1894, the figures were 569 miles of railroad with 92 locomotives, 136 passenger cars, and 2,257 freight and miscellaneous cars.



*Overpass, Savannah*

In July, 1890, the company acquired a controlling interest in the Alabama Midland Railway, a new line between Bainbridge and Montgomery, Alabama, giving the Plant System approximately 2000 miles of track.

In 1901, the Plant System constructed

a direct line from Jesup to Folkston, bypassing Waycross and speeding traffic along the eastern seaboard. Waycross remained an important hub, however, for the Plant System's operations, as well as those of other lines.

H.B. Plant served as president of the SVFL from 1880 until his death in 1899. After a period of legal disputes and uncertainty, his heirs broke up his empire of railroads, steamships, and hotels, selling the Plant System of railroads to the Atlantic Coast Line Railroad in 1902.

**Atlantic & Gulf Railroad** (orig. the Savannah, Albany & Gulf Railroad, and incorporating the South Georgia & Florida Railroad)

The railroad that evolved into the antebellum Atlantic & Gulf Railroad (A&G), and later the Plant System's post-war era Savannah, Florida & Western Railway, originated with the Savannah & Albany Railroad. It was first chartered by Savannah interests in 1847, in an effort to provide a seaport connection for the expanding trade of southwest Georgia. Albany, the region's trade center, had developed at the head of navigation on the Flint River, but the river's relatively small size and the lack of suitable harbor facilities at Apalachicola made it difficult to ship cotton to the outside world.

In 1854, the railroad's name was changed to Savannah, Albany & Gulf



*Homerville, Clinch County*

Railroad (SA&G), reflecting the desire to continue the rails from Savannah beyond Albany to the Gulf of Mexico.

The Atlantic & Gulf Railroad began amidst conflict between competing Savannah and Brunswick companies, each of which was seeking to build a railroad from its port on the Atlantic coast to southwest Georgia. Each city wanted to receive the benefit of trade across the southern and southwestern parts of the state, which not only offered rich soil for cultivation, but also an abundance of timber and other natural resources.

Savannah (as represented by the SA&G) had much of the capital needed for its project, while the Brunswick interests, and their Brunswick & Florida Railroad, held the advantage of a provision in the charter that legally gave their project a monopoly over much of the planned route.

The solution was a compromise (ultimately short-lived) between the Savannah and Brunswick based railroads, in which each would build



*Blackshear, Pierce County*



*Alabaha River, Pierce County*

to a shared point of connection in southeast Georgia, from which a new single line would proceed farther west. That new stem line, the Atlantic & Gulf Railroad, was chartered in 1856. Known unofficially as the Main Trunk Railroad, the A&G traversed far southern Georgia from Screven west through Valdosta to Thomasville, thereby forsaking a more northern route towards Albany. Instead, Bainbridge became the ultimate projected destination for the route. Like Albany, Bainbridge is located along the Flint River, but the river to the southern port was more safely and reliably navigable year-round.

The rails from the coast reached Blackshear in April of 1859 and Homerville about six months later. In July of 1860, the first train entered Valdosta. Thomasville was soon connected, and work began on the link from that town to Bainbridge, where steamboats would provide passage to the Gulf. The A&G's failure to pay railroad contractors McDowell and Callahan in late 1860, however, resulted in delays that slowed further westward progress. A few months later, the Civil War brought a change in priorities, and it was not until 1867 that the railroad was finally extended to Bainbridge.

Much of the region traversed by the A&G and the SA&G consisted of sparsely populated pinelands with few farms or towns. Several rivers had to be bridged, including the Ogeechee, the Altamaha, the Satilla, and the Alapaha. Many miles of floodplains and wetlands had to be crossed, necessitating long earthen fills and numerous trestles. The work was done by slaves, owned by the Atlantic & Gulf and the Savannah, Albany & Gulf, of which there were some 1,200 by 1860.

At Screven, the A&G connected with the SA&G, which provided the connection to Savannah. The confusing arrangement was simplified during the Civil War in 1863, when the SA&G and the A&G consolidated into a single company, taking the Atlantic & Gulf's name. To assist the movement of troops and supplies, the A&G and the Pensacola & Georgia Railroad jointly built a branch line from Lawton (now DuPont), Georgia, to Live Oak, Florida, the first rail connection between the two states. Its completion, however, came too late to provide much help in the war effort.

About forty miles of the Atlantic & Gulf's mainline was destroyed or damaged in December, 1864 as part of Sherman's March to the Sea. In his operations report, Col. John M. Oliver of the 15th Michigan Infantry noted that his troops "destroyed fourteen trestles, varying from 30 to 150 yards long, and the Gulf railroad bridge across the Ogeechee, a magnificent bridge 500 yards long..."

After the war ended, the damaged sections of the Atlantic & Gulf were quickly rebuilt, and, in 1869, the A&G purchased the line between Thomasville and Albany then under construction by the South Georgia & Florida Railroad.

In 1879, at the time of its sale to Henry B. Plant, the A&G consisted of a 237-mile main line from Savannah to Bainbridge, with branches adding up to a total of 350 miles of track.

**Brunswick & Western Railroad** (orig. the Brunswick & Florida, then Brunswick & Albany)

Although railroad and business interests in Brunswick and Savannah agreed in the 1850s to collectively support development of a joint line to the southwest corner of the state, the resulting Atlantic & Gulf Railroad did not ultimately end pursuit of a railroad connection between Brunswick and Albany, a line that would eventually be called the Brunswick & Western Railroad. Years prior to the agreement with the rival Savannah, Albany & Gulf Railroad, the Brunswick & Florida Railroad was initially chartered as early as 1835. The new company hoped to open up southern Georgia and northern Florida to the port of Brunswick by building a rail line to the Chattahoochee River at what is now Chattahoochee, Florida. Progress was slow, however, and as late as 1858-59, the line was only completed from Brunswick west to the connection with the Atlantic & Gulf Railroad at Glenmore.

At Schlatterville, about 12 miles east of Glenmore, the Brunswick & Florida Railroad also branched, with a second line running northwest towards Albany. This northern leg crossed the A&G at Tebeauville (also known as Yankee Town and later renamed Waycross). By the time of the Civil War, this branch had reached only to Waresboro.

In 1863, the Confederate government seized the railroad and took up its 60 miles of completed tracks for reuse in what it deemed to be more militarily important regions. The Brunswick & Florida Railroad enterprise did not survive the war, and the line itself lay in ruins after the war, until 1869. The 1869-70 edition of *Poor's Manual of the Railroads* reported that the road "at the present time is in the condition as after dismantlement in 1863."



*Blackshear, Pierce County*

Early in 1869, the Georgia General Assembly approved aid for the rebuilding of the line. A total of \$6 million in state-endorsed bonds was provided to well-connected entrepreneur Hannibal I. Kimball (whose new Kimball House hotel in Atlanta was one of the South's finest) to construct a 235-mile line. Kimball organized a new company and named it the Brunswick & Albany Railroad.

By May of 1869, the tracks had been re-opened from Brunswick to the Atlantic & Gulf Railroad at Tebeauville. Much more work was accomplished in 1870-71 when nearly 200 state convicts, leased to Grant, Alexander & Co., were forced to grade the route farther west. The Brunswick & Albany's trains first reached Albany in October of 1871. The distance traveled over the railroad between its two namesake endpoints was 171 miles.

The old, 12-mile section of the former mainline between Schlatterville and Glenmore, where the Brunswick & Florida had originally connected to the Atlantic & Gulf Railroad, had become unnecessary and was abandoned.

In 1872, the state's General Assembly nullified a bond issue for the railroad. It entered receivership that same year and was sold under foreclosure the following year. On December 19, 1882, it was once again reorganized, emerging as the Brunswick & Western Railroad.

Henry B. Plant's Savannah, Florida & Western purchased control of the Brunswick & Western in 1888. Plant himself became president of the line, with H. S. Haines of Savannah serving as general manager.

In 1889, the railroad operated 23 locomotives, 19 passenger cars, and 333 freight and miscellaneous cars.

The Brunswick & Western was fully and officially merged into the SVFL in 1901, soon before the acquisition of the SVFL and the rest of the Plant System by the Atlantic Coast Line.

### **Waycross & Florida Railroad** (component part of the "Waycross Short Line")

The Waycross & Florida Railroad (WAYF) was incorporated in Georgia in 1879 to build a line from Waycross to the St. Marys River near Folkston. At the same time, the new East Florida Railway was established in Florida to connect the WAYF with Jacksonville, creating a 70-mile railroad marketed in unison as the Waycross Short Line. Construction began in the summer of 1880, and the road was finished in April of the following year. The two railroads were both controlled by Henry B. Plant's Savannah, Florida & Western Railway.

In 1884, the Waycross & Florida and several other railroads were consolidated into the SVFL.

### **Alabama Midland Railway**

Most of the line between Bainbridge and Montgomery, passing through Donalsonville, Georgia and Dothan, Alabama, was constructed in the late 1880s by the Alabama Midland Railway. This railroad company was organized under the direction of Montgomery businessman Joseph Washington Woolfolk, with the financial help of Henry B. Plant. Plant had

been seeking an Alabama extension for his Savannah, Florida & Western, which then ended at Bainbridge, and the Alabama Midland provided the opportunity. Soon after the new line opened in 1890, his Plant Investment Company purchased it and made it a part of the Plant System.

In the 1894 edition of The Official Railway List, the Alabama Midland reported operating 209 miles of railroad, using 18 locomotives and 490 cars.

## **DEVELOPMENTAL HISTORY OF THE ATLANTIC COAST LINE RAILROAD**

The Atlantic Coast Line Railroad was a product of numerous mergers of dozens of smaller lines in the last three decades of the nineteenth century. The organization grew over decades from its earliest origins as the Wilmington & Raleigh Railroad (later renamed Wilmington & Weldon), which was constructed between 1834 and 1840 in eastern North Carolina. After the



*Waycross, Ware County*



*Hinesville, Liberty County*

Civil War, the railroad's owners acquired the Wilmington & Manchester, which they quickly reorganized as the Wilmington, Columbia & Augusta. In 1871, they began using the name Atlantic Coast Line as a marketing name for the two collaborative lines. Other lines in the Carolinas and Virginia were then acquired over the next quarter century

and various joint ownership and partnership agreements were established, some long-lasting and some not.

Given the explicit mention of Augusta as a namesake terminus in one of the organization's flagship lines, the lack of a permanent connection to Augusta had become an unresolved problem for the railroad. Nevertheless, it was not until 1897, when controlling stock of the Charleston & Western Carolina Railway (CHWC) was purchased, that access to the Augusta market came securely into the fold. The ACL's takeover of the CHWC was made possible when, in 1894, the South Carolina legislature forced the financially ailing Central of Georgia to give up its railroad properties in that state. These were the Port Royal & Augusta Railway, which ran from the South Carolina coast to Augusta, and the Port Royal & Western Carolina Railway, which linked Augusta with Greenville and several other towns in the South Carolina piedmont. The progenitor of the Port Royal & Western Carolina was the Augusta & Knoxville Railroad, a 67-mile long line built during 1881-82 to connect Augusta and Greenwood, South Carolina. Within Georgia, its route ran north from Augusta through eastern Columbia County, crossing the Savannah River just upstream of what is now SR 28/Furys Ferry Road.

The Port Royal & Augusta and the Port Royal & Western Carolina were combined and reorganized in 1896 as the CHWC, just a year before its own acquisition by the ACL.

In 1897-98, the various other South Carolina lines (not including the CHWC) in the growing network were consolidated into a newly incorporated company, the Atlantic Coast Line Railroad Company of South Carolina (ACL). On August 8, 1899, the ACL of SC acquired from the Central of Georgia its half-interest in the lease of the Georgia Railroad. This gave the overarching ACL system new connections to the interior of Georgia, by way of the Georgia Railroad's mainline from Augusta to Atlanta, and its branch line from Camak to Macon.

Meanwhile, consolidation of ACL component railroad companies continued in North Carolina and Virginia. Although the owners had decided to try to bring all of their railroads into a single company, it was determined that a state-by-state approach to consolidation was necessary given the varying railroad regulations of each state. The Atlantic Coast Line Railroad Company of Virginia was established in early 1898 and the Atlantic Coast Line Railroad Company of North Carolina was given approval by the North Carolina legislature the following year.

The most favorable regulatory climate was in Virginia, however, and ACL's owners chose that state as the base for the combined holding company. The consolidation was accomplished in early 1900, when the ACL of Virginia absorbed the other companies and dropped the Virginia part of its name to become the Atlantic Coast Line Railroad Company, which was commonly referred to simply by its acronym, "ACL".

In 1902, ACL further expanded its holdings and operations into Georgia and Florida with the acquisition of the Plant System, a large network that had been built-up through acquisitions and consolidations by Henry Bradley Plant, a railroad magnate and hotel developer, over the previous two decades. Plant's principal Georgia railroad operation was the Savannah, Florida & Western Railway (SVFL). The availability of the Plant System for purchase was an outgrowth of his death in June of 1899.



*Satilla River bridge, Waycross vicinity, Ware County*

Also in 1902, ACL gained control of the Louisville & Nashville Railroad, but allowed it to operate independently. The SVFL's original mainline route through Climax in Decatur County offered connection to the L&N's mainline along the Gulf Coast at Chattahoochee, Florida (see LAN system for further information and documentation).

In 1903, ACL built a short, 10-mile branch line southward from Otisca (no longer extant as a community), on the mainline between Climax and Chattahoochee in Georgia's far southwestern corner, to the little community of Amsterdam (also essentially defunct). At the turn of the century and through the early decades of the twentieth century, Amsterdam was a center of shade-grown tobacco used in the making of cigars.

ACL then bought, in 1914, the Florida Central Railroad, a 47-mile long line between Thomasville, Georgia and Fanlew, Florida. Incorporated under Georgia law on August 27, 1907, the Florida Central began operations on May 4, 1908. It was controlled by J. L. Philips & Company, which owned nearly all of the stock, and was headquartered in Thomasville.

For the first few miles south of Thomasville, the tracks ran parallel to and east of the existing Monticello branch of the ACL. At Fincher, Florida close to the Georgia state line, the two railroads crossed, with the Florida Central heading southwest to Miccosukee while the ACL continued southeast to Monticello. From Miccosukee, the Florida Central ran south to a connection with the Seaboard Air Line Railway (SAL) at Capitola and from there on to Fanlew. A 1908 timetable and some maps indicate that the railroad continued beyond Fanlew about 12 more miles to Vereen, on the SAL branch between Tallahassee and St. Marks.

Having defaulted on a bond interest payment, the Florida Central entered receivership in June, 1912. Around that time, it owned two locomotives and two cars. Soon after purchasing the bankrupt railroad company, in October of 1914, the ACL abandoned the north end of the line from Fincher, Florida to Thomasville. The tracks to Fanlew remained in service for a few more years.

In 1928, ACL built a line from Drifton, near Monticello, Florida, to Perry, Florida, the last link of the new "Perry Cut-off." At Monticello, the extension connected with the former SVFL's Monticello branch from the mainline in Thomasville, Georgia. This north-south line from Georgia into Florida was first constructed in 1888 under the ownership of the Plant System. The filling of the previous gap between Monticello and Perry created a more direct route between Chicago and Florida's west coast, one which passed through Macon, Albany, and Thomasville, and became the route followed by ACL's passenger train, called "The Southland" (discontinued in 1957).

ACL greatly augmented its presence in Georgia (and Alabama) in 1926, when it gained control of the Atlanta, Birmingham & Coast Railroad (AB&C). The AB&C evolved directly from the Atlanta, Birmingham & Atlantic Railroad; the new name was an outcome of a 1926 reorganization of the company, during which the ACL achieved majority stock ownership. The AB&C continued to operate under its own name and management until 1946, when it was fully and officially merged into the ACL as its western division. The acquisition of the AB&C system was a major expansion of service for the ACL, as it added over 600 miles of track to its system and gave it new routes to Atlanta and Birmingham (see ABC system for further information and documentation).

ACL headquarters were moved from Wilmington, N.C. to Jacksonville, Florida in 1961. The Atlantic Coast Line thereafter merged with Seaboard Air Line Railroad in 1967, nearly a decade after merger talks were first announced, to form the Seaboard Coast Line. This joined entity was then further consolidated into CSX Corporation, in 1980.

#### **System Locations**

**Savannah, Florida & Western Railway mainline and short branches** (former Atlantic & Gulf and incorporating the Alabama Midland Railway)

The Savannah, Florida & Western (SVFL) mainline stretches across the full-width of southern Georgia between Savannah and the state's far southwestern corner in Decatur County, following a general northeast-southwest course. Along the way, it passes through Ludowici, Jesup, Waycross, Homerville, Valdosta, Thomasville, Cairo, Climax, Bainbridge, and other intermediate towns and cities. In the southwest corner of the state, the line generally runs on an east-west orientation, thereby roughly paralleling the Georgia-Florida boundary that is typically, over this span from Valdosta to Bainbridge, less than 20 miles to the south.

The length from Savannah to Thomasville was completed in the year before the outbreak of the Civil War, and the westward extension through Cairo to Bainbridge was finished in 1867. Bainbridge remained a dead-end western terminus for the line until 1882-83, when the Plant System constructed a southwestward extension from Climax through Decatur County to the banks of the Chattahoochee River at Chattahoochee, Florida. This route then became the western end of the SVFL mainline, and it enabled connection at Chattahoochee to the Pensacola & Atlantic Railroad. The short distance from the wye junction at Climax, in eastern Decatur County, to the county seat at Bainbridge, then became a short branch line, until 1890. In that year, the Alabama Midland Railway was completed, and began operations from Bainbridge to Montgomery, Alabama as a subsidiary of the Plant System. Thus, its operations were seamlessly integrated with the SVFL; the two together formed a crescent-shaped, main trunk line path from Savannah to Montgomery.



*Savannah vicinity*

Thereafter, the status of the Climax to Chattahoochee section was changed to that of a short bridge line, connecting the SVFL mainline and the Pensacola & Atlantic (see LAN system) mainline; it thus retained importance, but became more akin to a main branch from the SVFL main trunk. Two other short, north-south aligned branches were built from the SVFL main trunk. One traveled south from Thomasville through Metcalf to Monticello in north Florida; the other was built southward in 1903 from a wye junction just south of Climax Junction to the now defunct community of Amsterdam, which was located near Attapulgus in the southeast corner of Decatur County.

The SVFL main trunk route is still fully intact and in use by CSX Transportation from Savannah to Montgomery, thereby including the Alabama Midland section from Bainbridge west through Donalsonville to the crossing of the Chattahoochee River at Saffold/Alaga. The main branch from Climax to Chattahoochee, Florida was abandoned in 1984, and its

tracks, ties, and ballast have subsequently been removed. The short, dead end spur branch from Otisca Junction (just south of Climax) to Amsterdam was abandoned in 1944; no tracks or ties remain in place. The 1888 bridge line from Thomasville to Monticello is still partially intact and in use by CSX between Thomasville and Metcalf, just a few miles north of Florida.

### **Savannah, Florida & Western Railway – Albany branch** (former South Georgia & Florida)

This SVFL route, which was originated by the South Georgia & Florida Railroad, was completed in 1869 by the Atlantic & Gulf Railroad (A&G) as a north-south oriented bridge line. Along its course, it passes through Ochlocknee, Meigs, Pelham, Camilla, and other intermediate towns and communities. On a basic level, the line was acquired and finished by the A&G to provide it access to the Albany market, but it was also intended to connect its own east-west mainline in Thomasville and the Brunswick & Western (BRUN) Railroad's mainline at Albany. These two mainlines crossed at Waycross, with the A&G continuing southwesterly, and the BRUN running to the northwest, eventually opening a gap between the two that the bridge route link. The A&G and the BRUN would eventually both be consolidated into the SVFL and ultimately the ACL.

Although the BRUN has been abandoned to Albany, the A&G's former Albany branch is still fully intact and in continued service, although it is now owned and operated by a short line railroad, the Georgia & Florida Railroad/Railway (GFRR). For much of its length, it now runs generally parallel to and often closely alongside the two-lane path of Old Georgia Highway 3 (superceded by the four-lane alignment of US 19/SR 300), which was formerly the roadway route of the Dixie Highway.

### **Brunswick & Western mainline** (former Brunswick & Albany)

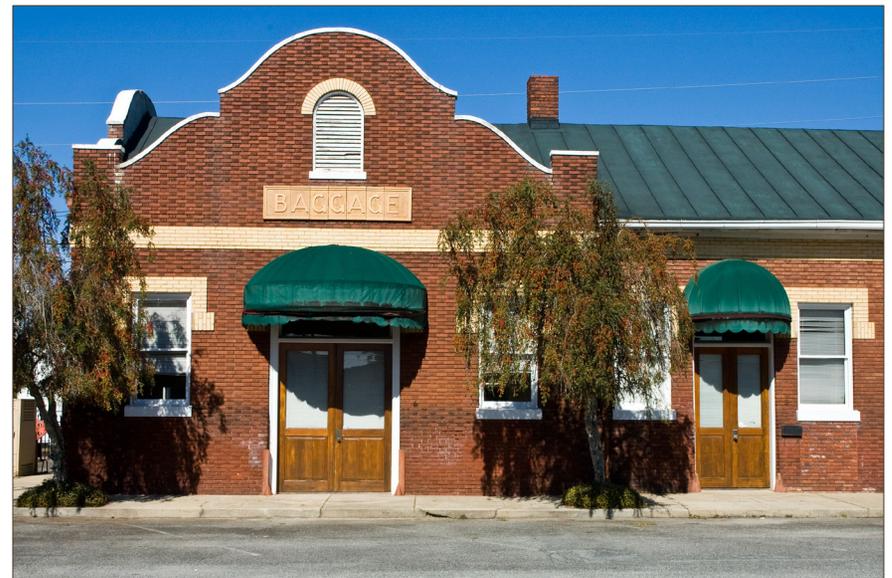
The Brunswick & Western (BRUN) mainline corridor stretches across about three-quarters of the width of southern Georgia between Brunswick and Albany, giving rise to one of the line's earlier monikers, the Brunswick & Albany Railroad. From Brunswick, the route essentially runs due west through Nahunta to Waycross, but from Waycross, it continues on a west/

northwest axis. Along the way, it passes through Pearson, Willacoochee, Alapaha, Tifton, Sylvester, and other intermediate towns and cities. At Albany, which was reached by the line in 1871 and would become one of the major rail hubs of southwestern Georgia, the BRUN would interchange with numerous other railroads, including the ACL's SVFL Albany branch line.

The antebellum eastern half of this railroad line originated as the Brunswick & Florida Railroad, and is still intact and in continued use by CSX Transportation. However, the line from Pearson westward to Albany was abandoned by CSX in 1985. Its tracks, ties, and ballast were subsequently removed, but long stretches of the corridor right-of-way still appear to be intact. For much of its length, the rail corridor runs roughly parallel to and often closely along the southern side (eastbound lanes) of US 82/SR 520.

### **Savannah, Florida & Western Railway – Live Oak, Florida branch**

This SVFL bridge line was originally constructed during the middle of the Civil War by the SVFL's predecessor, the Atlantic & Gulf Railroad, as a rail route to connect Savannah and both Jacksonville and the rest of northern



*Thomasville depot, Thomas County*



*Tifton freight depot, Tift County*

Florida. It diverges from the SVFL main trunk line at Clinch County's DuPont community, previously called Lawton. It continues on what is essentially a north-south alignment through the Haylow community in Echols County, and runs along a dead-straight path into north Florida, all the way to Live Oak. At Live Oak, the branch offered connections to the Florida Central & Western Railroad, which would later become part of the Florida Central & Peninsular Way.

This early north-south bridge route between two east-west mainlines was abandoned by CSX in 1988; the tracks, ties, and ballast were subsequently removed.

#### **Waycross & Florida Railroad** (Georgia component of the united "Waycross Short Line")

This connector line was completed by the Plant System's SVFL in 1881, constituting the company's first attempt to develop a shorter route between

Savannah and Jacksonville than that originally offered by its own Live Oak branch, which was constructed almost 20 years earlier by the Atlantic & Gulf Railroad. From the outset, the Waycross & Florida was thus called and advertised specifically as the Waycross Short Line. This railroad corridor travels along the eastern edge of the Okefenokee Swamp, and passes through Homeland and Folkston on the way to the Florida state line near Boulogne, Florida. For much of its length, it runs generally parallel to and often closely along the western side (southbound lanes) of US 24/SR 4.

This line is still fully intact and in constant, heavy use by CSX Transportation. At the line's northern end, it ties directly into CSX's former AB&A/AB&C main trunk line (see ABC system for further information and documentation), carrying trains north and west to Atlanta and Birmingham.

#### **Savannah, Florida & Western Railway – Folkston branch** (Jesup-Folkston cutoff)

Constructed as one of the final projects by the Plant System's SVFL in 1901, this main branch constituted the company's third attempt to shorten the distance traveled between Savannah and Jacksonville; as described above, the first was the Live Oak Branch, and the second was the Waycross Short Line. This course was the most direct, as it stayed to the east of Waycross and thus deviated less from the Atlantic coast. Beginning at a wye junction on the SVFL's antebellum main trunk at Jesup, this route then traveled nearly due south through Nahunta to Folkston, where it reconnected with the Waycross & Florida's Waycross Short Line for the short distance to the St. Marys River and Boulogne, Florida. At Nahunta, this new cutoff also interchanged with the SVFL's Brunswick & Western mainline. All of these four lines are still intact and in use today by CSX Transportation.

#### **Charleston & Savannah Railway**

As its name explains, this line, completed between 1854 and 1860, connects its two namesake cities. Its length of track within Georgia is very brief, passing through Garden City and Port Wentworth north of Savannah before crossing the river, parallel with Interstate 95's bridge, into South Carolina. The line is still intact and in use today by CSX Transportation.

### **Charleston & Western Carolina Railway** (former Augusta & Knoxville Railroad)

Initially built in 1881-82 by the Augusta & Knoxville Railroad, this line originally only stretched northward from Augusta as far as Greenwood, South Carolina, but was subsequently extended to Anderson, Greenville, and Spartanburg; Knoxville was never reached. Its length of track within Georgia is very brief, passing through Martinez and Evans northwest of Augusta before crossing the Savannah River into South Carolina. The line is still intact and in use today by CSX Transportation.

### **ACL - Miccosukee, Florida branch** (former Florida Central Railroad)

Opened by the Florida Central Railroad in 1908, this short, north-south oriented bridge line interchanged with the ACL's SVFL main trunk line in Thomasville with several crossing Seaboard Air Line mainlines in the Florida panhandle. Its length of track within Georgia is very brief, as Thomasville is only approximately 10 miles north of Florida. It passed through the Roddenberry community, just east of Metcalf, on its way to the Florida line, and then turned southwest to continue around the western edge of Lake Miccosukee to Fanlew and Vereen, Florida. Despite begin acquired by the ACL in 1914, the full, 60-mile length of the line was abandoned a short time after 1920; its tracks, ties, and ballast were subsequently removed.

### **Abandonments**

**Thomasville-Roddenberry** (Metcalf vicinity): abandoned around 1914 or soon thereafter, after purchase of Florida Central.

**Otisca/Climax-Amsterdam**: entirety of short feeder branch line abandoned 1944.

**Climax-Chattahoochee** (for a time part of mainline of former Savannah, Florida & Western): abandoned 1984.

**Pearson-Sylvester** (part of mainline of former Brunswick & Western): abandoned 1985.

**DuPont** (orig. Lawton) - Live Oak, Florida: Civil War-era branch (of Atlantic & Gulf) abandoned in 1988.



*Satilla River, Pierce-Ware county line*

### **SYSTEM DESCRIPTION**

Due in part to its position of geographic and logistical importance, and its corresponding usefulness to agricultural and commercial enterprises, the entirety of the Atlantic Coast Line's antebellum, crescent-shaped main trunk line through Georgia is still intact and in use by CSX Transportation. It was initially conceived as early as 1847 as the Savannah & Albany and later the Savannah, Albany & Gulf Railroad, but opened in 1860 between Savannah and Thomasville, instead, as the Atlantic & Gulf Railroad. In the decade between his purchase of the Atlantic & Gulf in 1879 and his acquisition of the Alabama Midland Railway in 1890, Henry B. Plant assembled his main, east-west trunk route through southern Georgia into what it is today. The centerpiece of Plant's Savannah, Florida & Western Railway, this U-shaped route stretches from Charleston, South Carolina to Montgomery, Alabama, on a deep swing of a course through Savannah, Jesup, Waycross, Valdosta, Thomasville, and Bainbridge, before turning back up through Dothan to Montgomery.

The long-standing importance to travel and commerce of the routes traveled by the ACL's handful of mainlines and main branches in south Georgia is perhaps exemplified by the fact that almost all are now closely paralleled by major, mostly four-lane, U.S. Highway routes, which mimicked the courses of the ACL's lines. Across the full width of south Georgia, US 84 follows along the entire length of the ACL's Savannah, Florida & Western main trunk line. US 19 parallels the course of the SVFL's Albany branch from Thomasville to Albany. From Albany all the way east to Brunswick, US 82 now runs alongside the ACL's former Brunswick & Western corridor. In the southeastern corner of the state, US 1/US 23 now runs, from Waycross to Folkston, right along the east side of the ACL's Waycross & Florida line, and US 301 likewise runs, from Jesup to Folkston, just along the east side of the Folkston cutoff. Obviously, these highways now provide direct access to all the same cities, towns, and communities as has the ACL and its predecessors have throughout its existence. Some of these same places, such as Nahunta, Waycross, Climax, Willacoochee, Alapaha, etc., were founded as station stops along the multiple ACL lines.

Since the various lines of the ACL system in Georgia are all, except for the small exception of the approximately 15 miles of the Charleston & Western Carolina north of Augusta, confined to the southern part of the state, almost all of its railroad corridors remain below the Fall Line, thus traversing Georgia's coastal plain and piney woods regions. Therefore, the ACL mainlines and branch

lines generally travel through relatively level terrain, moving into more gently undulating topography through the northern reaches of the Red Hills area, west of Thomasville. (Climax is named to commemorate its location at the highest point of the SVFL's Atlantic & Gulf line).



*Tifton freight depot*

Due to its passage through the aforementioned coastal plain of the southeastern and southern regions of the state, the ACL system's mainlines and its branches cross numerous creeks, streambeds, and rivers. These rivers include the Savannah River - which is crossed twice, at Savannah and Augusta - the Ogeechee, the Little Ogeechee, the Altamaha, the Satilla (again twice), the Little Satilla, the Alabaha, the St. Marys, the Willacoochee, the Alapaha, the Withlacoochee, the Ochlockonee, the Flint, and the Chattahoochee, amongst others. These major river crossings necessitated the construction of numerous steel-framed through truss bridges and steel-plate deck girder bridges, as well as the erection of countless trestles and trestle bridges. Moreover, since the varying ACL lines pass along the east, north, and west sides of the Okefenokee Swamp, they traverse very low, often swampy grounds, requiring some extensive use of raised embankments.

Of the ACL system's once well-developed network of mainlines, branch lines, bridge lines, and short feeder lines across southeastern and southern Georgia, only three short branches, one longer bridge line, and the western half of one mainline have been abandoned or taken out of service within Georgia: the original western end of the SVFL main trunk line from Climax to Chattahoochee; the short feeder branch from Climax/Otisca down to Amsterdam; the former Florida Central from Thomasville to the Roddenberry community; the Live Oak branch from DuPont to Jasper, Florida; and the length of the former Brunswick & Western mainline from Pearson westward to Albany. Thus, a vast percentage of the ACL system's historic track mileage within the boundaries of Georgia is still in service and in regular use.

### **NATIONAL REGISTER DETERMINATION OF ELIGIBILITY**

The Atlantic Coast Line Railroad system, including acquisitions and subsidiaries, was evaluated in total for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The ACL was evaluated under Criterion A and appears to possess a state level of significance in the areas of Transportation and Commerce. The

two east-west oriented mainlines of the ACL traveled across the heart of the southern half of the state of Georgia, validating the system's name, by connecting the four Atlantic coast ports of Charleston, Savannah, Brunswick, and Jacksonville with the interior of south Georgia. The name was further validated by the Folkston cutoff between Jesup and Folkston, for in concert with the Charleston & Savannah, the Savannah, Florida & Western, and the southern end of the Waycross Short Line, it provided a rail-based overland route of connection between these same four ports along the Atlantic coastline of South Carolina, Georgia, and northern Florida. Thus, the ACL provided important linkages between the coastal ports and the inland markets and bountiful farmlands of south Georgia, south Alabama, and beyond.

The ACL system mainlines and its numerous branches also facilitated the growth of exports of agricultural products from across the full width of the southern region of Georgia, including not only lumber and pine products such as naval stores, but also cotton, fruits, and vegetables, including the Georgia produce staples of peaches, watermelons, peanuts, and pecans. It created and operated a faster, more efficient means for farmers, lumber companies, and other enterprises along the lines, as well as those linked to Albany, Chattahoochee, Valdosta, Waycross, Savannah, and the other numerous interchanges with other connecting lines, to ship their products to the Atlantic coast ports. Conversely, it allowed the easy importation of goods into Georgia and beyond from these same port cities. Due in part to their positions of geographic and logistical importance, and their corresponding commercial usefulness, a majority of the mileage of the former ACL mainlines are still in use today. Therefore, the ACL is considered eligible for its historically significant contributions to the commercial development of Georgia and as a historically significant segment of Georgia's rail transportation network.

In the areas of Exploration/Settlement and Community Planning and Development under Criterion A, the ACL system's mainline and its branches led to the development of numerous cities, towns, and even smaller settlements in southeast, south central Georgia, and southwest Georgia, for much of its path was plotted through areas of Georgia that



*Donalsonville, Seminole County*

were still sparsely settled even at the end of the nineteenth century and beginning of the twentieth. Cities and towns such as Nahunta, Waycross, Climax, Willacoochee, Alapaha, and Enigma were either entirely or largely the outgrowth of station stops on the ACL or its predecessors, and the linear layouts of their downtown commercial centers, which emerged alongside and faced the rail corridor, reflects the critical influence of the railroad's course on local settlement and community planning, at specific locations.

These towns and cities began to thrive and grow into local or even regional commercial centers with the arrival of the ACL's predecessor lines and the business activity they generated. Due to this commercial and corresponding settlement impetus provided by the ACL system, and its progenitor in Georgia, the Plant System, the railroad system presents local levels of significance in the areas of Exploration/Settlement and Community Planning and Development.

Last, as a railroad entity that includes significant sections of railbed and track originally established and constructed during the antebellum period, this resource also conveys significance in the area of Ethnic Heritage—Black. Manual slave labor was almost universally employed to build Georgia’s pre-Civil War railroads, and the ACL system’s remaining and intact grades, cuts, fills, buildings, and other elements constructed during the antebellum period physically convey African-Americans’ historically significant contributions to the construction of the state’s railroad infrastructure. The ACL system’s component lines that potentially contribute to this significance include sections of the original Atlantic & Gulf Railroad main trunk line from Savannah to Thomasville, the full length of the A&G’s Live Oak branch line from Lawton/DuPont, the antebellum length of the former Brunswick & Western Railroad from Brunswick to Waresboro, and the full length of the former Charleston & Savannah Railway.

The ACL system has been evaluated under Criterion B and been determined eligible for the National Register based on its historically significant

association with Henry Bradley Plant. Almost all of the component rail lines of the ACL system in Georgia are directly reflective, and represent the tangible results, of his personal efforts and business ventures. Plant took advantage of the economic circumstances in the South in the decades after the Civil War, when there was a general lack of capital for major investments. An enterprising businessman who had risen through the ranks of the railroad industry, he was able to acquire the former Atlantic & Gulf Railroad company and its main trunk line from Savannah to Bainbridge, in 1879. Through his newly organized Savannah, Florida & Western Railway, the principal subsidiary in Georgia of his Plant System railroad network, he thereafter continued purchasing existing railroads and building new lines where necessary to connect them. His vision and efforts were aimed at ongoing assemblage of a geographically and logistically advantageous rail system covering coastal Georgia and Florida, then extending westward from the coastal ports of Savannah, Brunswick, and Jacksonville through the hinterlands of south Georgia and north Florida, where many natural resources remained untapped and there was much available land left to develop. Plant was so successfully focused on these goals over the twenty year span from his first acquisition in 1879 to his death in 1899, that almost all constituent lines of the Atlantic Coast Line’s railroad holdings in south Georgia and north Florida after its takeover had been accumulated by the Plant System. Since most of these lines are still intact and in moderate to heavy use by the ACL’s successor even today, CSX Transportation has also derived significant benefit from Henry B. Plant’s initiative, acumen, and foresight. His specific contributions to history, including facilitation of the further settlement and development of south Georgia and north Florida, can be identified with or documented through his former railroad properties. Therefore, the ACL is considered eligible under Criterion B for its historically significant association with Henry Bradley Plant.

The ACL system also has been evaluated under Criterion C, and has been determined eligible for the National Register based on its significance and integrity in the areas of Engineering and Architecture. The trackage for the ACL’s former Savannah, Florida & Western main trunk line between Savannah and the Chattahoochee River at Saffold is still fully intact and in constant use, as are its main branches from Thomasville to Albany,



*Patterson, Pierce County*



*Alapaha depot along rail corridor, Berrien County*

Waycross to Pearson, Waycross to Folkston, and Jesup to Folkston. The railbeds of these lines are thereby variously representative of the state of railroad design, including alignment, grading, and construction, from the middle of the 19th century to the early 20th century. Much or even most of the original rail infrastructure of rails, ties, trestles, and bridges may have been replaced over the years, in the course of regular operational and safety upgrades, repairs, and improvements. Although these general modifications may diminish the integrity and significance of the railroad's parts and components as physical artifacts, they in no way lessen the significance or integrity presented by the retained route alignments of these lines. The essential linear quality and continuity of the majority of the historic lengths of the ACL system rail lines have been preserved. In the area of engineering, the railroad system thus remains a good and generally intact example of mid-19th to early-20th-century rail construction in Georgia, giving it significance at a statewide level.

Also, more than two-dozen (approximately 27 in total) rail depots across the full complement of ACL system component lines are still extant; some are Union Stations that served ACL passengers, along with those of other railroads. This intact collection of depots includes those that are and positioned either on or nearby their original sites, adjacent to the rail lines, includes the ACL depot buildings in Jesup, Ludowici, Jesup, Blackshear, Waycross (Union Station and freight depot), Homerville, Boston, Thomasville, Whigham, and Cairo; Alapaha, Tifton (Union Station and freight depot), and Sylvester; Metcalf, Ochlocknee, Meigs, Pelham, Albany (Union Station); and Folkston. A handful of other original ACL system depots are still extant, only they do not still stand at their original locations. The ACL depots for Walthourville, Manor, DuPont, Climax, and Iron City have at some point been moved either short distances away from the railbed, or several miles in the case of the Manor depot, which was moved to Argyle.

This complement of depots is remarkable for not only the sheer number of those extant, but also for the wide variety of types and material makeups of the remaining railroad depots throughout the ACL system in Georgia. Many if not most of the wood-frame examples follow a variant of the company's distinctive template plans, which were recycled for most of the ACL stations along its various acquired lines, with some minor variations in size and details. Almost all are clad in board-and-batten, thus retaining a hallmark architectural element that was first applied widely to the Plant System's Savannah, Florida & Western depots. For their own building projects, which commenced soon after the ACL's acquisition of the Plant System in 1902, the ACL typically retained the distinctive board-and-batten, but lowered the height of the main gable's ridge, and thus flattened the roof to cover the typically greater size and footprints of these early 20th century designs. Some examples of the ACL template can be found at Alapaha, Climax, Iron City, and numerous others.

Just as notably, the ACL system still presents a number of masonry depots - such as at Cairo, Ochlocknee, Pelham, Jesup, and Homerville - that were built with brick bearing-walls. Last, the grand, high-style brick depots at Thomasville and Waycross were of a sufficient size, scale, and aesthetic and

architectural prominence to technically serve as Union Stations, although they were principally built by and for the ACL, both during the 1910s. Both conspicuously displayed large, Mission-style parapets, and thus reflected the influence of the eclectic, Spanish Revival-style, which was at the time a popular thematic motif in south Georgia and north Florida.

All of these remaining depots together allow the greater railroad system with which they were historically affiliated to present a state level of significance in the area of architecture, for these are fine, representative examples of railroad station and railroad building architecture in Georgia from the mid-19th through the early 20th century.

There are no indications that any of the rail corridors of the ACL's SVFL main trunk line or any of its active or abandoned former branch lines is likely to yield information on important research questions in history or prehistory. Likewise, the overall ACL rail system in Georgia does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the property under Criterion D.

Because the ACL system remains substantially intact, it retains integrity in the areas of location, setting, design, materials, workmanship, feeling, and association; see attached System Feature Inventory Forms for further analyses of integrity. Therefore, the former Atlantic Coast Line Railroad system is considered eligible for listing in the National Register of Historic Places, for the reasons described above. It is eligible under Criterion A for its historic significance in the areas of Commerce, Community Planning and Development, Ethnic Heritage-Black, Exploration/Settlement, and Transportation; under Criterion B for its historically significant association with Henry Bradley Plant; and under Criterion C in the areas of Architecture and Engineering. Its period of significance is 1835 to 1967, including and spanning the time from the initial attainment of charter by its earliest predecessor company in Georgia, the Brunswick & Florida Railroad, through to its full absorption into the Seaboard Coast Line system.

## **PROPOSED NATIONAL REGISTER BOUNDARIES**



*Blackshear*

For the following component lines of the Atlantic Coast Line Railroad system that are either intact and in service, or are otherwise but retain sufficient significance and integrity to be eligible for the National Register of Historic Places, the proposed National Register boundaries for listing correspond to the current and historic railroad corridor rights-of-way of all eligible and contributing sections.

**Within Georgia, these sections consist of the following:**

- \* The full length of the ACL's Savannah, Florida & Western (SVFL) main trunk line, stretching from Savannah through Valdosta to the Chattahoochee River crossing in Early County at Saffold/Alaga, and thus including the section of the former Alabama Midland Railway in Georgia;
- \* the SVFL's now abandoned Chattahoochee, Florida Branch line from Climax/Climax Junction to River Junction/Chattahoochee;

- \* the SVFL's intact and in service Monticello, Florida Branch Line from Thomasville to Metcalf;
- \* the SVFL's intact and in service Albany Branch Line from Thomasville to Albany;
- \* the entirety of the former Brunswick & Western (BRUN) mainline from Brunswick through Waycross to Albany, and including not only the two intact and in service, but otherwise separated sections from Brunswick to Pearson, and from Albany to Sylvester, but also including the abandoned or out-of-service rail corridor from Pearson to Sylvester;
- \* the entire length within Georgia of the now abandoned rail corridor of the SVFL's former Live Oak, Florida Branch Line from DuPont to Live Oak;
- \* the full length of the intact and in service Waycross Short Line of the former Waycross & Florida Railroad (WAYF), from Waycross through Folkston to the Florida line at the St. Marys River;
- \* the full length of the SVFL's intact and in service Folkston Cutoff, from Jesup to Folkston;
- \* the entire length within Georgia of the intact and in service ACL mainline of the former Charleston & Savannah Railway (CHSV), from Savannah through Garden City and Port Wentworth to a bridge crossing of the Savannah River;
- \* the entire length within Georgia of the intact and in service ACL mainline of the former Charleston & Western Carolina Railway (CHWC), from Augusta through Martinez and Evans to a bridge crossing of the Savannah River;

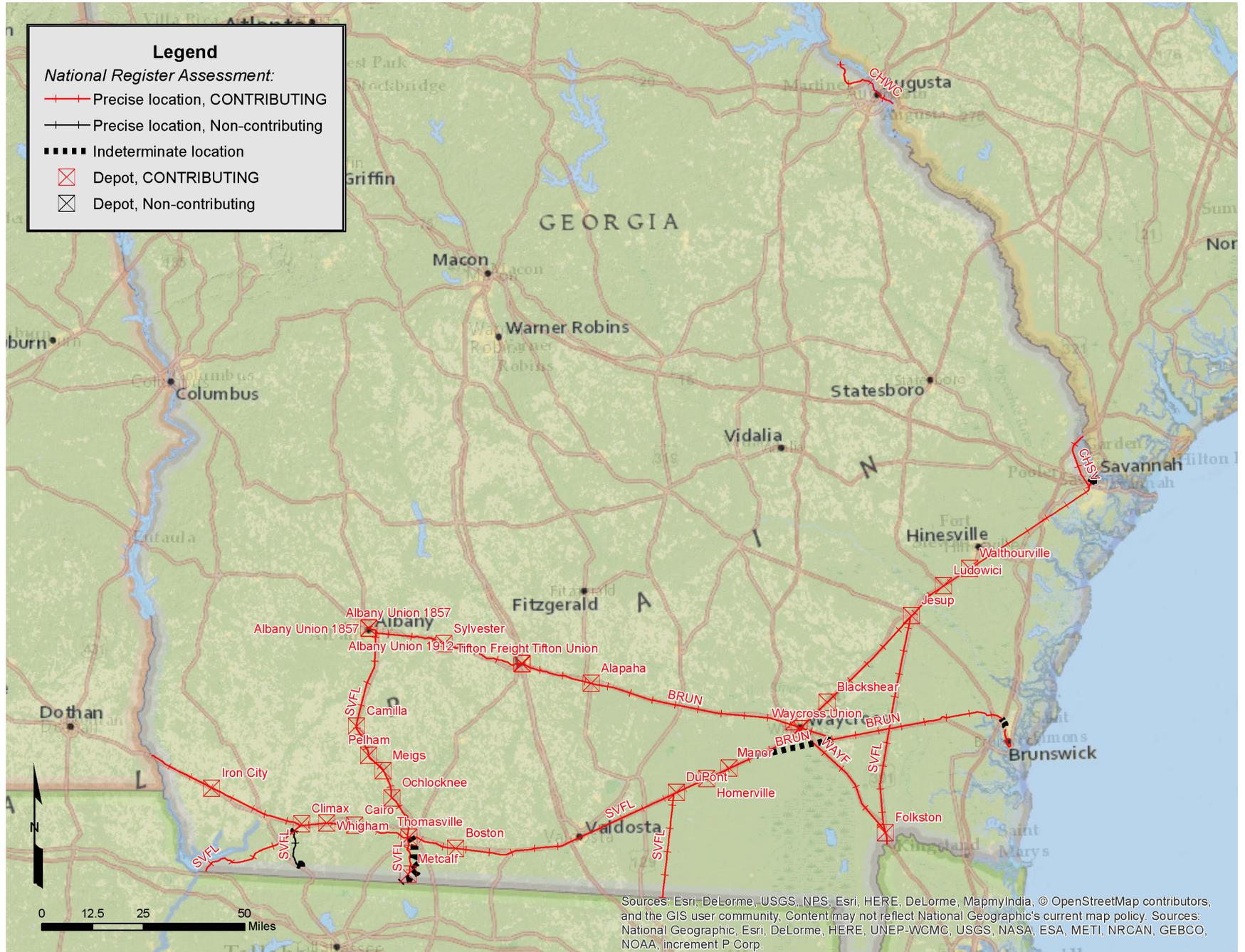
At any locations along the corridors where there are intact depots now located outside of rail rights-of-way, but immediately adjacent to them, the proposed boundary projects from the rail right-of-way to include the footprint of the depot, as well as any intact platforms or docks, any affiliated structures such as water cisterns or coaling towers, and any intact sidings or rail yards.

At any locations where there are intact depots that either have been moved away from their formerly affiliated rail corridor, no matter the distance of the move, the depot is still to be considered contributing, despite its specific circumstance. The proposed boundaries for such depots, like the Manor Depot that was simply moved south along the ACL's former SVFL main trunk line to Argyle, are to consist of the building footprint of the depot.

Non-contributing features include the abandoned Miccosukee Branch Line, from the ACL's SVFL main trunk at Thomasville southward through Thomas County's Roddenberry vicinity near Metcalf to Miccosukee, Florida (entire length of the former Florida Central Railroad); the abandoned, dead-end Amsterdam Branch Line, from the SVFL's Chattahoochee Branch Line at the defunct Otisca Junction community south of Climax, southward to Decatur County's community of Amsterdam, which is near Attapulgus; and an SVFL segment in downtown Savannah along Stiles Avenue. Additional non-contributing features include the BRUN's bypassed and long-abandoned Schlatterville-Glenmore segment which could not be identified in the field. See attached System Feature Inventory Forms.

#### **PREPARED BY**

Steve Storey, David Ray, Matt McDaniel, Erin Murphy, George Rounds, and Chris Mrocza



# BRUNSWICK & WESTERN RAILROAD (BRUN)

**Other names:** N/A

**System:** Atlantic Coast Line

**NR Evaluation:** Eligible (Contributing)

**Physical Status:** Mixed (Active, Inactive, and Abandoned segments)

**Current owner:** CSX Transportation (Brunswick to Waresboro segment); St. Marys Railway West (Waresboro to Pearson segment); Georgia & Florida Railroad (Sylvester to Albany segment)

**Predecessors:** Brunswick & Florida Railroad; Brunswick & Albany Railroad

**Successors:** Plant System/Savannah, Florida & Western Railway; Atlantic Coast Line Railroad; Seaboard Coast Line Railroad; Seaboard System; CSX Transportation

**Location:** Brunswick to Albany, via Waycross



**ATLANTIC COAST LINE (ACL)**  
System Feature Inventory Form

## DEVELOPMENTAL HISTORY

Although Brunswick and Savannah railroad and business interests agreed in the 1850s to collectively develop a joint line to Georgia's southwest corner, the resulting Atlantic & Gulf Railroad (A&G) did not ultimately end pursuit of a railroad connection between Brunswick and Albany, a line that would eventually be called the Brunswick & Western Railroad (BRUN). Years prior to the agreement between the Atlantic & Gulf and the Savannah, Albany & Gulf Railroad, the Brunswick & Florida Railroad was initially chartered as early as 1835. That company hoped to open up southern Georgia and northern Florida to the port of Brunswick by building a rail line to the Chattahoochee River at what is now Chattahoochee, Florida. Progress was slow, however, and as late as 1858-59, the line was only completed from Brunswick west to the A&G at Glenmore in Ware County.

At Schlatterville, about 12 miles east of Glenmore, the Brunswick & Florida Railroad also branched, with a second line running northwest towards Albany. This northern leg crossed the A&G at Tebeauville (then also known as Yankee Town and now Waycross). By the time of the Civil War, this branch had reached only to Waresboro in Ware County.

In 1863, the Confederate government seized the railroad and took up its 60 miles of completed tracks for reuse in what it deemed to be more

militarily important regions. The Brunswick & Florida Railroad company did not survive the war, and the line lay in ruins after the war until 1869. The 1869-70 edition of *Poor's Manual of the Railroads* reported that the road "at the present time is in the condition as after dismantlement in 1863."

Early in 1869, the Georgia General Assembly approved aid for rebuilding the line. A total of \$6 million in state-endorsed bonds was provided to well-connected entrepreneur Hannibal I. Kimball (whose new Kimball House hotel in Atlanta was one of the South's finest) to construct a 235-mile line. Kimball organized a new company and named it the Brunswick & Albany Railroad.

By May 1869, the tracks had been re-opened from Brunswick to the A&G at Tebeauville. Much more work was accomplished in 1870-71 when nearly 200 state convicts, leased to Grant, Alexander & Co., were forced to grade the route farther west. The Brunswick & Albany's trains first reached Albany in October 1871. The distance traveled over the railroad between its two namesake endpoints was 171 miles.

The old, 12-mile segment of the former mainline between Schlatterville and Glenmore, where the Brunswick & Florida had originally connected to the A&G, had become unnecessary and was abandoned.

In 1872, the state's General Assembly nullified a bond issue for the railroad. It entered receivership that same year and was sold under foreclosure the following year. On December 19, 1882, it was once again reorganized, emerging as the Brunswick & Western Railroad.

Henry Plant's Savannah, Florida & Western Railway (SVFL) purchased control of the BRUN in 1888. Plant, an investor and entrepreneur from Connecticut, assembled a network of railroads across southern Georgia and northern Florida in the decades after the Civil War. Almost all of the Atlantic Coast Line Railroad's (ACL's) original complement of lines and trackage in Georgia was actually either acquired or built, between 1879 and 1899, by Plant. His network of southern railroads, comprising 2,235 total miles, was referred to as the Plant System.

Although Plant became BRUN president, with H. S. Haines of Savannah serving as general manager, the railroad continued to operate as a semi-autonomous subsidiary. In 1889, the railroad operated 23 locomotives, 19 passenger cars, and 333 freight and miscellaneous cars. It was fully and officially merged into the SVFL in 1901, after Plant's death in 1899, and soon before the acquisition of the SVFL and the rest of the Plant System by the ACL.

The ACL merged with SAL in 1967 to form the Seaboard Coast Line; this joined entity was then further consolidated into CSX Corporation in 1980. The BRUN's Brunswick to Waycross segment remains an active unit of the CSX system; the segment from Waycross to Waresboro is retained by CSX but is no longer in service and in poor condition. From Waresboro to Pearson, the deteriorated line is intact and owned by St. Marys Railway West. The line is abandoned and dismantled line from Pearson to Sylvester. The Sylvester to Albany segment is intact and operated by the Georgia & Florida Railroad.

## DESCRIPTION

As the BRUN's preceding company name, the Brunswick & Albany Railroad, reflected, the line transported trains between the Atlantic coast port city of Brunswick and the Flint River port of Albany, from whence

steamboats could sometimes navigate down to the Gulf coast port at Apalachicola. The line crossed the Plant System's original A&G main trunk line, linking Savannah, Valdosta, Thomasville, and Bainbridge, at Waycross. In Waycross, an important railroad hub city within southeast Georgia's coastal plain, the BRUN could offer connections and/or transfers to not only the Plant System/ACL's former A&G, but also to its Waycross Short Line (WAYF) to Jacksonville. Moreover, the BRUN eventually connected at Waycross to the Waycross Air Line Railroad, the progenitor of the Atlanta, Birmingham & Coast (ABC), as well as to two short-lived regional short lines, the Waycross & Southern Railroad and the Waycross & Western Railroad. During the heyday and fullest extent of railroading activity in Georgia during the first two decades of the twentieth century, the BRUN would have offered connections to about twenty-one different crossing or directly linked railroads, throughout its course between and including its termini in Brunswick and Albany.

In Brunswick, the former BRUN yard is located north of downtown, immediately south of the SR 303 crossing, and between Habersham and Track streets; this rail yard is still in use by CSX Transportation. From the yard, there were once numerous spur or loop lines to docks on both the east and west sides of the city, as well as an extension into downtown that ran alongside Martin Luther King, Jr. Boulevard. A substantial percentage of this shared network throughout Brunswick has been removed, but segments remain in place and in use. From Brunswick, the BRUN railroad corridor follows a northern arc to the Anguilla community, running directly alongside SR 32 for a brief length, before turning away to the west/southwest. From this point of divergence at SR 32, the BRUN assumes a nearly dead-straight alignment, which has been followed by the parallel path of US 82/SR 520; the rail right-of-way adheres closely to the north side of the highway through Nahunta and Hoboken and all the way into Waycross.

The BRUN passes through the middle of downtown Waycross on a northwest-southeast orientation, but a brief length has been made inactive from the former crossing of the SVFL at Plant Avenue through the west side of downtown. The out-of-service segment runs between

the aptly named Albany and Brunswick avenues. Passengers along the BRUN and all the ACL's converging lines in Waycross would once have used Waycross Union Station, which is still extant on the SVFL mainline's north side and alongside Plant Avenue, a few blocks northeast of the diamond junction.

From Waycross, the BRUN resumes its present close spatial relationship to US 82/SR 520; the railroad corridor proceeds on a generally parallel course to the highway for the remainder of its run to Albany, keeping to the highway's south side for almost the entire distance to Tifton. The line is intact through Waresboro, Millwood, and Axson to downtown Pearson, where the tracks and ties end; the section from Pearson to Sylvester was abandoned by CSX in 1985. Nonetheless, through Willacoochee, Alapaha, Enigma, Brookfield, and into Tifton, the former rail corridor is clearly discernable, both at ground level and on current aerial photography. Much of the right-of-way through Willacoochee has been adapted for use as recreational rail-trail for pedestrians and cyclists. A few buildings or structures have been built over or have encroached into the right-of-way along the route, such as a warehouse facility in Willacoochee, a fire station in Alapaha, and a water tower and fire station in Enigma, but the vast majority of the corridor is still clear of interruptions, including through the remainder of Alapaha and Enigma, where the railbed generally functions as common greenspace or public parkland.

The BRUN track through downtown Tifton is still intact and in use as a spur from Norfolk Southern's Georgia Southern & Florida mainline. This active length stretches from the line's former crossing at SR 520/East Fifth Street/Cypress Street through the intact wye junction beyond its Central Avenue crossing, and passes both the extant ACL freight depot at the Tift Avenue crossing and Tifton's former Union Passenger Station on Central Avenue. Although there are a few disruptions of the rail right-of-way west of downtown Tifton, Interstate 75 still bridges the rail corridor, even though the tracks have been removed.

From I-75 westward to the line's resumption of active service on Sylvester's east side, the BRUN corridor proceeds through a primarily

rural landscape, passing through the towns of Ty Ty, Sumner, and Poulan; throughout this distance, there appear to be no significant impediments to the railbed's linear continuity.

From the Seabrook Drive crossing in Sylvester westward past the Marine Corps Logistics Base and into downtown Albany, the BRUN's westernmost length is still in operation by the GFRR. A short distance west of the Logistics Base, within the southwestern quadrant of the US 82 and US 19 intersection, the BRUN connects, via an intact, three-way junction, with the ACL's Albany branch line from Thomasville, Pelham, and Mitchell. Thereafter, the conjoined ACL lines proceed north and west toward the Flint River and downtown Albany, passing through the GFRR's former ACL Albany rail yard, which is located between and parallel to East Broad and Coastline avenues (and is now the site of the GFRR offices). From the yard's western throat at the North Broadway Street crossing, the ACL's BRUN and Albany branch lines share a unified track across the system's Flint River bridge, which provided passengers direct access to Albany's Union Station (now Thronateeska Heritage Center), still standing along the river's west bank at Roosevelt Avenue's east end. Featuring two separate types of through-trusses, the line's noteworthy multiple-span, steel-framed bridge was erected just north of downtown for the ACL in 1929 and is still in service, since it also provides connectivity to Norfolk Southern's antebellum Central of Georgia rail yard, occupying the land north of Union Station.

At its eastern end, the BRUN mainline passes through coastal plain, marked by pine forests, and eventually moves into landscapes characterized by level-to-gently rolling terrain as it continues westward. Most of the route remains very rural in nature, the largest cities served being Brunswick, Waycross, Tifton, Sylvester, and Albany, and large agricultural fields are still prevalent throughout much of this fertile region. Along with numerous creeks and other waterways, the BRUN crosses the Satilla River at Lulaton, the Willacoochee River at Willacoochee, the Alapaha River at Alapaha, the Little River at Tifton, and finally the Flint River in downtown Albany.

## NATIONAL REGISTER CONTRIBUTING STATUS

The Brunswick & Western Railroad (BRUN) is a component of the ACL system; the ACL system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, and Ethnic Heritage – Black, under Criterion B for its association with Henry Bradley Plant, and under Criterion C in the areas of Architecture and Engineering. The BRUN, which was acquired by the ACL and consolidated into that system, was evaluated for its potential contributions to the historic significance and potential National Register eligibility of the ACL system.

The BRUN was evaluated under Criterion A and appears to contribute to the ACL's significance in the areas of Transportation and Commerce. From its earliest integration into the ACL's preceding Plant System in 1888, the BRUN fulfilled the purpose promoted in its name, for this mainline connected Georgia's coastal port at Brunswick to numerous places west and across south Georgia's interior, and specifically constituted a direct coast-to-interior through route to the major inland rail hubs of Waycross, Tifton, and Albany. Waycross has been a major southeast Georgia railroad hub essentially since its founding, and its rapid growth as such was largely due to its geographic location at the antebellum crossing of the BRUN's progenitor, the Brunswick & Florida, and its sister line within the Plant and ACL systems, the SVFL's Atlantic & Gulf Railroad main trunk line. Due to the numerous Plant/ACL system mainlines that converged in Waycross, the BRUN could dispatch passengers or goods to or from Waycross in three coastal directions, within system: 1) to/from the northeast and Savannah, by way of connection and transfer to the SVFL's main trunk; 2) to/from the east and Brunswick, by way of the easternmost extent of the BRUN mainline; 3) to/from the southeast and Jacksonville, by way of the SVFL's Waycross Short Line.

As such, the entirety of the BRUN, and even particularly the western extent beyond Waycross, became an important mainline linking the Atlantic coastal plain and its ports of Brunswick, Savannah, and Jacksonville with not only Tifton and Albany, but the entire central and western interior

of south Georgia. Considered both independently and as a component of the ACL system, including mainlines at Waycross and Albany, it gave farmers, timber companies, shippers, and passengers throughout the region and beyond new outlets and points of connection to the Atlantic coast ports, as well as numerous links to other connecting mainlines. Thus, the BRUN conveys significance in the area of Transportation, for being not only a productive component of the ACL system, but also a part of the interconnected web of railroads that provided thorough coverage of south Georgia through the last half of the nineteenth century and into the twentieth century.

Many BRUN railcars undoubtedly carried cotton, peanuts, pecans, corn, hay, or other agricultural staples from across the region, but other common freight loads would have likely included felled timber, sawn lumber, or other timber products, for the BRUN opened up the lands of Glynn, Brantley, Ware, Atkinson, Berrien, Tift, Worth, and Dougherty counties to expanded logging and saw mill operations. Moreover, the line directly connected two of south Georgia's most important commercial centers and trading markets during the late nineteenth and early twentieth centuries, Brunswick and Albany. Thus, the BRUN facilitated commerce and agriculture within its area of service and the ACL system, contributed to the overall prosperity of south Georgia and coastal Georgia, and thereby achieved significance in the area of Commerce.

In the areas of Exploration/Settlement and Community Planning and Development, the BRUN mainline led to the development of numerous cities, towns, and even smaller settlements in southeast, south central Georgia, and southwest Georgia, for much of its path was plotted through areas of Georgia that were still sparsely settled even in the second half of the nineteenth century. Cities and towns such as Nahunta, Waycross, Willacoochee, Alapaha, and Enigma were either entirely or largely the outgrowth of station stops on the BRUN or its predecessors, and the linear layouts of their downtown commercial centers, which emerged alongside and faced the rail corridor, reflects the railroad's critical influence on local settlement and community planning. These towns and cities began to thrive and grow into local or even regional commercial centers due to their

location on the BRUN mainline and the business activity it generated. Due to this commercial and corresponding settlement impetus provided by the BRUN and its parent company, the Plant System, this railroad line presents local levels of significance in the areas of Exploration/Settlement and Community Planning and Development, and contributes to the ACL system's significance in the same areas.

Also, as a railroad entity that includes significant segments originally constructed during the antebellum period, this resource also conveys significance in the area of Ethnic Heritage—Black. Manual slave labor was almost universally employed to build Georgia's pre-Civil War railroads, and the remaining and intact grades, cuts, fills, buildings, and other elements of the BRUN's mainline from Brunswick to Waycross and Waresboro, constructed during the antebellum period, physically convey African-Americans' historically significant contributions to the construction of Georgia's railroad infrastructure. This antebellum section of the BRUN thus potentially contributes to the ACL system's significance in this area.

As one of the most strategically significant acquisitions accomplished by Henry Plant and his developing Plant System, the BRUN contributes to the significance of the ACL system under Criterion B for its associations with Plant's comprehensive and integrated business ventures. It was a critical component of his system and is therefore indispensable to a thorough understanding of his exploits and achievements in the southern railroad industry through the late nineteenth century.

The BRUN was likewise evaluated under Criterion C and appears to contribute to the ACL's historic significance in the areas of Engineering and Architecture. Although a substantial portion of the railroad's rails and ties were removed following the abandonment of the middle Pearson-to-Sylvester segment in 1985, this part of the alignment remains otherwise almost fully intact, and is physically represented by the intact built up railbed and rail embankments. In conjunction with the fully intact and in-service sections of the original line from Brunswick to Pearson, and from Sylvester to Albany, most of the railbed is physically and visually

present in the landscape and still conveys its historically significant design characteristics. In part due to the maintained rural nature of the landscape of south Georgia, the essential linear quality and continuity of the BRUN has been mostly preserved, either as active sections of track, or as undisturbed rail embankments or repurposed trails. The railroad thus remains a good and generally intact example of rail engineering and construction during the second half of the nineteenth century, within the topographic context of the nearly level to gently rolling terrain and rural landscapes of southeast, south central, and southwest Georgia.

Also, the BRUN corridor retains three of the ACL's own proprietary combination and/or freight depots, which all stand on their original sites in Alapaha (combination), Tifton (freight), and Sylvester (combination). Both individually and collectively, these three depots are good and intact example of the great variety of depot architecture in Georgia during the late nineteenth and early twentieth centuries. As such, they contribute to the ACL system's full complement of remaining depots and its state level of significance in the area of Architecture.

## EVALUATION OF INTEGRITY

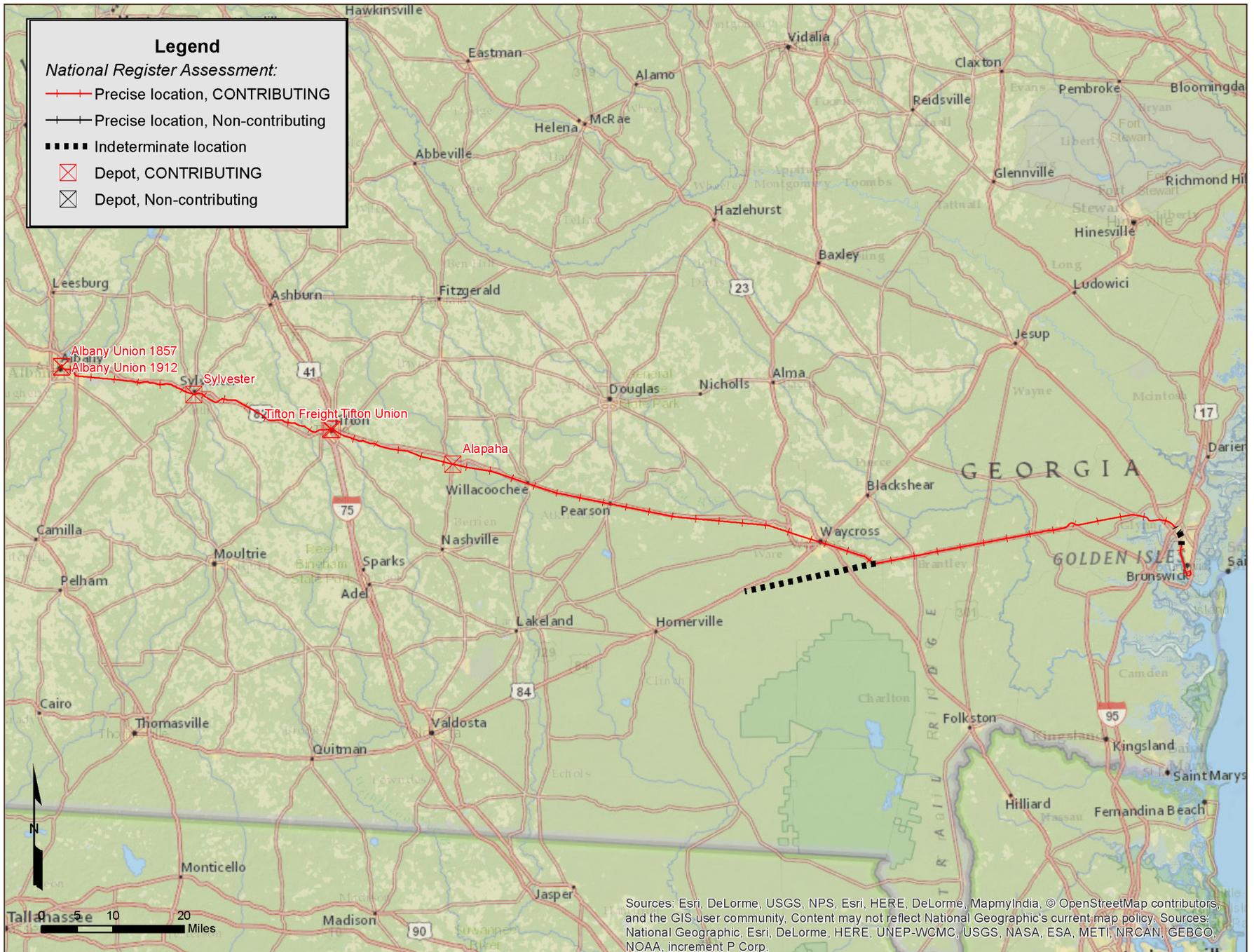
The BRUN, which long served as one of the ACL's two east-west oriented mainlines through and across south Georgia, has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad alignment has not been relocated, and its alignment remains substantially unchanged since its construction; therefore, the resource retains integrity of location and setting. As almost all of its alignment and railbed, including cuts and grades, remains intact, despite the abandonment of service over approximately one-third of its length and the subsequent removal of rails, ties, and ballast from this abandoned segment, the resource still maintains a substantive level of integrity of design, materials, and workmanship. The railroad also retains integrity of feeling and association, as it conveys its linear and continuous physical characteristics as a historic rail line. The BRUN's long-abandoned Schlatterville-Glenmore segment could not be positively identified in the field and thus appears to have lost integrity.

## PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the BRUN corresponds to the railroad's historic rights-of-way. These corridor rights-of-way extend the full length of the BRUN mainline within Georgia, from Brunswick through the junction with the ACL's former SVFL mainline at Waycross and onward to Albany. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts, built-up grades and embankments, buildings, such as the Alapaha, Tifton, and Sylvester depots, or structures, including the BRUN's steel-framed, multi-span, through-truss bridge over the Flint River into Albany. At any locations along the corridor where there are intact depots now located outside of rail rights-of-way, but immediately adjacent to them, the proposed boundary projects from the rail right-of-way to include the depot's footprint, as well as any intact platforms or docks, any affiliated structures such as water cisterns or coaling towers, and any intact sidings or rail yards. Non-contributing features include the BRUN's long-abandoned Schlatterville-Glenmore segment, which could not be identified in the field.

## PREPARED BY

Steve Storey, Matt McDaniel, David Ray, Erin Murphy, and  
George Rounds



BRUN: Resource Location Map



BRUN: Southern docks, Gloucester Street, Brunswick



BRUN: Gloucester Street, Brunswick



BRUN: Railroad along Bay Street, Brunswick



BRUN: Southern junction from Old Jesup Road, Brunswick



BRUN: Post Road, Waynesville, Brantley County



BRUN: Crossing with SVFL Folkston Cutoff, Taft Street, Nahunta



BRUN: SR 15, Hoboken, Brantley County



BRUN: Joyce Road crossing, Waycross



BRUN: Railbed at North Nicholls Street, Waycross



BRUN: CR 48 crossing, Axson, Atkinson County



BRUN: Along East Railroad Avenue, Pearson



BRUN: Railbed at US 82/SR 520 and Main Street crossing, Pearson



BRUN: Railbed at US 82 and CR 129 crossing, Kirkland, Atkinson County



BRUN: Railbed along US 82/SR 520, Willacoochee, Atkinson County



BRUN: Railbed along Fleetwood Avenue, Willacoochee



BRUN: Railbed along US 82/SR 520, Willacoochee



BRUN: Railbed at Willacochee River, Atkinson-Berrien county line



BRUN: Alapaha depot, Berrien County



BRUN: Railbed between North and South Railroad streets, Alapaha



BRUN: Railroad Street, fire station on former ROW, Enigma, Berrien County



BRUN: Brookfield-Lenox Road crossing, Brookfield, Tift County



BRUN: Former ROW along Mixon-Abbott Road, Vanceville, Tift County



BRUN: Remnant of railroad line along US 82/SR 520, Tifton



BRUN: South Tift Avenue crossing, Tifton



BRUN: Tifton freight depot



BRUN: Tifton freight depot



BRUN: Central Avenue crossing, Tifton



BRUN: Tifton passenger depot



BRUN: Railbed at Main Street crossing, Sumner, Worth County



BRUN: Railbed at South Cotton Street crossing, Poulan, Worth County



BRUN: Intact rails at Hardy Street crossing, Sylvester



BRUN: SR 33/Main Street at Southern Railway junction, Sylvester



BRUN: Sylvester depot



BRUN: Railroad Street, Sylvester



BRUN: Findley Road crossing, Willingham, Worth County



BRUN: Porters Corner Road crossing, Artesia vicinity, Worth County



BRUN: US 82/SR 520 at CR 46, Artesia vicinity, Worth County



BRUN: Railroad Street at County Line Road, Acree, Dougherty County

# CHARLESTON & SAVANNAH RAILWAY (CHSV)

**Other names:** N/A

**System:** Louisville & Nashville Railroad

**NR Evaluation:** Eligible (Contributing)

**Physical Status:** Active

**Current owner:** CSX Transportation

**Predecessors:** Charleston & Savannah Railroad;  
Savannah & Charleston Railroad

**Successors:** Plant System; Atlantic Coast Line Railroad; Seaboard Coast Line Railroad; Seaboard System; CSX Transportation

**Location:** Savannah to Savannah River, Port Wentworth vicinity, Chatham County



**ATLANTIC COAST LINE (ACL)**  
System Feature Inventory Form

## DEVELOPMENTAL HISTORY

Chartered in 1854, the Charleston & Savannah Railroad was built to serve as a link in a potential seaboard route through the Carolinas and Georgia. Such a railroad, it was thought, would enhance the prosperity of the coastal region and make it more competitive with the rapidly growing upcountry.

Construction of the CHSV began in February 1856. After many delays and unanticipated expenses, largely due to the long stretches of swampy terrain that the tracks had to cross, the 120-mile railroad finally opened in 1860. Contractors Daniel Callahan and William H. McDowell completed much of the latter-stage work.

Following extensive service to the Confederacy during the Civil War, the line was reorganized in 1866 as the Savannah & Charleston Railroad. The road did not reopen for traffic until 1869-70, however, due to its thorough destruction by Union General Sherman's forces. For a time thereafter, it was marketed and served as a component part of the "Great Atlantic Coast Line of Railways," which together stretched from New York to Florida.

Default in 1873 led to receivership, after which it was sold in 1880 to Henry Bradley Plant. In the decades after the Civil War, Plant, an investor and entrepreneur from Connecticut, assembled a network of railroads across southern Georgia and northern Florida. Almost all of the Atlantic Coast

Line Railroad's (ACL's) original complement of lines and trackage in Georgia was actually either acquired or built, between 1879 and 1899, by Plant. His network of southern railroads, comprising 2,235 total miles, was referred to as the Plant System.

Plant purchased the antebellum Atlantic & Gulf Railroad in November of 1879 at a foreclosure sale. On December 9, 1879, he organized the Savannah, Florida & Western Railway (SVFL) to operate the line, which spanned from Savannah through Waycross to Valdosta, and then proceeded from Valdosta through Thomasville to Bainbridge. Throughout the railroad magnate's ensuing two decades of endeavor, the SVFL would remain Plant's key Georgia railroad property.

Then, in 1880, Plant purchased the Savannah & Charleston out of its receivership, seeing an opportunity for a northwards expansion of his area of service. That same year, he changed the company's name to the Charleston & Savannah Railway (CHSV) and began operating it as part of his growing system. Conveniently, the CHSV connected to the northern and eastern end of the SVFL, at Savannah, so the railroad immediately became an important component line of his Plant System.

The following year, Plant started an expansion to the south, building the Waycross & Florida Railroad (WAYF) from Waycross to the Florida state line, where it was to join his East Florida Railroad being constructed north

from Jacksonville, Florida. After both lines were completed and tied together in 1881, the unified result, advertised as the Waycross Short Line, was a 71-mile line from the emerging rail center of Waycross to the important steamship and rail connections at the port of Jacksonville. Accordingly, by 1882, the Plant System was able to offer, in-system, a coastal through-route from Charleston, South Carolina to Jacksonville, Florida, by routing trains from the CHSV to the SVFL at Savannah, and then from the SVFL to the WAYF at Waycross.

In the 1894 edition of *The Official Railway List*, the CHSV reported operating 115 miles of railroad with 22 locomotives, 23 passenger cars, and 725 freight and miscellaneous cars.

Plant served as president of the Plant System from 1880 until his death in 1899. After a period of legal disputes and uncertainty, his heirs broke up his empire of railroads, steamships, and hotels, selling the Plant System of railroads, including the CHSV, to the ACL in 1902.

The ACL merged with SAL in 1967 to form the Seaboard Coast Line; this joined entity was then further consolidated into CSX Corporation in 1980. The CHSV remains an active unit of the CSX system.

## DESCRIPTION

As its name explains, the Charleston & Savannah Railroad connects its two namesake cities. Completed between 1854 and 1860, its length of track within Georgia is very brief, passing through Garden City and Port Wentworth north of Savannah before crossing the Savannah River, parallel with Interstate 95's bridge, into South Carolina. The line is still intact and in use today by CSX Transportation.

The line's southernmost terminus is the ACL's former SVFL rail yard, which is now located immediately north of and adjacent to Hunter Army Airfield, in the Lamarville neighborhood of southwestern Savannah. From the yard's northeast end, the joined SVFL/CHSV line soon forks, with the CHSV turning north and then northwest, to skirt around the west side of midtown Savannah.

West of downtown Savannah, at its US 80 crossing, the CHSV passes the junction where its trains formerly diverged to approach the rear of Savannah's Union Station. This station, facing Martin Luther King, Jr. Boulevard/West Broad Street, was the destination for ACL passengers in Savannah from the building's completion in 1902 until its 1962 demolition. From this junction, the CHSV continues on a nearly straight line to the northwest, eventually aligning with SR 21/Augusta Road in Garden City. It then runs parallel to and directly along Augusta Road's west side, only beginning its curve to the northeast and approach to the Savannah River at its St. Augustine Creek crossing. Through this broad, sweeping curve, the CHSV transitions to a course that is parallel to and along Interstate 95's east side. After a traverse across swampland on a raised embankment, the line bridges Knoxboro Creek and the Savannah River, passing into South Carolina a short distance downstream of the I-95 bridge.

## NATIONAL REGISTER CONTRIBUTING STATUS

The CHSV is a component of the ACL system; the ACL is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, and Ethnic Heritage – Black, under Criterion B for its association with the railroad industry pursuits and exploits of Henry Bradley Plant, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The CHSV, which was acquired by the ACL and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the ACL system.

The CHSV was evaluated under Criterion A and appears to contribute to the ACL's significance in the areas of Transportation and Commerce. From its earliest integration into the ACL system in 1880, this coastal trunk route and bridge line along the southeast Atlantic Coast has played a contributory and supportive role in the ACL system's overall state and local levels of historic significance in these areas. The former CHSV was and continues to be an important coastal mainline that connected Savannah to Charleston and other points north in South Carolina and beyond. In

general, the CHSV more than fulfilled the purpose promoted in its name, for it enabled the ACL to serve and connect numerous other Atlantic Coast ports, including not only Port Royal/Beaufort and Georgetown in South Carolina, but also Wilmington and New Bern, North Carolina to the north and Jacksonville, Florida to the south, through its connections to other ACL system lines.

The CHSV benefitted not only the cities of Savannah and Charleston, but all the small cities, towns, communities, and counties in southeast Georgia and coastal South Carolina and northern Florida. Considered both independently and as a component of the ACL system, including the ACL mainlines at the CHSV's northern and southern termini, the line gave farmers, timber companies, shippers, and passengers throughout the region and beyond new outlets and points of connection to Atlantic Coast ports, as well as numerous links to other connecting mainlines at these major rail hubs. Thus, the CHSV conveys significance in the area of Transportation, for being not only a productive component of the ACL system, but also a part of the interconnected web of railroads that provided thorough coverage of southeast Georgia through the second half of the nineteenth century and into the twentieth century. In addition, in Georgia, the CHSV also helped contribute to the further growth and development of Savannah as an important, well-connected railroad hub in the greater Southeastern region.

CHSV railcars would have carried cotton or derivative products, such as cotton seeds or cottonseed oil, for much of its early history. Since the line traversed the piney woods of the Atlantic coastal plain, other common freight loads would have consisted of felled timber, sawn lumber, or other timber or turpentine products. Also, since the CHSV's coastal trunk line connected the Atlantic seaboard states and their large cities to other ACL rail lines in Florida, many shipments of citrus and winter vegetables from south Florida would have been exported by way of the route, while many tourists and vacationers historically used the line to make their way to Florida during colder months. The CHSV facilitated commerce and agriculture within its area of service and along the ACL system, and thereby contributed to the overall prosperity of southeast and coastal Georgia, and thus achieved significance in the area of Commerce.

Also, as the CHSV was originally constructed during the antebellum period, this line also conveys significance in the area of Ethnic Heritage—Black. Manual slave labor was almost universally employed to build Georgia's pre-Civil War railroads, and the remaining and intact grades, cuts, fills, buildings, and other elements of the CHSV physically convey African-Americans' historically significant contributions to the construction of Georgia's railroad infrastructure. The CHSV thus contributes to the ACL system's significance in this area.

As one of the earliest and most strategically significant acquisitions accomplished by Henry Bradley Plant and his developing Plant System, the CHSV contributes to the significance of the ACL system under Criterion B for its associations with Plant's comprehensive and integrated business ventures. It was a critical component of his system and is therefore indispensable to a thorough understanding of his exploits and achievements in the southern railroad industry through the late nineteenth century.

The CHSV was likewise evaluated under Criterion C and appears to contribute to the ACL's historic significance in the area of Engineering. The CHSV is intact and remains in service; thus the alignment, including associated cuts, grades, embankments, and select bridge structures, has been preserved. The CHSV is therefore representative of railroad design from the mid-nineteenth century, when it was constructed, thus displaying period alignment, grading, and construction techniques, and through the early twentieth century, when infrastructural updates would have been implemented, most particularly and notably of steel-framed truss bridge and deck girder bridge structures.

## EVALUATION OF INTEGRITY

The CHSV has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains unchanged since its construction; therefore, the resource retains integrity of location and setting. As the alignment and roadbed, including cuts, raised grades, and the aforementioned bridge, remains intact and in service, the resource also

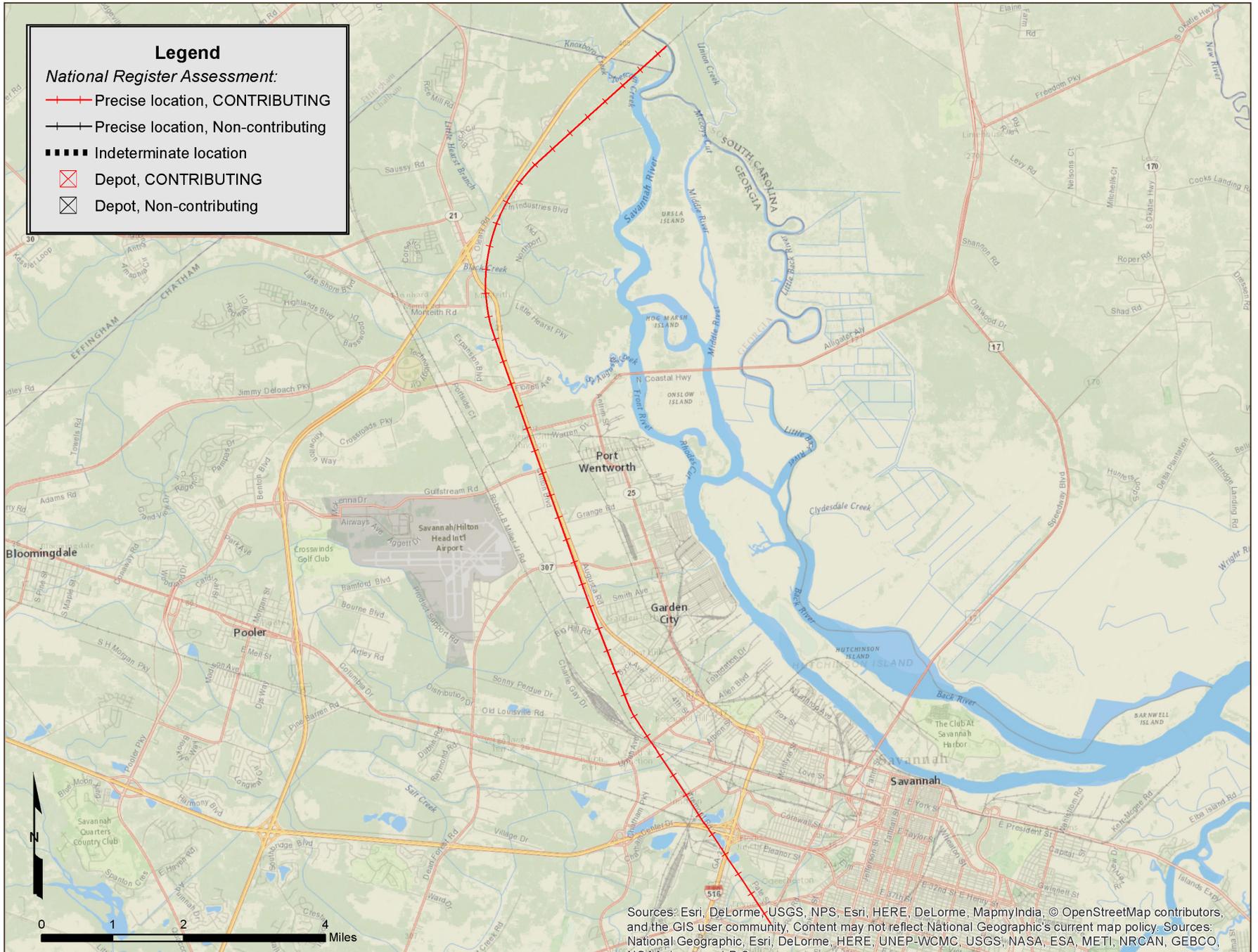
maintains integrity of design, materials, and workmanship. The railroad also retains integrity of feeling and association, as it conveys its physical characteristics as a historic railroad line.

### **PROPOSED NATIONAL REGISTER BOUNDARY**

The proposed National Register boundary for the CHSV corresponds to the railroad's historic rights-of-way. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts, built-up grades and embankments, or structures such as the CHSV's multiple-span bridge over the Savannah River.

### **PREPARED BY**

Steve Storey, Matt McDaniel, David Ray, Erin Murphy, George Rounds, and Chris Mroczka



CHSV: Resource Location Map



CHSV: US 80/SR 26 over railroad, Garden City, Chatham County



CHSV: Savannah River bridge, Georgia-South Carolina state line

# CHARLESTON & WESTERN CAROLINA RAILWAY (CHWC)

**Other names:** N/A

**System:** Atlantic Coast Line

**NR Evaluation:** Eligible (Contributing)

**Physical Status:** Active

**Current owner:** CSX Transportation

**Predecessors:** Port Royal & Augusta Railway; Port Royal & Western Carolina Railway (incorporating the former Augusta & Knoxville Railroad)

**Successors:** Atlantic Coast Line Railroad; Seaboard Coast Line Railroad; Seaboard System; CSX Transportation

**Location:** Augusta, Richmond County, to the Savannah River, via Evans, Columbia County



**ATLANTIC COAST LINE (ACL)**  
System Feature Inventory Form

## DEVELOPMENTAL HISTORY

The Atlantic Coast Line Railroad (ACL) was a product of numerous mergers of dozens of smaller lines in the last three decades of the nineteenth century. The organization grew over decades from its earliest origins as the Wilmington & Raleigh Railroad (later renamed Wilmington & Weldon), which was constructed between 1834 and 1840 in eastern North Carolina. After the Civil War, the railroad's owners acquired the Wilmington & Manchester, which they quickly reorganized as the Wilmington, Columbia & Augusta. In 1871, they began using the name Atlantic Coast Line as a marketing name for the two collaborative lines. Other lines in the Carolinas and Virginia were then acquired over the next quarter century and various joint ownership and partnership agreements were established, some long-lasting and some not.

Given the explicit mention of Augusta as a namesake terminus in one of the organization's flagship lines, the lack of a permanent connection to Augusta had become an unresolved problem for the railroad. Nevertheless, it was not until 1897, when controlling stock of the Charleston & Western Carolina Railway (CHWC) was purchased, that access to the Augusta market came securely into the ACL fold. The ACL's takeover of the CHWC was made possible when, in 1894, the South Carolina legislature forced the financially ailing Central of Georgia to give up its railroad properties in that state. These were the Port Royal & Augusta Railway, which ran

from the South Carolina coast to Augusta, and the Port Royal & Western Carolina Railway, which linked Augusta with Greenville and several other towns in the South Carolina piedmont. The progenitor of the Port Royal & Western Carolina was the Augusta & Knoxville Railroad, a 67-mile line built during 1881-82 to connect Augusta and Greenwood, South Carolina. Within Georgia, its route ran north from Augusta through eastern Columbia County, crossing the Savannah River just upstream of what is now SR 28/Furys Ferry Road.

The Atlanta & Knoxville was leased to the Port Royal & Augusta Railway in 1883. The Port Royal & Augusta and the Port Royal & Western Carolina were then combined and reorganized in 1896 as the CHWC, just a year before its own acquisition by the ACL. The CHWC incorporated the Atlanta & Knoxville Railroad line.

In 1897-98, the various other South Carolina lines (not including the CHWC) in the growing network were consolidated into a newly incorporated company, the Atlantic Coast Line Railroad Company of South Carolina. On August 8, 1899, the ACL of SC acquired from the Central of Georgia its half-interest in the lease of the Georgia Railroad. This gave the overarching ACL system new connections to the interior of Georgia, by way of the Georgia Railroad's mainline from Augusta to Atlanta, and its former Macon & Augusta Railroad branch line from Camak to Macon.

The ACL merged with SAL in 1967 to form the Seaboard Coast Line; this joined entity was then further consolidated into CSX Corporation in 1980. The CHWC remains an active unit of the CSX system.

## DESCRIPTION

Initially built by the Augusta & Knoxville Railroad, the CHWC line originally only stretched northward from Augusta as far as Greenwood, South Carolina. The line was subsequently extended to Anderson, Greenville, and Spartanburg, but Knoxville, Tennessee was never reached. The CHWC's track within Georgia is very brief, passing entering at Augusta and passing through Martinez and Evans northwest of that city before recrossing the Savannah River into South Carolina. The line is still intact and in use today by CSX Transportation.

From its crossing into southeast Augusta via the CHWC Savannah River bridge at Goodale Landing, just south of SR 28's bridge into Beech Island, South Carolina, the CHWC crosses under Interstate 520, and proceeds almost immediately into the former ACL rail yard along the south side of Laney Walker Boulevard. At the yard's west end, exiting beneath the US 78/278 overpass, the CHWC wends its way diagonally across downtown's south side, roughly paralleling the general course of the Augusta Canal. The line turns northeast for a short stretch of street running along Sixth Street, then turns to the northwest for several blocks along the path of Fenwick Street. From Fenwick Street's intersection with Thirteenth Street, it curves to Greene Street's north side, which it closely adheres until it transitions to a grade directly adjacent to the canal, running atop the east bank between the waterway and the parallel Goodrich Street.

The CHWC line eventually turns west to bridge the Augusta Canal and run alongside the western border of Eisenhower Park, after which it follows a western course along the south side of River Watch Parkway/SR 104 to Martinez. In Martinez, it adopts an alignment along the northern and eastern edge of Washington Road, which it generally maintains all the way west and northwest to Evans. From Evans, the line turns almost due north and travels a circuitous way, some distance west of but roughly

parallel to SR 28/Furys Ferry Road, up to its third, fourth, and fifth bridge crossings, over Bettys Branch, the Little River, and the Savannah River. Including its bascule bridge over the Savannah River south of town and the line's bridge over the Augusta Canal, this short segment of the CHWC within Georgia display and utilizes a notable collection of steel framed truss and deck girder bridges.

## NATIONAL REGISTER CONTRIBUTING STATUS

The Charleston & Western Carolina Railway (CHWC) is a component of the ACL system; the ACL system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, and Ethnic Heritage – Black, under Criterion B for its association with the railroad industry pursuits and exploits of Henry Bradley Plant, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The CHWC, which was acquired by the ACL and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the ACL system.

The CHWC was evaluated under Criterion A and appears to contribute to the ACL's historic significance in the areas of Transportation and Commerce. During its period of operation, the CHWC's former Augusta & Knoxville line was an important ACL main branch line that connected Augusta to points north in South Carolina. In general, the CHWC network fulfilled the purpose promoted in its name, for it served to connect the ACL's coastal mainline (the former Charleston & Savannah, or CHSV), and the multiple Atlantic Coast ports along it, with South Carolina's inland cities in the Piedmont region, such as Columbia, Spartanburg, Greenville, McCormick, and Anderson. The CHWC rail corridor through Augusta followed the Savannah River's course, and specifically constituted a direct coast-to-interior through route from Port Royal and Beaufort to Augusta, McCormick, Anderson, and Spartanburg. In all three of these areas, the route benefited not only the city of Augusta and its environs, but also all of the Piedmont region counties at the western

edge of South Carolina. It gave farmers, timber companies, shippers, and passengers located in these areas new outlets and points of connection, both to Port Royal and the nearby Atlantic Coast ports of Charleston and Savannah, as well as numerous links to other connecting mainlines at Augusta, a significant rail hub with connections west and southwest to Atlanta, Macon, and beyond. Thus, the CHWC facilitated commerce and agriculture within its area of service and along the ACL system, as well as industrial growth in Augusta. The CHWC also presents significance in the area of Transportation, for being not only a productive component of the ACL system, but for, in Georgia, helping contribute to the further growth and development of Augusta as an important, well-connected railroad hub in the state and in the greater Southeastern region.

The CHWC was likewise evaluated under Criterion C and appears to contribute to the ACL's historic significance in the areas of Engineering. The CHWC is intact and remains in service; thus the alignment, including associated cuts, grades, embankments, and select bridge structures, has been preserved. The CHWC is therefore representative of railroad design from the late nineteenth century when it was constructed, including alignment, grading, and construction techniques, most particularly and notably of steel-framed truss bridge and deck girder bridge structures.

## EVALUATION OF INTEGRITY

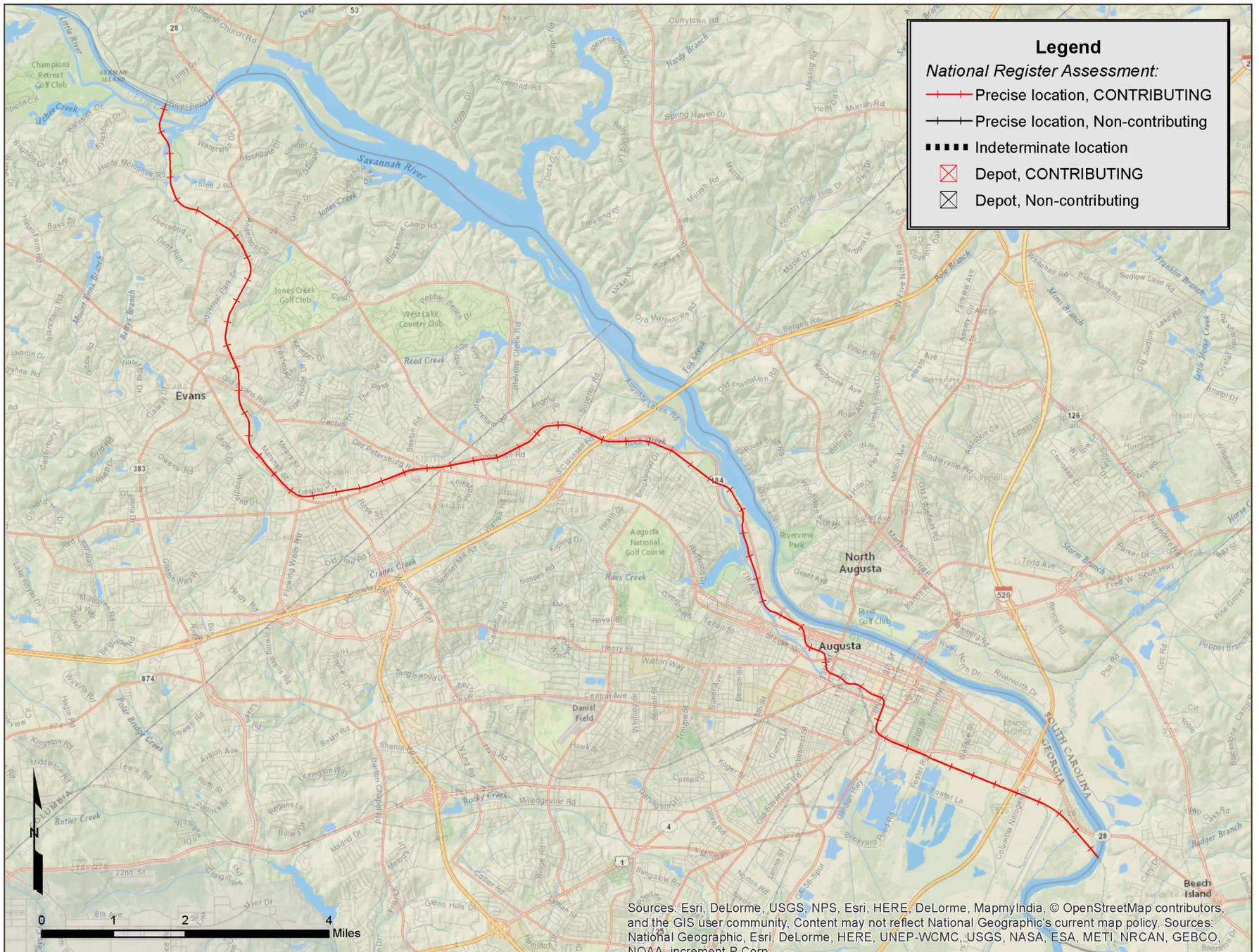
The CHWC has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains unchanged since its construction; therefore, the resource retains integrity of location and setting. As the alignment and roadbed, including cuts, raised grades, and the aforementioned bridges, remains intact and in service, the resource also maintains integrity of design, materials, and workmanship. The railroad also retains integrity of feeling and association, as it conveys its physical characteristics as a historic railroad line.

## PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the CHWC corresponds to the railroad's historic rights-of-way. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts, built-up grades and embankments, or structures such as the CHWC's short, steel-framed bridges over the Augusta Canal, Bettys Branch, and the Little River, and its two separate multiple-span bridges over the Savannah River, to the south and north of Augusta.

## PREPARED BY

Steve Storey, Matt McDaniel, and David Ray



CHWC: Resource Location Map



CHWC: Savannah River, Goodale Landing, Augusta



CHWC: Savannah River floodplain, Goodale Landing, Augusta



CHWC: Augusta yard



CHWC: Georgia Railroad junction at Eleventh Street crossing, Augusta



CHWC: Greene Street at St. Sebastian Way, Augusta



CHWC: Augusta Canal at Water Works, Augusta



CHWC: Stevens Creek Road crossing, Martinez, Columbia County



CHWC: Savannah River, Furys Ferry, Columbia County

# SAVANNAH, FLORIDA & WESTERN RAILROAD (SVFL)

**Other names:** Plant System

**System:** Atlantic Coast Line

**NR Evaluation:** Eligible (Contributing)

**Physical Status:** Mixed (Active, Inactive, and Abandoned segments)

**Current owner:** CSX Transportation (entirety of Main trunk line; Jesup-to-Folkston Cutoff; Metcalf branch); Georgia & Florida Railroad (Albany branch)

**Predecessors:** Savannah & Albany Railroad; Savannah, Albany & Gulf Railroad; Atlantic & Gulf Railroad

**Acquisitions:** South Georgia & Florida Railroad; Alabama Midland Railway

**Successors:** Plant System; Atlantic Coast Line Railroad; Seaboard Coast Line Railroad; Seaboard System; CSX Transportation

**Location:** Main trunk line (including former Alabama Midland Railway): Savannah through Waycross, Valdosta, Thomasville, and Bainbridge, to the Chattahoochee River, Early County; Jesup-to-Folkston Cutoff Branch: Jesup to Folkston; Live Oak Branch: DuPont to Live Oak, Florida; Monticello (Florida) Branch: Thomasville to Metcalf, Thomas County; Miccosukee Florida Branch: Thomasville to Roddenberry vicinity, Thomas County; Amsterdam Branch: Climax to Amsterdam, Decatur County; Chattahoochee Florida Branch: Climax to Chattahoochee, Florida



**ATLANTIC COAST LINE (ACL)**  
System Feature Inventory Form

## DEVELOPMENTAL HISTORY

The railroad that evolved into the antebellum Atlantic & Gulf Railroad (A&G), and later the Plant System's, postwar-era Savannah, Florida & Western Railway (SVFL), originated with the Savannah & Albany Railroad. It was first chartered by Savannah interests in 1847 in an effort to provide a seaport connection for the expanding trade of southwest Georgia. Albany, the region's trade center, had developed at the Flint River's head of navigation, but the river's relatively small size and the lack of suitable harbor facilities at Apalachicola made it difficult to ship cotton to the outside world. In 1854, the railroad company's name was changed to Savannah, Albany & Gulf Railroad (SA&G), reflecting the desire to continue the rails from Savannah beyond Albany to the Gulf of Mexico, thus overcoming the natural hindrances to waterborne shipments on the Flint.

The Atlantic & Gulf Railroad (A&G) developed amidst conflict between two competing Savannah and Brunswick companies, each of which sought to build a railroad from its Atlantic Coast port to southwest Georgia. Each city wanted the benefit of trade across the southern and southwestern parts

of the state, which not only offered rich soil for cultivation, but also an abundance of timber and other natural resources.

Savannah boosters, as represented by the SA&G, had much of the capital needed for its project, while the Brunswick interests, and their Brunswick & Florida Railroad, held the advantage of a charter provision that legally gave their project a monopoly over much of the planned route.

The solution was a compromise, ultimately short lived, between the Savannah and Brunswick based railroads, in which each would build to a shared point of connection in southeast Georgia, from which a new single line would proceed farther west. That new stem line, the Atlantic & Gulf Railroad, was chartered in 1856. Known unofficially as the "Main Trunk Railroad," the A&G traversed far southern Georgia from Screven in Wayne County west through Valdosta to Thomasville, thereby forsaking a more northern route towards Albany. Instead, Bainbridge became the ultimate projected destination for the route. Like Albany, Bainbridge is located along the Flint River, but the river to the southern port was more safely and reliably navigable year round.

The rails from the Atlantic Coast reached Blackshear in April 1859 and Homerville about six months later. In July 1860, the first train entered Valdosta. Thomasville was soon connected, and work began on the link from that town to Bainbridge, where steamboats would provide passage to the Gulf. The A&G's failure to pay railroad contractors McDowell and Callahan in late 1860, however, resulted in delays that slowed further westward progress. A few months later, the Civil War brought a change in priorities, and it was not until 1867 that the railroad was finally extended to Bainbridge.

Much of the region traversed by the A&G and the SA&G consisted of sparsely populated pinelands with few farms or towns. Several rivers had to be bridged, including the Ogeechee, the Altamaha, the Satilla, and the Alapaha. Many miles of floodplains and wetlands had to be crossed, necessitating long earthen fills and numerous trestles. The work was done by slaves, owned by the A&G and the SA&G, of which there were some 1,200 by 1860.

At Screven, the A&G connected with the SA&G, which provided the connection to Savannah. The confusing arrangement was simplified during the Civil War in 1863, when the SA&G and the A&G consolidated into a single company, taking the Atlantic & Gulf's name. To assist the movement of troops and supplies, the A&G and the Pensacola & Georgia Railroad jointly built a branch line from Lawton (now DuPont), Georgia, to Live Oak, Florida, the first rail connection between the two states. Its completion, however, came too late to provide much help in the war effort.

About forty miles of the A&G's mainline was destroyed or damaged in December 1864 as part of Union General Sherman's March to the Sea. In his operations report, Col. John M. Oliver of the 15th Michigan Infantry noted that his troops "destroyed fourteen trestles, varying from 30 to 150 yards long, and the Gulf railroad bridge across the Ogeechee, a magnificent bridge 500 yards long..."

After the war ended, the damaged sections of the A&G were quickly rebuilt, and, in 1869, the A&G purchased the line between Thomasville and Albany then under construction by the South Georgia & Florida Railroad. Only the

24-mile section between Thomasville and Pelham was complete at the time, but the A&G finished the tracks all the way to Albany within a year.

By 1879, the A&G consisted of a 237-mile mainline stretching from Savannah through Waycross to Valdosta, and then proceeding from Valdosta through Thomasville to Bainbridge; including its branches, the A&G operated 350 miles of track.

Late that same year, in November, Henry Bradley Plant purchased the A&G at a foreclosure sale, and on December 9, 1879, he organized the Savannah, Florida & Western Railway to operate and further develop his new railroad. Plant, an investor and entrepreneur from Connecticut, assembled the aptly named Plant System, a network of railroads that served much of southern Georgia and northern Florida in the decades after the Civil War. Throughout the railroad magnate's ensuing two decades of endeavor, the SVFL would remain Plant's key railroad property within Georgia.

Then, in 1880, Plant purchased the Savannah & Charleston Railroad out of its receivership, seeing an opportunity for a northwards expansion of his area of service. That same year, he changed the company's name to the Charleston & Savannah Railway (CHSV) and began operating it as part of his growing system. Conveniently, the CHSV connected to the SVFL's northern and eastern end at Savannah, so the railroad immediately became an important component line of his Plant System.

The following year he began an expansion to the south, building the Waycross & Florida Railroad (WAYF) from Waycross to the Florida state line; there it was to join his East Florida Railroad, then under concurrent construction from Jacksonville, Florida. The result, after completion in 1881, was a 71-mile long, direct line from the emerging rail center of Waycross to the important steamship and rail connections at Jacksonville.

Known as the Waycross Short Line, the new WAYF link greatly shortened travel time along the Georgia coast by avoiding an older western route, between Lawton (now DuPont), Georgia and Live Oak, Florida, that was built during the Civil War. Previously, travelers from Savannah to Jacksonville had to go westward to DuPont, 35 miles west of Waycross, then

south to Live Oak, before heading back east to Jacksonville. The new cut-off shortened the trip by more than half.

In 1882, Plant established the Plant Investment Company to acquire other railroads. In the same year, the SVFL built the 32-mile line from Climax in eastern Decatur County to Chattahoochee, Florida. This main branch extension from the SVFL main trunk line connected with the Pensacola & Atlantic, a Louisville & Nashville Railroad subsidiary spanning northern Florida. In 1884, Plant also consolidated the WAYF, along with several railroads in Florida, into the SVFL. In 1888, he bought controlling shares of the Brunswick & Western Railroad (BRUN), but he thereafter allowed it to operate independently until 1901, when it, too, was finally absorbed into the SVFL. Also in 1888, the SVFL constructed its Monticello branch from its main trunk line at Thomasville south to Monticello, Florida.

In July 1890, the Plant Investment Company acquired a controlling interest in the Alabama Midland Railway, a new line developed in the late 1880s between Bainbridge and Montgomery, Alabama, passing through Donalsonville and Dothan. The Alabama Midland was organized under the direction of Montgomery businessman Joseph Washington Woolfolk with Plant's financial help. Plant had been seeking an extension into Alabama for his SVFL, which then ended at Bainbridge, and the Alabama Midland provided just such an opportunity. In the 1894 edition of *The Official Railway List*, the Alabama Midland reported operating 209 miles of railroad, 18 locomotives, and 490 cars.

In the 1889 edition of *The Official Railway List*, the SVFL itself reported operating 569 miles of railroad with 79 locomotives, 102 passenger cars, and 1,337 freight and miscellaneous cars. By 1894, the total SVFL track mileage remained at 569 miles, but the other comparable figures had risen to 92 locomotives, 136 passenger cars, and 2,257 freight and miscellaneous cars.

In 1901, the Plant System constructed a direct line from Jesup to Folkston, bypassing Waycross and speeding traffic along the eastern seaboard. Nevertheless, Waycross remained an important hub for SVFL and Plant System operations, as well as those of other lines.

Plant served as president of both the SVFL and his Plant System holding company from 1879 until his death in 1899. After a period of legal disputes and uncertainty, his heirs broke up his empire of railroads, steamships, and hotels, selling the Plant System of railroads, including his flagship SVFL, to the Atlantic Coast Line Railroad (ACL) in 1902.

In 1903, ACL built a short, 10-mile branch line southward from Otisca (no longer extant as a community), on the mainline between Climax and Chattahoochee, Florida, in Georgia's far southwestern corner, to the now-defunct Amsterdam community. At the turn of the century and through the early decades of the twentieth century, Amsterdam was a center of shade-grown tobacco used in the making of cigars.

ACL then bought, in 1914, the Florida Central Railroad, a 47-mile line between Thomasville, Georgia and Fanlew, Florida. Incorporated under Georgia law in 1907, the Florida Central began operations in 1908. It was controlled by J. L. Philips & Company, which owned nearly all of the stock, and was headquartered in Thomasville. For the first few miles south of Thomasville, the tracks ran parallel to and east of the existing ACL Monticello branch through Metcalf, Georgia. At Fincher, Florida, close to the Georgia state line, the two railroads crossed, with the Florida Central heading southwest to Miccosukee while the ACL continued southeast to Monticello. From Miccosukee, the Florida Central ran south to a connection with the Seaboard Air Line Railway (SAL) at Capitola and from there on to Fanlew. A 1908 timetable and some maps indicate that the railroad continued beyond Fanlew about 12 more miles to Vereen, Florida, on the SAL branch between Tallahassee and St. Marks.

The Florida Central entered receivership in June 1912 after defaulting on a bond interest payment. Around that time, it owned only two locomotives and two cars. Soon after purchasing the bankrupt railroad company, in October 1914, the ACL abandoned the north end of the line from Fincher, Florida to Thomasville. The tracks to Fanlew remained in service for a few more years.

In 1928, ACL built a line from Drifton, near Monticello, Florida, to Perry, Florida, the last link of the new "Perry Cut-off." At Monticello, the extension

connected with the former SVFL's Monticello branch from the mainline in Thomasville, Georgia, where the Monticello branch also tied directly into the ACL's Albany branch. The filling of the previous gap between Monticello and Perry created a more direct route between Chicago and Florida's west coast, one which passed through Macon, Albany, and Thomasville, and became the route followed by ACL's passenger train, called "The Southland" (discontinued in 1957).

The ACL merged with SAL in 1967 to form the Seaboard Coast Line; this joined entity was then further consolidated into CSX Corporation in 1980. Most of the former SVFL alignment remains in service, excepting the original western end of the SVFL main trunk line from Climax to Chattahoochee, Florida, the short feeder branch from Climax to Amsterdam, the former Florida Central from Thomasville to Roddenberry, and the Live Oak branch from DuPont to Jasper, Florida.

## DESCRIPTION

Of the SVFL's once well-developed network of mainlines, branch lines, bridge lines, and short feeder lines across southern Georgia, only two short branches and two longer main branches/bridge lines have been abandoned or taken out of service within Georgia: the original western end of the SVFL main trunk line from Climax to Chattahoochee, Florida; the short feeder branch from Climax to Amsterdam in southern Decatur County; the former Florida Central Railroad line from Thomasville to Roddenberry in southern Thomas County; and the Live Oak branch from DuPont to Jasper, Florida. Since all of these abandoned lines begin near the Florida state line, and proceed south from their junctions with the SVFL main trunk line, the total length of abandoned track within Georgia does not constitute much mileage. The entirety of the SVFL's long main trunk line, which spans the full width of the state of Georgia at its widest point, is still in service and in active use. Hence, a large overall percentage of the SVFL's historic track mileage within Georgia is still intact and in regular use.

The easternmost end of the SVFL's **main trunk line** within Georgia is terminated only by the Savannah River itself, as the line passes through the

neighborhoods along downtown Savannah's east side, diagonally crossing Bull, Drayton, Abercorn, and Habersham streets, and running alongside the aptly named curvilinear Plant Street. The line then proceeds along the east side of East Broad Street, continuing north across East President Street until it reaches a yard extending across riverfront docks and warehouses on Harbor Street.

The ACL's former SVFL Savannah rail yard, referred to as Southover Yard, is located away from the river, in Savannah's southwestern corner. Still in active use, it is sited immediately north of and adjacent to Hunter Army Airfield, in the vicinity of Savannah's Lamarville neighborhood. From the northeast throat of the yard, the briefly conjoined SVFL/CHSV line soon forks, with the CHSV turning north and then northwest, to skirt around the west side of midtown Savannah. SVFL trains traveled on the CHSV's tracks from the shared yard to access Savannah's Union Station. West of downtown Savannah, at its US 80 crossing, the CHSV passes the junction where its trains formerly diverged to approach the rear of Union Station. This station, facing Martin Luther King, Jr. Boulevard/West Broad Street, was the destination for ACL passengers in Savannah from its completion in 1902 until its 1962 demolition.

From Southover Yard's southwest end, the SVFL's mainline tracks continue to the southwest, now running parallel to and along the south side of Veterans Parkway. Within quick succession through Georgetown and Richmond Hill, the line bridges both the Little Ogeechee and Ogeechee Rivers. Throughout most of its traverse across southern Georgia, the SVFL main trunk line comprises a series of long straight runs; this is especially true through the low, broad, and level coastal plain of southeast Georgia.

From Richmond Hill through Walthourville and beyond Ludowici, the mainline follows a dead-straight course to the southwest. Beginning in Walthourville, US 84 parallels the alignment, a close geographic relationship that will be sustained across the remainder of Georgia's width. At the Altamaha River at Doctortown, the rail corridor turns through a single, shallow bend that orients it slightly more to the south. From this crossing through the cities of Jesup, Screven, Offerman, Patterson, Blackshear, and

all the way through Waycross and into its Rice Yard, the SVFL maintains another unbending vector. Now covering approximately 850 acres and thus occupying most of the southwestern quadrant of Waycross, the SVFL's former Rice Yard is now the largest of CSX Transportation's nine "classification" yards throughout its entire system.

The SVFL mainline makes another shallow bend, this time slightly back to the north and west, and resumes another due-straight heading, all the way to and through Valdosta. Along the way, the SVFL proceeds through Manor, Argyle, Homerville, DuPont, Stockton, and Naylor. Only once the SVFL passes through Boston and approaches Thomasville does it begin to enter southwest Georgia's Red Hills region, thus stimulating a more winding, curvilinear route through Thomasville, Cairo, Whigham, Climax, and into Bainbridge. Climax, in eastern Decatur County, is so named because it was sited at the highest elevation along the SVFL's main trunk line. Between Valdosta and Bainbridge, the SVFL essentially travels on an east-west axis, despite its adoption of a more curvilinear path.

Since Bainbridge was already developed before the arrival of the railroad, the SVFL passes along the downtown's north side and crosses the Flint River a short distance upstream. From West Bainbridge through Brinson, Iron City, Donalsonville, and Jakin, to the Chattahoochee River crossing near Saffold, the line assumes another essentially straight alignment, only this time it bears to the northwest, on the way to Dothan, Alabama.

Due to its passage through Georgia's coastal plain, the SVFL main trunk cross numerous creeks, streambeds, and rivers. These rivers include the Little Ogeechee, the Ogeechee, the Altamaha, the Satilla, the Little Satilla, the Alabaha, the Willacoochee, the Alapaha, the Withlacoochee, the Ochlockonee, the Flint, and the Chattahoochee, amongst others. These major river crossings necessitated the construction of numerous steel-framed through truss bridges and steel-plate deck girder bridges, as well as the erection of countless trestles and trestle bridges. Moreover, since the SVFL passed along the Okefenokee Swamp's north and northwestern sides, it traversed an area of very low, often swampy terrain west of Waycross, requiring use of raised embankments.

Seven branch lines emanate from the SVFL main trunk line, usually on north-south orientations.

The easternmost branch line is the **Jesup-Folkston Cutoff**, the last of three separate alignments the A&G and SVFL progressively initiated to shorten the trip between Savannah and Jacksonville. This shortcut line departs from the main trunk at the East Magnolia Street crossing in Jesup, and immediately follows a straight-line course to the south/southwest through Wayne, Brantley, and Charlton counties, passing in route through Broadhurst, Hortense, Nahunta, and other small towns and former station stops. The line crosses the Satilla River between the Trudie and Raybon communities in Brantley County. At Winokur in Charlton County, the line makes a turn to a north-south alignment for its approach to Homeland and Folkston. At Folkston, it converges with and ties into the Plant System's former WAYF from Waycross, which constituted the second of the three successive revisions to the Jacksonville route; both lines into Folkston are still in heavy use by CSX Transportation. Throughout its length, this cutoff line is closely paralleled, along its east side, by the current US 301/SR 23 highway corridor.

The earliest bypass route was the **Live Oak branch line**, constructed during the Civil War. Abandoned since 1988, this line followed a straight line path from the main trunk line at DuPont (formerly Lawson) to the south/southwest, passing through Clinch and Echols counties and into Jasper, Florida and, ultimately, to Live Oak. In route, it passed through the small communities of Withers, Haylow, Tarver (defunct), and Potter (defunct), along with other, even smaller former station stops. In order to avoid a second crossing of Suwanoochee Creek, which forms DuPont's western edge, the shortcut line actually diverged from the mainline beyond the creek's west bank, which it roughly paralleled to Withers; the right-of-way between DuPont and Withers stays parallel to and a short distance west of Withers Road. Although the corridor's rails and ties have been removed, the railbed passes through many acres of marshland and managed pine plantation. The lack of any development pressure in the area has allowed the railbed to remain almost fully intact and entirely uninterrupted, and it is clearly marked and discernable on current aerial imagery; it seems to

serve as a logging trail or local access trail through the woodlots. Between the defunct Echols County communities of Alexis and Tarver at SR 94, the corridor runs along the west side of CR 121/Will Rewis Road; from SR 94 to the Florida state line, the former rail right-of-way is now utilized as the road right-of-way for unpaved CR 202/New Barnes Road.

The SVFL's **Albany branch line** was originated by the South Georgia & Florida Railroad, but was not completed until 1869 by its acquirer, the A&G. Along its course between Thomasville and Albany, it passes through Ochlocknee, Meigs, Pelham, Camilla, Baconton, and other intermediate towns and communities. The line was acquired and finished by the A&G to provide it access to the Albany market, but it was also intended to connect its own east-west mainline in Thomasville and the BRUN's mainline at Albany. These two mainlines crossed at Waycross, with the A&G continuing southwesterly, and the BRUN running to the northwest, eventually opening a gap between the two that the new bridge route linked. The A&G and the BRUN would eventually both be consolidated into the SVFL and ultimately the ACL.

The SVFL's Albany branch is still fully intact and in continued service, although it is now owned and operated by a short line railroad, the Georgia & Florida Railroad (GFRR). For much of its length, it now runs generally parallel to Old Georgia SR 3 (superceded by the four-lane alignment of US 19/SR 300), which was formerly the roadway route of the "Dixie Highway." The branch line departs the SVFL main trunk on downtown Thomasville's west side; the west leg of its three-way wye junction ties into the mainline at the eastern entrance to Thomasville's ACL rail yard, and the east leg interchanges almost in front of Thomasville's ACL depot, which stands on Jackson Street's west side. From there, the line continues north through residential neighborhoods to downtown's west and northwest, and bridges the Ochlockonee River just north of the city. It enters the Albany area along the east side of the Flint River through the Putney and Radium Springs communities, and convenes with the in-service section (from Albany to Sylvester) of the BRUN within the southwestern quadrant of the US 82 and US 19 intersection.

Thereafter, these conjoined ACL lines proceed north and west toward the

Flint River and downtown Albany, passing along the way through the GFRR's former ACL Albany rail yard, which is located between and parallel to East Broad and Coastline avenues, and is now the site of GFRR offices. From the yard's western throat at the North Broadway Street crossing, the ACL's BRUN and Albany branch lines share a unified track across the system's Flint River bridge, which provided passengers direct access to Albany's Union Station, now Thronateeska Heritage Center, still standing along the river's west bank at the east end of Roosevelt Avenue. Featuring two separate types of through-trusses, the line's noteworthy multiple-span, steel-framed bridge was erected just north of downtown Albany for the ACL in 1929 and is still in service, since it also provides connectivity to Norfolk Southern's antebellum Central of Georgia rail yard, occupying the land north of Union Station.

The three-way wye junction for the **Monticello branch line** is located just west of the Thomasville depot, directly across the mainline tracks from the wye junction for the Albany branch line. Opened in 1888, the line, still owned and operated by CSX Transportation, continues in a generally southerly direction through Thomasville's south side between Parnell Street and Railroad Avenue, and also parallels Fletcher Street. From Thomasville, the line winds back and forth through cultivated fields and managed pine plantations to Metcalf. In downtown Metcalf, the line still runs through a dedicated railroad right-of-way corridor between Haines Street and Reynolds Street/Metcalf Road. The tracks now come to an end on that town's south side, a short distance north of the Florida state line. From this point, the railbed turns to the southeast towards Monticello, Florida and passes through undeveloped forests. Although this segment of line is out-of-service, its alignment, even without ties and rails, is still intact and visible on current aerial imagery.

Opened by the Florida Central Railroad in 1908, the north-south oriented **Micosukee branch line** interchanged with the SVFL main trunk line in Thomasville and with several crossing SAL mainlines in the Florida panhandle. Despite begin acquired by the ACL in 1914, the full, 60-mile length of the line was abandoned a short time after 1920; its tracks, ties, and ballast were subsequently removed.

Like its period of operation, its length of rail corridor within Georgia was very brief, as Thomasville is only approximately 10 miles north of the Florida state line. In general, it apparently ran parallel to and east of the ACL's already existing (since 1888) Monticello branch through most of Georgia; it passed through the Roddenberry community, just east of Metcalf, on its way to the Florida line, and then turned southwest to continue around the western edge of Lake Miccosukee to Fanlew and Vereen, Florida.

Review of available historic maps and current aerial imagery, as well as ground-level field survey, did not reveal where the Miccosukee branch line, now abandoned for a century, once tied into the SVFL mainline or where it departed Thomasville. Likewise, no evidence of the railbed was recognized in the south part of Thomas County, either above or below Metcalf. The area is still very rural with little development; much of the landscape is covered by managed pine plantations. For the same reason, much of the land area in the presumed vicinity of the former rail corridor is now inaccessible.

The short, dead-end **Amsterdam branch line** was built southward in 1903 from a wye junction at a place called Otisca (now essentially defunct), just south of Climax, to the small community of Amsterdam, which is located near Attapulcus in Decatur County's southeast corner. Its period of operation lasted four decades, as the branch line was abandoned in 1944, coincident with the decline of shade tobacco farming in the area; export of this rare agricultural commodity was the primary purpose behind the line's installation.

Both a 1957 *United States Geological Survey Map* and a 1904 U.S. Department of Agriculture Bureau of Soils map of the Bainbridge area illustrate at least part of the rail corridor's route, depicting it tightly following the east bank of the Attapulcus Creek stream valley for much of its length. Nevertheless, no tracks or ties remain in place. Even with benefit of knowledge concerning the route's general course, the rail corridor is not recognizable on currently available aerial imagery and is not discernable at ground level either, even at the corridor's known precise locations.

The area is still very rural and with little development beyond cultivated fields or managed pine plantations; for this reason, much of the presumed vicinity of the former rail corridor is inaccessible.

The **Chattahoochee, Florida main branch** developed from the SVFL's former A&G western extension from Thomasville through Cairo to Bainbridge, finished in 1867. Bainbridge remained a dead-end western terminus for the main trunk line until 1882-83, when the Plant System constructed a southwestward extension from Climax through Decatur County to the Chattahoochee River at Chattahoochee, Florida. This route then became the SVFL mainline's western end, for it enabled connection near Chattahoochee to the Pensacola & Atlantic Railroad, at a place called River Junction. The short distance from the wye junction at Climax, in eastern Decatur County, to the county seat at Bainbridge, then became a short branch line, until 1890. In that year, the Alabama Midland Railway was completed, and began operations from Bainbridge to Montgomery, Alabama as a subsidiary of the Plant System. Thus, its operations were seamlessly integrated with the SVFL; the two together formed a crescent-shaped, mainline path from Savannah to Montgomery.

Thereafter, the status of the Climax to Chattahoochee section was changed to that of a short bridge line, connecting the SVFL mainline and the Pensacola & Atlantic mainline. It thus retained importance, but became more akin to a main branch from the SVFL main trunk, and hence similar in stature within the Plant System to the Albany and Live Oak branch lines then already in existence. Its importance was perhaps further heightened for a time after the ACL purchased the Plant System and SVFL, the Louisville & Nashville (LAN) acquired the Pensacola & Atlantic, and the ACL gained a major, controlling interest in the LAN. The Chattahoochee branch would also eventually cross the Georgia, Florida, & Alabama Railway's north-south oriented mainline at Bower Station near Fowlstown.

The Chattahoochee branch line was in service for just over a century, as it was abandoned by CSX/Seaboard System in 1984; the tracks, ties, and ballast were removed some time after. The line followed a general northeast to southwest orientation, but this lower part of Decatur County is gently

rolling or often even hilly, so its course was winding towards its western end, although the section from Climax to Bower Station is straight and unbending. In fact, from Climax, the railroad followed the top of a ridge known to geologists as the Pelham Escarpment before descending through the Mosquito Creek stream valley to Chattahoochee. As is shown on numerous maps, such as the 1954 edition of the *USGS Tallahassee Quadrangle map* and even the Georgia Department of Transportation's 2014 Decatur County General Highway Map, this route carried the rail corridor from Climax through Fowlstown, Faceville, and Recovery. It passed into Florida on a nearly north-south axis at Jinks Station, alongside the current path of the present Jinks Crossing Road, skirted the east side of the Florida State Hospital at the eastern edge of Chattahoochee, and crossed what is now Florida SR 269A to a wye junction with the LAN mainline.

The railbed has been cut at two places by modern highway construction, specifically at Climax by the US 84 widening and again near Bower Station by the four-lane section of US 27/SR 1. Otherwise, the rural landscape and the area's relatively slow pace of land development has allowed the railbed and rail right-of-way to remain mostly intact and uninterrupted. Along with the relative recentness of the abandonment, conditions have allowed most of the alignment to remain discernable on current aerial imagery as a continuous corridor marked by narrow treelines, to the degree that no lengths are indeterminate or indistinguishable. The rail corridor is now mostly accessible at crossing roads. Nevertheless, these multiple crossings allow the corridor and railbed to be routinely located and viewed; survey indicated that the corridor is still clearly evident within the landscape. The alignment is generally kept clear and appears to have been adapted along some of its length as unpaved local access roads, trails, or driveways for surrounding landowners. It is not known if CSX Transportation may still own all or part of the SVFL's Chattahoochee branch right-of-way.

### NATIONAL REGISTER CONTRIBUTING STATUS

The Savannah, Florida & Western Railway's main trunk line and its seven branches (SVFL) are all component parts of the Atlantic Coast Line Railroad (ACL) system. All but two branches, the Miccosukee branch and the

Amsterdam branch, are acquisitions or original construction projects of the ACL's progenitor in Georgia, the Plant System; two are of antebellum or Civil War-period origin, initiated between 1847 and 1865. Therefore, the SVFL was evaluated as a complement of component mainlines, main branches, and shorter feeder branches, for their potential collective contributions to the historic significance and National Register eligibility of the ACL system. The ACL is considered eligible for the National Register of Historic Places under Criterion A in the areas of Commerce, Transportation, Exploration/Settlement, Community Planning and Development, and Ethnic Heritage - Black, under Criterion B for its associations with Henry Bradley Plant, and under Criterion C in the areas of Architecture and Engineering. The SVFL was evaluated under all three criteria and determined to be contributing, collectively, in the above areas; however, not all component sections have been determined to have contributing status, as some lack sufficient integrity.

The SVFL was evaluated under Criterion A and contributes to the ACL's significance in the areas of Transportation and Commerce. The SVFL's east-west oriented main trunk line traveled from Savannah westward across the full-width of south Georgia; the railroad's name was further validated, and its intended Florida destination achieved, by way of its numerous north-south oriented branches from the main trunk into northern Florida. The SVFL thus connected Georgia's largest Atlantic coast port with south Georgia's interior and to Chattahoochee river ports, as well as linked Savannah to Jacksonville and to other interior destinations in Florida. Thus, the SVFL provided important linkages between Atlantic coastal ports and the inland markets and bountiful farmlands of south Georgia, southeast Alabama, north Florida, and beyond. Due in part to their positions of geographic and logistical importance, and their corresponding commercial usefulness, a majority of the mileage of the former SVFL railroad lines are still in use today. Therefore, the SVFL conveys significance in the area of Transportation for its historically significant contributions as a historically significant segment of Georgia's rail transportation network. The SVFL was not only a productive ACL system component, it was also a part of the interconnected web of railroads that provided thorough coverage of south Georgia through the last half of the nineteenth century and into the twentieth century.

Many SVFL railcars undoubtedly carried cotton, corn, hay, or other agricultural commodities across the region, but other common freight loads would have likely included felled timber, sawn lumber, or other timber products, for the SVFL's main trunk line and branch lines opened up rural counties across far southern Georgia to expanded logging and saw mill operations. Moreover, the SVFL directly connected several of south Georgia's most important commercial centers and trading markets during the late nineteenth and early twentieth centuries, including Savannah, Jesup, Waycross, Valdosta, Thomasville, Albany, and Bainbridge, amongst others. The SVFL facilitated the growth of agricultural exports from across south Georgia, including not only cotton and the aforementioned lumber and pine products such as naval stores, but also fruits, nuts, and vegetables, including the Georgia produce staples of peaches, watermelons, peanuts, and pecans. Shade-grown tobacco from south Decatur County was specifically served by an SVFL branch line. The SVFL thus created and operated a faster, more efficient means for farmers, lumber companies, and other enterprises along its lines, as well as those linked by way of numerous interchanges with connecting lines, to ship their products to the Atlantic coast ports and elsewhere. Conversely, it also allowed the easy importation of goods from these same ports into south Georgia, often into areas that were rural and otherwise somewhat isolated. For all these reasons, the SVFL facilitated commerce and agriculture within its area of service and the ACL system, contributed to the overall prosperity of the south Georgia and coastal Georgia regions, and thereby achieved significance in the area of Commerce.

In the areas of Exploration/Settlement and Community Planning and Development, the SVFL's main trunk line and its emanating branches led to the development of numerous cities, towns, and even smaller settlements in southeast, south central Georgia, and southwest Georgia, for much of its path was plotted through areas of Georgia that were still sparsely settled even at the end of the nineteenth century and the beginning of the twentieth. Cities and towns such as Offerman, Patterson, Waycross, Whigham, and Climax were either entirely or largely the outgrowth of station stops on the SVFL main trunk line or its branches, and the linear layouts of their downtown commercial centers, which emerged alongside and faced the

rail corridor, reflect the railroad's critical influence on local settlement and community planning. These towns and cities began to thrive and grow into local or even regional commercial centers due to the arrival of the SVFL or its predecessor lines and the business activity they generated. Due to the stimulus that the SVFL lines provided towards the development of many communities, many of which are still extant and even thriving, the railroad conveys a local level of significance in the areas of Exploration/Settlement and Community Planning and Development, and contributes to the ACL system's historic significance in these areas.

As a railroad entity that includes significant railbed and track segments originally established and constructed during the antebellum period, this resource also conveys significance in the area of Ethnic Heritage-Black. Manual slave labor was almost universally employed to build Georgia's pre-Civil War railroads, and the remaining and intact grades, cuts, fills, buildings, and other elements of the SVFL's main trunk line from Savannah to Thomasville, as well as its Live Oak branch, both constructed during the antebellum or Civil War period, physically convey African-Americans' historically significant contributions to the construction of the state's railroad infrastructure. These SVFL component lines thus potentially contribute to the ACL system's significance in this area.

Almost all of the component rail lines of the ACL system in Georgia, and particularly those of the SVFL, are directly reflective, and represent the tangible results, of the personal efforts and business ventures of Henry Bradley Plant. As the original and the most strategically significant acquisition accomplished by Plant and his developing Plant System, the SVFL contributes to the significance of the ACL system under Criterion B for its associations with Plant's comprehensive and integrated business ventures. It was always the principal and most important component part of his system and is therefore indispensable to a thorough understanding of his exploits and achievements in the southern railroad industry through the late nineteenth century. Therefore, the lines now historically affiliated with the SVFL within Georgia offer significance under Criterion B for their associations with the railroad industry pursuits and exploits of Henry Plant. His specific contributions to history, including facilitation of the further

settlement and development of south Georgia and north Florida, can be identified with or documented through his former SVFL railroad properties.

The SVFL was likewise evaluated under Criterion C and appears to contribute to the ACL's historic significance in the areas of Engineering and Architecture. Although several of the SVFL's branch lines have been abandoned, beginning as early as circa 1920, a great majority of the SVFL's total mileage of track, at its fullest extent, is still active and in service. Moreover, even for those branch lines that have been fully or partially abandoned, most route alignments and railbeds remain almost fully intact. They are physically represented by the intact forms of the rail lines' remnant railbeds, rail cuts, and rail embankments. In conjunction with the main trunk line's fully intact and in-service segments, most of the SVFL's rail corridors are physically and visually present in their landscapes, and still convey their historically significant design characteristics. In part due to the maintained rural nature of the south Georgia landscape, the SVFL's essential linear quality and continuity has been mostly preserved, either as active track segments, or as undisturbed rail embankments. The SVFL thus remains a good and generally intact example of rail engineering and construction during the second half of the nineteenth century, within the topographic context of the nearly level to gently rolling to hilly rural landscapes of southeast, south central, and southwest Georgia.

Also, 22 rail depots across the full complement of SVFL component lines are still extant; some are Union Stations that served SVFL and ACL passengers, along with those of other railroads. This intact collection of depots includes those that are and positioned either on or nearby their original sites, adjacent to the rail lines, and includes ACL depot buildings along the SVFL main trunk line in Ludowici, Jesup, Blackshear, Waycross (Union Station and freight depot), Homerville, Boston, Thomasville, Whigham, and Cairo, as well as those branch line depots at Metcalf, Ochlocknee, Meigs, Pelham, Albany (Union Station), and Folkston. Other original ACL system depots are still extant, but they do not stand at their original locations. These include SVFL depots for Walthourville, Manor, DuPont, Climax, and Iron City, which have at some point been moved short distances away from the railbed, excepting the Manor depot which was moved to Argyle.

This complement of depots is remarkable not only for the number extant, but also for their wide variety of types and material makeups. Many if not most of the wood-frame examples follow a variant of the ACL's distinctive template plans, which were recycled for most of the ACL stations along its various acquired lines, with some minor variations in size and details. Almost all are clad in board-and-batten, thus retaining a hallmark architectural element that was first applied widely to the Plant System's SVFL depots. For their own building projects, which commenced soon after the ACL's acquisition of the Plant System in 1902, the ACL typically retained the distinctive board-and-batten, but lowered the height of the main gable's ridge, and thus flattened the roof to cover the typically greater size and footprints of these early twentieth century designs. Some examples of the ACL template along SVFL rail lines can be found at Climax and Iron City.

The SVFL also retains several masonry depots, such as at Cairo, Ochlocknee, Pelham, Jesup, and Homerville, that were built with brick bearing-walls. Last, the grand, high-style brick depots at Thomasville and Waycross were of a sufficient size, scale, aesthetic, and architectural prominence to technically serve as Union Stations, although they were principally built by and for the ACL, both during the 1910s. Both conspicuously displayed large, Mission-style parapets, and thus reflected the influence of the eclectic, Spanish Revival style, which was at the time a popular thematic motif in south Georgia and north Florida. These depots collectively convey a state level of significance in the area of Architecture, as individually and collectively good and intact representative examples of railroad station and railroad building architecture in Georgia from the mid-nineteenth through the early twentieth century. As such, they contribute to the ACL system's significance in the area of Architecture.

## EVALUATION OF INTEGRITY

The SVFL's main trunk line, which long served as one of the ACL's two east-west oriented mainlines through and across nearly the entire width of south Georgia, has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The SVFL's Jesup-Folkston Cutoff, Albany branch, and Monticello branch

to Metcalf, have also been determined to present the same levels of integrity in the same areas. These four railroad lines have not been relocated, and their alignments remain substantially unchanged since their construction; therefore, these SVFL components retain integrity of location and setting. As their alignment and roadbeds, including cuts and grades, remain intact, and other materials have been upgraded to enable continued operation of the lines, these SVFL components also substantially retain integrity of design, materials, and workmanship. These railroad lines also retain integrity of feeling and association as they convey their physical characteristics as historic railroad lines.

The SVFL's Live Oak branch and Chattahoochee branch have also been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. These SVFL alignments have not been relocated, and their alignments remain substantially unchanged since their construction; therefore, these lines retain integrity of location and setting. As almost all of their alignments and railbeds, including cuts and grades, remain intact, despite their abandonments in 1988 and 1984, respectively, and the subsequent removals of rails, ties, and ballast, these SVFL branch lines still maintain a substantive level of integrity of design, materials, and workmanship. These two railroad branches also retain integrity of feeling and association, as they convey their linear and continuous physical characteristics as historic railroad lines.

Ground-level field surveys of the Miccosukee and Amsterdam branch lines were also conducted, as was a review of available historic maps and current aerial imagery. Along the abandoned rights-of-way for these two branch lines accessible to the surveyors, little remaining evidence of railbeds or infrastructure, such as level grades, cuts, or raised embankments, were found. These same reviews indicated that numerous railroad segments may have been disturbed and disrupted by active cultivation of fields through which the alignment passed, or by the widespread and ongoing implementation of silvaculture in the vicinity. In some cases, repeated plowing and maintenance of pine plantations may have erased or diminished railbed remnants. The result of these factors is that there are now numerous gaps in these SVFL corridors' continuity. Although some

traces may be extant and discernable within their surrounding landscapes, the former alignments now appear to be separated into non-contiguous sections. Accordingly, it has been determined that the SVFL Miccosukee and Amsterdam branch lines no longer retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. Likewise, a short segment along Stiles Avenue in downtown Savannah appears to have been obliterated by development. Therefore, on balance, these two SVFL branches and the Stiles Avenue segment in Savannah no longer convey their former standing as uninterrupted railroad corridors, and so cannot, in their current states, contribute to the ACL's significance.

### PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundaries for the SVFL's contributing mainlines and main branch lines correspond to these railroad lines' historic rights-of-way. These corridor rights-of-way extend the full length of the SVFL main trunk line within Georgia, from Savannah to the Chattahoochee River, the full lengths of the Jesup-Folkston Cutoff and the Albany branch, and the full lengths within Georgia of the Live Oak, Florida branch, the Monticello, Florida branch, and the Chattahoochee, Florida branch. These proposed boundaries generally contain all National Register-qualifying characteristics and features of the resource and include the rail lines' alignments, consisting of the railbeds and other elements of the rail resources, such as any extant cuts, built-up grades and embankments, buildings, such as the numerous extant depots, or structures, including the SVFL's steel-framed, through-truss bridge over the Satilla River into Waycross.

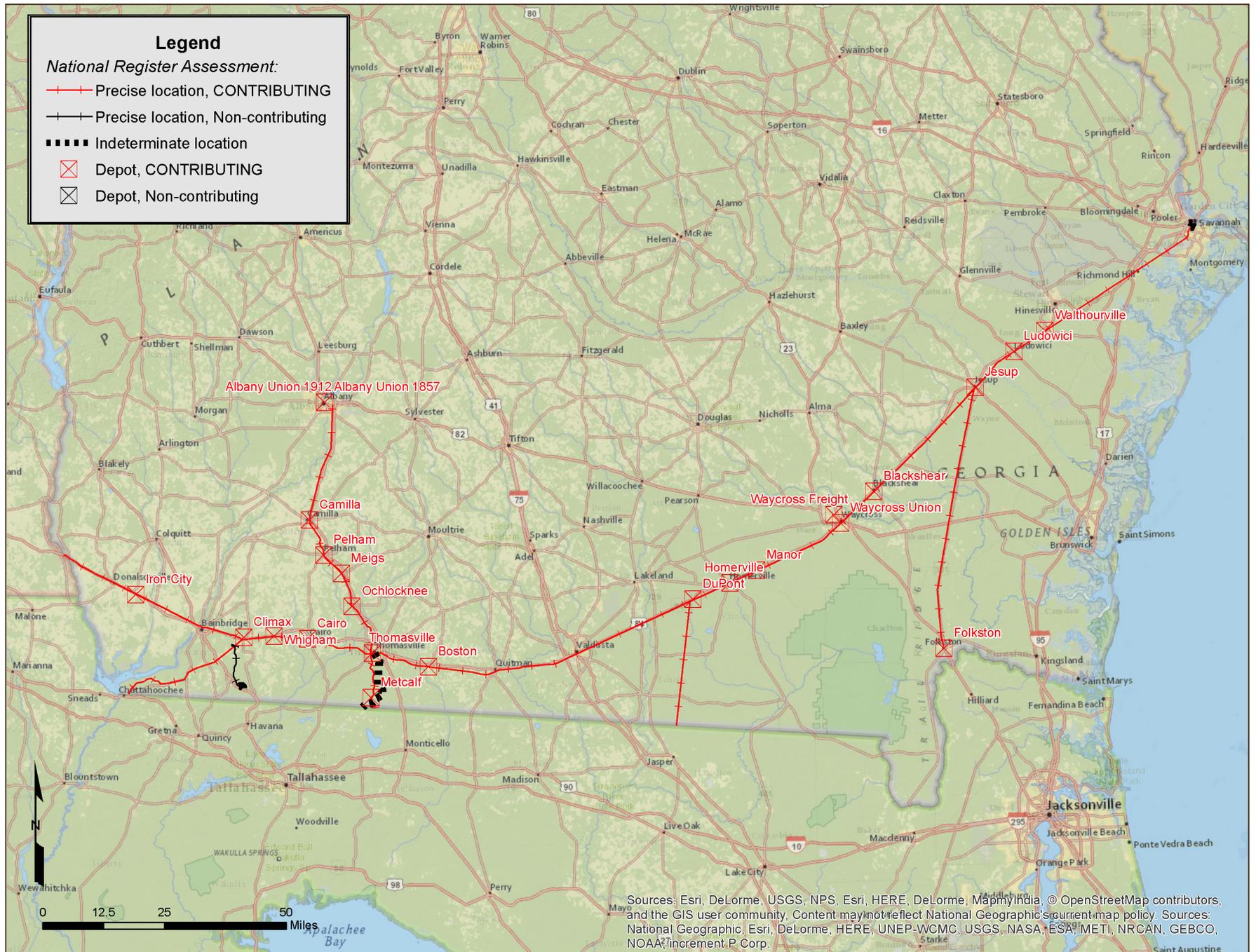
At any locations along the corridor where there are intact depots now located outside of rail rights-of-way, but immediately adjacent to them, the proposed boundary projects from the rail right-of-way to include the depot's footprint, as well as any intact platforms or docks, any affiliated structures such as water cisterns or coaling towers, and any intact sidings or rail yards. In addition, extant original SVFL depots that have been moved away from their original sites beside the SVFL rail corridors, including those for Walthourville, Manor (moved to Argyle), DuPont,

Climax, and Iron City, are included within the boundary as discontinuous features; the boundary includes these buildings' footprints.

Non-contributing features include the Miccosukee, Florida branch line (originally the Florida Central Railroad), the Amsterdam branch line, and a segment in downtown Savannah along Stiles Avenue.

**PREPARED BY**

Steve Storey, David Ray, Matt McDaniel, Erin Murphy, George Rounds, and Chris Mroczka



SVFL: Resource Location Map



SVFL: East President Street, Savannah



SVFL: Henry Street, Savannah



SVFL: Victory Drive at Bull Street, Savannah



SVFL: Southover yard, Savannah



SVFL: From SR 25, Richmond Hill



SVFL: Sanders Avenue crossing, Fort Stewart, Hinesville



SVFL: Talmadge Road at Busbee Road, Walthourville, Liberty County



SVFL: Walthourville depot



SVFL: Wye junction at Southern Railway, Jesup



SVFL: Jesup depot



SVFL: Broadhurst Road and Tyre Street, Screven, Wayne County



SVFL: Railroad Avenue, Patterson, Brantley County



SVFL: New School Road crossing, Owen, Pierce County



SVFL: Altman Road crossing, Blackshear



SVFL: Main Street crossing, Blackshear



SVFL: Blackshear depot



SVFL: Along US 84/SR 38, Homestead, Pierce County



SVFL: Satilla River bridge, Pierce-Ware county line



SVFL: US 84/SR 38 crossing, Waycross



SVFL: Waycross depot



SVFL: US 1/US 23/SR 4, Waycross



SVFL: Rice Yard, Waycross



SVFL: Railroad Street and Suwanee Chapel Road, Manor, Ware County



SVFL: Relocated Manor depot., Argyle, Clinch County



SVFL: Homerville depot



SVFL: Withers Road crossing, DuPont, Clinch County



SVFL: Alapaha River, Lanier-Lowndes county line



SVFL: SR 135 crossing, Naylor, Lowndes County



SVFL: South Ashley Street, Valdosta



SVFL: Ousley Road crossing, Ousley, Lowndes County



SVFL: US 221/SR 76, Quitman



SVFL: Railroad Street, Dixie, Brooks County



SVFL: Boston depot, Thomas County



SVFL: East Jackson Street crossing, Thomasville



SVFL: Thomasville depot



SVFL: Cairo depot



SVFL: Broad Street, Cairo



SVFL: Whigham depot at McGriff Road crossing



SVFL: Boydville Road at US 84/SR 38, Boydville, Grady County



SVFL: Main Street crossing, Climax, Decatur County



SVFL: Climax depot



SVFL: North Clay Street crossing, Bainbridge



SVFL: Flint River bridge, Bainbridge



SVFL: Cyrene Road crossing, Cyrene, Decatur County



SVFL: Clifton Road crossing, Brinson, Decatur County



SVFL: Relocated Iron City depot, US 84/SR 38, Seminole County



SVFL: Church Street crossing, Iron City



SVFL: US 84/SR 38, Donalsonville



SVFL: Pot Likker Road crossing, Jakin, Early County



SVFL: Kirkland Creek, Saffold, Early County



SVFL: Junction with Chattanooga Industrial Railroad, Saffold



SVFL: Chattahoochee River bridge, Saffold vicinity, Early County



SVFL: Folkston Cutoff, Jesup depot



SVFL: Trudie Lane, Hortense, Brantley County



SVFL: New Hope Road, Hickox, Brantley County



SVFL: Folkston Cutoff and WAYF junction, Okefenokee Drive bridge, Folkston



SVFL: Main Street, Folkston



SVFL: Folkston depot



SVFL: Live Oak branch, SVFL mainline at Withers Road, DuPont, Clinch



SVFL: Office, DuPont



SVFL: US 84/SR 38 and Clark Street, DuPont



SVFL: Live Oak branch approx. location, Withers Road, Withers, Clinch



SVFL: CR 50 crossing, Withers



SVFL: Railbed, Withers vicinity



SVFL: Albany branch junction with SVFL mainline, Thomasville



SVFL: West Clay Street, Thomasville



SVFL: Pine Street, Thomasville



SVFL: Oak Street crossing, Thomasville



SVFL: East Railroad Street, Ochlocknee, Thomas County



SVFL: Willow Street crossing, Ochlocknee



SVFL: Ochlocknee depot



SVFL: Meigs depot, Thomas County



SVFL: Meigs freight depot



SVFL: Pelham depot, Mitchell County



SVFL: Scott Street crossing, Camilla



SVFL: Camilla depot



SVFL: River Road crossing, Flint, Mitchell County



SVFL: Along Railroad Avenue, Baconton, Mitchell County



SVFL: Antioch Road crossing, Putney, Dougherty County



SVFL: East Broad Avenue overpass, Albany



SVFL: Flint River, Albany



SVFL: Albany union depot



SVFL: Monticello branch line, Lily Street, Metcalf, Thomas County



SVFL: Metcalf depot



SVFL: Amsterdam branch, railbed at CR 104, Climax vicinity, Decatur County



SVFL: ROW along Lake Douglas Road, Climax vicinity



SVFL: Railbed along Lake Douglas Road, Climax vicinity



SVFL: Wautauga Road crossing, Attapulcus vicinity., Decatur County



SVFL: Chattahoochee branch wye at SVFL mainline, Climax, Decatur County



SVFL: Railbed, Attapulugus-Climax Road, Climax vicinity



SVFL: Lake Douglas Road crossing, Climax vicinity



SVFL: Railbed along Cedar Grove Road, Decatur County



SVFL: Railbed from CR 149, Decatur County



SVFL: Railroad cut, Bower Station vicinity, Decatur County



SVFL: Railroad cut disrupted by US 27/SR 1, Bower Station vicinity



SVFL: Cut at US 27/SR 1, Bower Station vicinity



SVFL: Railroad cut, Bower Station vicinity



SVFL: Green Shade Road crossing, Fowlstown, Decatur County



SVFL: CR 96, Fowlstown vicinity, Decatur County



SVFL: Railroad cut at SR 97, Faceville, Decatur County

# WAYCROSS & FLORIDA RAILROAD (WAYF)

**Other names:** Waycross Short Line; Plant System

**System:** Atlantic Coast Line

**NR Evaluation:** Eligible (Contributing)

**Physical Status:** Active

**Current owner:** CSX Transportation

**Predecessors:** N/A

**Successors:** Plant System/Savannah, Florida & Western Railway; Atlantic Coast Line Railroad; Seaboard Coast Line Railroad; Seaboard System; CSX Transportation

**Location:** Waycross to Folkston, Charlton County, thereafter to Georgia-Florida state line at St. Mary River



**ATLANTIC COAST LINE (ACL)**  
System Feature Inventory Form

## DEVELOPMENTAL HISTORY

In the decades after the Civil War, Henry Bradley Plant, an investor and entrepreneur from Connecticut, assembled a network of railroads across southern Georgia and northern Florida. Almost all of the Atlantic Coast Line Railroad's (ACL's) original complement of lines and trackage in Georgia was actually either acquired or built, between 1879 and 1899, by Plant. His network of southern railroads, comprising 2,235 total miles, was referred to as the Plant System.

Plant purchased the antebellum Atlantic & Gulf Railroad in November 1879 at a foreclosure sale. On December 9, 1879, he organized the Savannah, Florida & Western Railway (SVFL) to operate the line, which stretched from Savannah through Waycross to Valdosta, and then proceeded from Valdosta through Thomasville to Bainbridge. Throughout the railroad magnate's ensuing two decades of endeavor, the SVFL would remain Plant's key Georgia railroad property.

Then, in 1880, Plant purchased the Savannah & Charleston Railroad out of receivership, seeing an opportunity for a northwards expansion of his area of service. That same year, he changed the company's name to the Charleston & Savannah Railway (CHSV) and began operating it as part of his growing system. Conveniently, the CHSV connected to the SVFL's

northern and eastern ends, at Savannah, so the railroad immediately became an important component line of his Plant System.

The following year, he started an expansion to the south, building the Waycross & Florida Railroad (WAYF) from Waycross to the Florida state line, where it was to join his East Florida Railroad being constructed north from Jacksonville. After both lines were completed and tied together in 1881, the unified result, advertised as the Waycross Short Line, was a 71-mile line from the emerging rail center of Waycross to the important steamship and rail connections at the port of Jacksonville. The new "Short Line" link greatly reduced travel time along the Georgia coast by avoiding an older western route, between Lawton (now DuPont), Georgia and Live Oak, Florida, that was built during the Civil War. Previously, travelers from Savannah to Jacksonville had to go westward to DuPont, 35 miles west of Waycross, then south to Live Oak, Florida, before heading back east to Jacksonville. The new cut-off shortened the trip by more than half the prior distance.

Accordingly, by 1882, the Plant System was able to offer, in-system, a coastal through-route from Charleston, South Carolina to Jacksonville, Florida, by routing trains from the CHSV to the SVFL at Savannah, and then from the SVFL to the WAYF at Waycross. In 1884, Plant consolidated the WAYF, along with several railroads in Florida, into the SVFL.

Plant served as president of the Plant System from 1880 until his death in 1899. After a period of legal disputes and uncertainty, his heirs broke up his empire of railroads, steamships, and hotels, selling the Plant System of railroads, including the SVFL and its subsidiary WAYF, to the ACL in 1902.

The ACL merged with SAL in 1967 to form the Seaboard Coast Line; this joined entity was then further consolidated into CSX Corporation in 1980. The WAYF remains an active unit of the CSX system.

## DESCRIPTION

As its name explains, the Waycross & Florida Railroad transports trains between the city of Waycross and northern Florida, where it connects directly, end-to-end, to the railroad tracks of the East Florida Railroad from Jacksonville. In Waycross, an important southeast Georgia and coastal plain railroad hub, the WAYF could offer connections and/or transfers to two other crossing ACL mainlines, the former SVFL main trunk line and the former Brunswick & Western (BRUN), as well as to the southern end of the Atlanta, Birmingham & Coast's original Waycross Air Line (ABC).

These four lines, all still in service as part of the CSX Transportation system, connect at a four-way diamond interchange just southwest of downtown Waycross. The former SVFL crosses the WAYF and a shared bypass route along Waycross's west side seamlessly funnels trains from the former BRUN and Waycross Air Line mainlines into the WAYF's north end. The northeastern entrance to the ACL's Rice Yard, one of the largest rail yard's in the state, begins immediately west of this major interchange. Passengers along the WAYF and the integrated Waycross Short Line route would once have used the Waycross Union Station, still extant on the SVFL mainline's north side and alongside Plant Avenue, a few blocks northeast of the diamond junction. The former ACL freight depot, which was moved in 1981 to the nearby Okefenokee Heritage Center, once stood along the SVFL mainline, in the middle of the diamond-shaped intersection, which is west of Haines Avenue, south of Francis Street, and east of South Nicholls Street. In fact, it was moved to enable construction of the northwest-southeast aligned link straight through the middle of

the interchange, which afforded direct connection between the WAYF, the ABC, and the BRUN.

From Waycross, the WAYF proceeds southeasterly, running parallel and almost directly alongside US 1/23 for almost the entire distance through Ware County and into Charlton County. A timetable for the "Jacksonville Division" of the SVFL, effective June 4, 1882 and published in the Travelers' Official Railway Guide for the United States and Canada, September 1882, lists the station stops within Georgia south of Waycross: Braganza, Fort Mudge, Race Pond, Spanish Creek, and "Folkstone." All of these places, as well as Astoria below Waycross, and Cypress Siding, Mattox, and Uptonville above Folkston, are still noted on current maps, although most are simply crossroads communities. The WAYF line was intentionally plotted around the north and northeast corner of the Okefenokee Swamp, so it follows a curving eastward arc, rather than a straight line. Despite mostly avoiding the lowest, wettest areas of swamp and marshland, much of the landscape is still low coastal plain, and the flat landscape is almost entirely rural, consisting of many acres of managed pine plantations.

In eastern Charlton County, the WAYF now enters the twin cities of Homeland and Folkston, which both developed along the line. The WAYF corridor passes along and constitutes the western edge of Homeland, running through a grassy sward between East Hazel and West Hazel streets. In the short distance between Homeland and Folkston, the rail line turns from its northwest-southeast orientation to a nearly due north-south alignment, and also conjoins with the ACL's later Folkston Cutoff line, which directly links Folkston and Jesup. This integrated rail right-of-way runs through the heart of Folkston, passing between Railroad and Depot/Oak streets. The Folkston depot still stands, aptly, along the east side of Depot Street, on its original site near the Main Street crossing. South of Folkston, the line veers away from the now-joined path of US 23/301 to cross the St. Marys River, also the Georgia-Florida state line.

The entirety of the former WAYF is currently heavily trafficked by CSX trains, and a significant portion of the route is double-tracked. Due to

the high number of trains using both the Waycross to Folkston line and the Folkston to Jesup line, the shared section of track from Folkston to Florida, which was originally constructed for the WAYF, is now commonly referred to as the “Folkston Funnel.”

### NATIONAL REGISTER CONTRIBUTING STATUS

The Waycross & Florida Railroad (WAYF) is a component of the ACL system; the ACL system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, and Ethnic Heritage – Black, under Criterion B for its association with the railroad industry pursuits and exploits of Henry Bradley Plant, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The WAYF, which was acquired by the ACL and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the ACL system.

The WAYF was evaluated under Criterion A and appears to contribute to the ACL’s significance in the areas of Transportation and Commerce. From its earliest integration into the ACL system in 1881, this coastal trunk route and bridge line along the southeast Atlantic Coast has played a contributory and supportive role in the ACL system’s overall state and local levels of historic significance in these three areas. The former WAYF was and continues to be an important coastal mainline that connected Jacksonville, Florida to Waycross and on to Savannah and other points north in South Carolina and beyond. The WAYF more than fulfilled the purpose promoted in its name, for it enabled the ACL to serve and connect Jacksonville to numerous other Atlantic Coast ports along the entire eastern seaboard . Also, Waycross has been a major southeast Georgia railroad hub since its founding, which was the direct result of the earliest railroad line through the vicinity, the SVFL’s predecessor, the Atlantic & Gulf. Due to the numerous mainlines that converged in Waycross from around the state, the city’s name could, within this context, be considered a euphemism for “everywhere.” Due in part to the

city’s geographic placement at the north end of the Okefenokee Swamp, which was a significant natural obstacle for railroads, and the resultant converging there of these many lines from all points of the compass, Waycross became the railroad gateway to almost any inland destination to the region’s southwest, west, northwest, north, or northeast.

As such, the WAYF became an important railroad portal for rail lines linking the Atlantic coastal plain with the interior of Georgia and points beyond. Considered both independently and as a component of the ACL system and its mainlines at the WAYF’s northern and southern termini, it gave farmers, timber companies, shippers, and passengers throughout the region and beyond new outlets and points of connection to Atlantic Coast ports, as well as numerous links to other connecting mainlines. Thus, the WAYF conveys significance in the area of Transportation, for being not only a productive component of the ACL system, but also a part of the interconnected web of railroads that provided thorough coverage of southeast Georgia through the last quarter of the nineteenth century and into the twentieth century.

Since the line traversed the Atlantic coastal plain’s piney woods, common freight loads through much of the WAYF’s early history likely consisted of felled timber, sawn lumber, or other timber or turpentine products. Also, since the WAYF’s coastal trunk line connected the Atlantic seaboard states and their large cities to its other rail lines in Florida, many shipments of citrus and winter vegetables from south Florida would have been exported by way of the route, while many tourists and vacationers historically used the line to make their way to Florida during the colder months. The WAYF facilitated commerce and agriculture within its area of service and along the ACL system, and thereby contributed to the overall prosperity of the south Georgia and coastal Georgia region, and thus achieved significance in the area of Commerce.

As one of the earliest and most strategically significant new railroad route initiatives constructed by Henry Bradley Plant and his developing Plant System, the WAYF contributes to the significance of the ACL system under Criterion B for its associations with Plant’s comprehensive and

integrated business ventures. It was a critical component of his system and is therefore indispensable to a thorough understanding of his exploits and achievements in the southern railroad industry through the late nineteenth century.

The WAYF was likewise evaluated under Criterion C and appears to contribute to the ACL's historic significance in the areas of Engineering and Architecture. The WAYF is intact and remains in service; thus the alignment, including associated cuts, grades, embankments, and select bridge structures, has been preserved. The WAYF is therefore representative of railroad design during the last quarter of the nineteenth century, when it was constructed, thus displaying period alignment, grading, and construction techniques, and through the early twentieth century, when infrastructural updates would have been implemented.

Also, the WAYF corridor still retains one of the ACL's own proprietary, wood-framed, board and batten-clad depots, which stands on its original site in Folkston. This depot is a good and intact example of the great variety of frame depot architecture used by railroads in Georgia during the late nineteenth and early twentieth centuries. As such, it contributes to the ACL system's significance in the area of Architecture.

## EVALUATION OF INTEGRITY

The WAYF has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains unchanged since its construction; therefore, the resource retains integrity of location and setting. As the alignment and roadbed, including cuts, raised grades, and the aforementioned bridge over the St. Marys River, remains intact and in service, the resource also maintains integrity of design, materials, and workmanship. The railroad also retains integrity of feeling and association, as it conveys its physical characteristics as a historic railroad line.

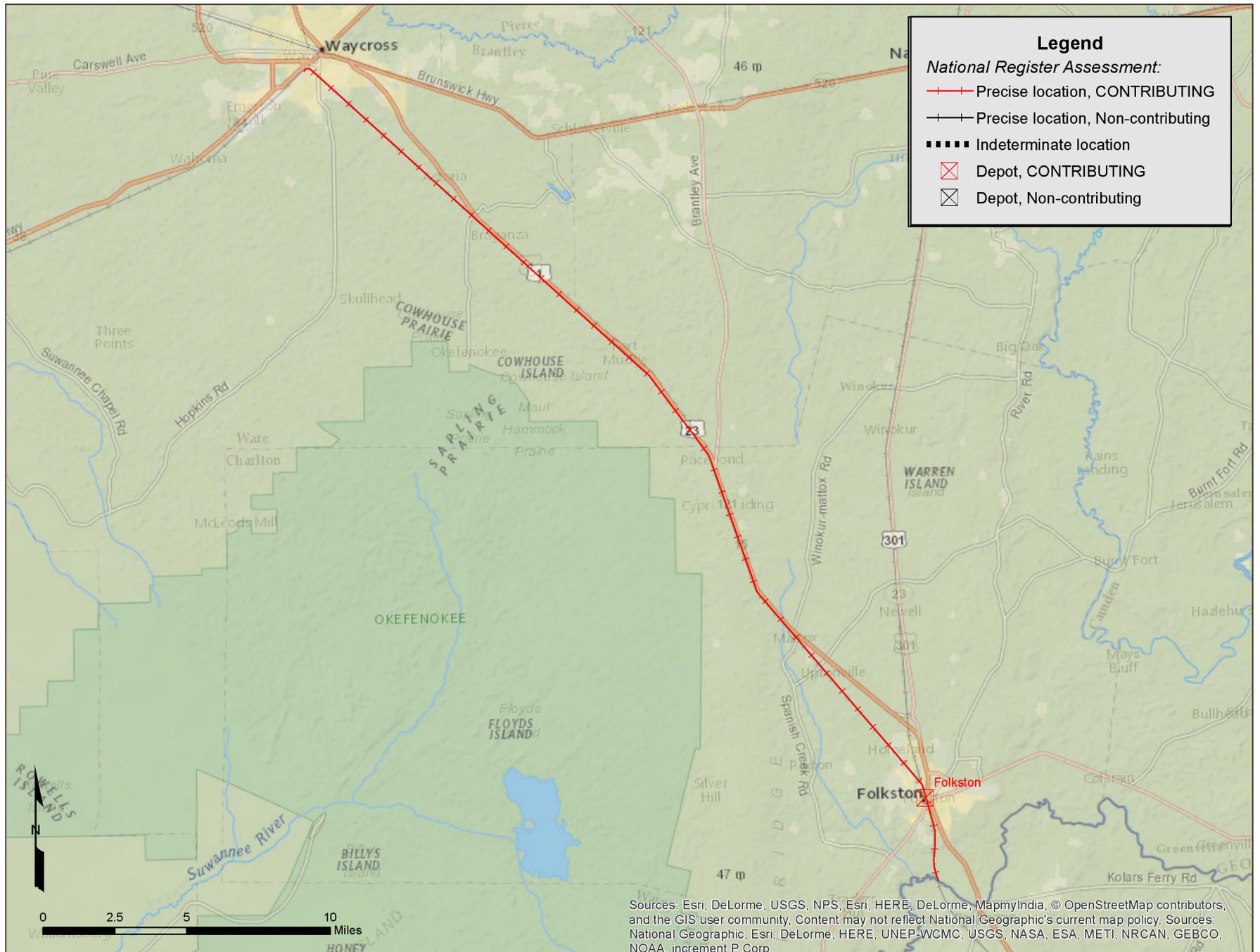
## PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the WAYF corresponds to the railroad's historic rights-of-way. These corridor rights-of-way extend the full length of the WAYF within Georgia, from the junction with the ACL's former SVFL mainline in Waycross through Folkston to the Georgia-Florida state line at the St. Marys River, northwest of Boulogne, Florida. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts, built-up grades and embankments, buildings, such as the Folkston depot, or structures, including the WAYF's bridge over the St. Marys River.

At any locations along the corridor where there are intact depots now located outside of rail rights-of-way, but immediately adjacent to them, the proposed boundary projects from the rail right-of-way to include the depot's footprint, as well as any intact platforms or docks, any affiliated structures such as water cisterns or coaling towers, and any intact sidings or rail yards

## PREPARED BY

Steve Storey, Matt McDaniel, David Ray, Erin Murphy, George Rounds,  
and Chris Mrocza



WAYF: Resource Location Map



WAYF: Folkston Cutoff crossing, Waycross



WAYF: Wye junction with SVFL mainline, Waycross



WAYF: Main Street, Folkston



WAYF: Folkston depot