



LOUISVILLE & NASHVILLE

APPENDIX H



CONTENTS

APPENDIX H

Louisville & Nashville (LAN)

System Property Information Form
LAN

LAN Mainline
MAIN

Western & Atlantic
WATL

Atlanta, Knoxville & Northern
ATKN

Rome Railroad
KING

LOUISVILLE & NASHVILLE RAILROAD (LAN)

First chartered in Kentucky in 1850, the Louisville & Nashville Railroad (LAN) was one of the South's early railroads and one of only a very few to grow into a major system without a name change. The name, almost always referenced in its abbreviated form of "L&N," survived into the 1980s, when it was retired as part of the coalescence of multiple rail companies into CSX Transportation.

LAN's original, 185-mile mainline between its namesake terminal points of Louisville, Kentucky and Nashville, Tennessee opened in 1859. With its completion, the LAN became the last link in a chain of southern antebellum railroads connecting the Ohio River with the Atlantic coast by way of Louisville, Nashville, Chattanooga, Atlanta, Augusta, and Charleston.

In 1880, LAN acquired 55% of the stock of the Nashville, Chattanooga & St. Louis Railway (NC&St.L), which had opened a rail line from Nashville to Chattanooga in early 1854. In 1881, the LAN and the Central of Georgia jointly leased the Georgia Railroad. In 1889, the company reported operating 2,614 miles of railroad with 436 locomotives, 339 passenger cars, and 12,534 freight and miscellaneous cars.

In 1890, the NC&St.L leased the Western & Atlantic Railroad (WATL) from the State of Georgia, giving it, and by affiliation the LAN, a major presence in the northwestern section of Georgia. The WATL's 137-mile line between

Other Names: N/A

NR Recommendation: Eligible

Period of Significance: 1837-1982

Physical Status: Mixed (Active, Inactive, or Abandoned, some sections adapted or planned for use as rail-trails, and some segments repurposed as right-of-way for surface streets)

Current Owner: CSX Transportation

Predecessors: N/A

Acquisitions: Western & Atlantic Railroad; Nashville, Chattanooga & St. Louis Railway; Marietta & North Georgia/Atlanta, Knoxville & Northern Railway

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

Lines: Western & Atlantic Railroad (Nashville, Chattanooga & St. Louis Railway): Atlanta to Chattanooga, Tennessee; Rome Branch Line (Rome Railroad): Kingston to Rome; Etowah Old Line (Marietta & North Georgia Railway/Atlanta, Knoxville & Northern Railway): Marietta to Etowah, Tennessee

Mainline/Etowah New Line: Cartersville to Etowah, Tennessee

Atlanta and Chattanooga was financed and built by the State of Georgia from 1841–1850. Surveys for the line began in 1837, and the first train ran from Marthasville (Atlanta) to Marietta on December 23, 1842.

Once complete, the WATL became a key link in the chain of Southern railroads connecting the Atlantic Ocean and the Mississippi River. It was the foundation for Atlanta's emergence as a rail center. By the time of the Civil War, the WATL had 46 woodburning locomotives, two of which were to become participants in the "Great Locomotive Chase" of April, 1862. It played a major role in the Atlanta Campaign, and its loss to the South in 1864 was a serious blow to the Confederacy's hopes of ultimate victory. Like many Southern railroads, the WATL suffered extensive damage during the war.



Summerour Church Road crossing, Crandall, Murray County

In 1894, the NC&St.L bought the former Rome Railroad (KING) to gain a branch line to Rome from the WATL mainline at Kingston. This branch line was abandoned in 1943.

The LAN came close to entering southwestern Georgia but its Pensacola & Atlantic Railroad (P&A) subsidiary stopped at Chattahoochee, Florida, just short of the state line. Here, at a point called River Junction, the P&A/ LAN connected with the Savannah, Florida & Western (later Atlantic Coast Line) route to Climax, Georgia.

The Atlantic Coast Line (ACL) then gained control of LAN in 1902 by purchasing all of the LAN stock owned by financier J. P. Morgan, who had managed to acquire a majority interest in the company. Regardless, LAN continued to operate independently, with no significant change in management.



Holly Springs depot

The LAN, in turn, acquired the Atlanta, Knoxville & Northern Railway (ATKN) in 1902. This route between Marietta, Georgia and Etowah, Tennessee was often called the “Hook & Eye Line” because of a pair of unusual engineering features along the route. The LAN then constructed the line between Cartersville and Etowah in 1906, primarily to bypass the tight curves and steep gradients caused by the mountainous terrain through which the Hook & Eye Line passed. The latter, which the LAN also kept in operation, became known as the Etowah Old Line.

As part of the ATKN acquisition, LAN gained a newly constructed belt line on the west side of Atlanta. Running from Howells on the northwest side of Atlanta to the Atlanta & West Point Rail Road’s subsidiary Atlanta Belt Railway at the city’s southwestern edge, it allowed trains to access LAN’s affiliate Georgia Railroad without passing through the center of downtown.

The NC&St.L was fully merged into the LAN's operational and management structure in 1957.

In 1967, the LAN's parent company, the ACL, merged with the Seaboard Air Line Railroad to form Seaboard Coast Line Railroad (SCL). The LAN meanwhile continued its separate existence. From 1972 until the early 1980s, the railroad also used the marketing name Family Lines System jointly with SCL, Georgia Railroad, Clinchfield Railroad, Atlanta & West Point Rail Road, and Western Railway of Alabama (the last two also operating under the nickname West Point Route). This confusing arrangement neared resolution when SCL and Chessie System merged in 1980 to form today's CSX Corporation. CSX Corporation first officially combined its major SCL and LAN subsidiaries to create a new operational entity called Seaboard System Railroad in 1982. Only four years later, it changed the name of the streamlined company from Seaboard System to today's CSX Transportation.

ACQUISITIONS, BRANCH LINES, SUBSIDIARIES and JOINT PROJECTS

Western & Atlantic Railroad (WATL) and Nashville, Chattanooga & St. Louis Railway

The Western & Atlantic Railroad's (WATL's) 137-mile line between Atlanta and Chattanooga was built in 1841–50 by the State of Georgia at a cost of almost five million dollars. Surveys for the line began in 1837, and the first train ran from Marthasville (Atlanta) to Marietta on December 23, 1842. Regular service would not begin until 1845.

The Georgia Railroad also finally reached Atlanta in September of 1845, followed by the Macon & Western the following year. In 1854, the Atlanta & West Point opened a fourth line into town, coming in from the southwest.

Once all these lines were complete, the WATL became a key link in the chain of Southern railroads connecting the Atlantic Ocean (at Charleston, South Carolina) and the Mississippi River (at Memphis, Tennessee). It was the earliest impetus and foundation for Atlanta's emergence as a rail center.

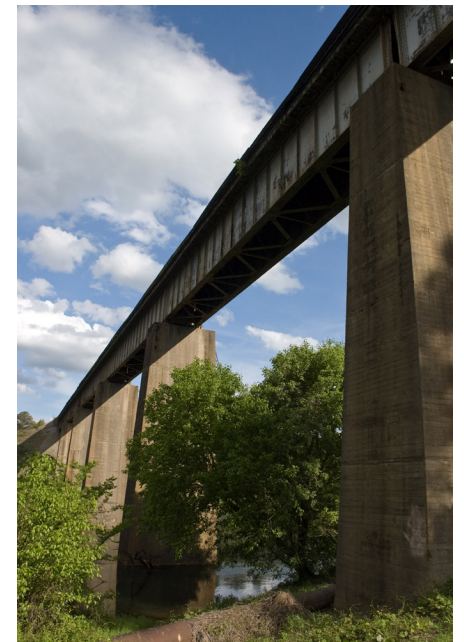
By the time of the Civil War, the WATL had 46 woodburning locomotives,



Blue Ridge depot

two of which were to become participants in the “Great Locomotive Chase” of April, 1862. It played a major role in the Atlanta Campaign and its loss to the South in 1864 was a serious blow to the Confederacy's hopes of ultimate victory. Like many Southern railroads, the WATL suffered extensive damage during the war.

In 1870, the railroad and rolling stock were leased for 20 years to a corporation headed by former Georgia Governor Joseph E. Brown and made up primarily of the officers of the WATL's connecting roads.



Bridge over the Etowah River, Bartow County



Along River Road, McCaysville, Fannin County



Smokey Hollow Road crossing, Tate, Pickens County

In 1890, the WATL was leased to the Nashville, Chattanooga & St. Louis Railway. This company was first chartered in Tennessee as the Nashville & Chattanooga Railroad Company in 1845, the same year the WATL began regular service. The mainline from Nashville to Chattanooga, running a distance of 151 miles, was finally opened almost a decade later, in early 1854. A key link in the line, the 2,228-ft. long Cumberland Mountain Tunnel near Cowan, Tennessee, opened in 1852. The Nashville & Chattanooga acquired the Nashville & Northwestern (Nashville to Hickman, Kentucky) in 1870, and the two roads consolidated in 1872. The name was changed subsequently to the Nashville, Chattanooga & St. Louis Railway (NC&St.L), in 1873. The LAN acquired 55% of NC&St.L's stock in 1880, and the company would remain a semi-independent subsidiary of LAN for the next three quarters of a century.

The NC&St.L's lease of the WATL from the State of Georgia extended its line from its former southern terminus at Chattanooga to Atlanta. Also, four years later, in 1894, a branch to Rome from the Western & Atlantic mainline, at Kingston, was bought from the Rome Railroad.

The Rome Railroad Company (KING) was initially chartered in 1839 as the Memphis Branch Railroad & Steamboat Company. One of the company's early investors was the Georgia Railroad & Banking Company, which had constructed the Georgia Railroad between Augusta, Athens, and Atlanta in the 1830s and early 1840s. The Memphis Branch Railroad built its 18-mile line from Rome to Kingston in 1848-49, thereby connecting the Coosa River port at Rome with the WATL's mainline from Atlanta to Chattanooga. Thereafter, the company, seemingly accepting its service's much more limited scope and reach, changed its name to the Rome Railroad Company in 1850. The entirety of this branch line was abandoned by the NC&St.L in 1943. Even without the Rome Branch Line, the NC&St.L, in 1944, had 1,072 miles of track, most of which was in Tennessee.

The NC&St.L was officially merged into the LAN Railroad in 1957. The WATL mainline is still owned by the State of Georgia, as it has been since its construction; the line is currently under a long-term lease to the NC&St.L's present successor, CSX Transportation.

Atlanta, Knoxville & Northern Railway system (ATKN; formerly the Marietta & North Georgia Railway)

The Ellijay Railroad, incorporated in 1854, was the first attempt to build a rail line from Marietta to the north Georgia mountains. This initial effort was followed by the Marietta, Canton & Ellijay Railroad, but neither it nor the Ellijay Railroad managed to build any tracks. A third venture, the Marietta & North Georgia Railroad had much more success in attracting investment, as well as state assistance through convict labor.

Construction on the three-foot gauge line started in 1874, and the line from Marietta to Canton was completed in May of 1879. It was extended to Ball Ground in 1882, Marble Cliff in 1883, Ellijay in 1884, and Murphy, North Carolina, in early 1887.

In 1887, the company was also consolidated with the Georgia & North Carolina Railroad and renamed the Marietta & North Georgia Railway (M&NG). The line was converted to standard gauge in 1889-90, except for the Blue Ridge-Murphy branch which was not changed over until late 1897.

On August 9, 1890, the line became part of a through route from Marietta to Knoxville when the Knoxville Southern Railroad, incorporated on June 23, 1887 under the same ownership as the M&NG, completed its rail line from Knoxville to Blue Ridge. Despite its new usefulness and market reach as part of the connection between Knoxville and Atlanta, the Marietta & North Georgia Railway entered receivership soon after, in early 1891. However, it was not until 1896 that it was sold.

The Atlanta, Knoxville & Northern Railway (ATKN), chartered in June of 1896, became the successor to the Marietta & North Georgia Railway. Besides the 205-mile mainline, the ATKN took over operation of the M&NG's 23-mile branch to Murphy, N.C. (which had been bypassed previously by the Knoxville Southern's mainline from Knoxville to Blue Ridge), and a short branch to the marble quarries at Tate.

In April of 1902, the Louisville & Nashville Railroad (LAN) bought a majority of the ATKN's stock. Around this time, LAN built an extension from Knoxville north to its line at Jellico, Tennessee, which, along with the ATKN purchase, gave LAN a railroad line from Cincinnati to Marietta, 21 miles northwest of Atlanta.

To enter Atlanta from Marietta, the ATKN then used trackage rights on the WATL, which by this time had been leased to the NC&St.L. Acquiring these trackage rights was facilitated by the LAN's ownership of a majority of the NC&St.L.'s stock.

The LAN also constructed a belt line on the west side of Atlanta to improve its rail connections in the city. Beginning in the northwestern corner of Atlanta near Howells, this line ran south to a connection with the Atlanta & West Point's belt railroad, which had been opened across the southern edge of the city in 1900. The LAN was intent on entering Atlanta as part and culmination of its planned new Cincinnati-Atlanta route.



Fairy Valley, Murray County

In pursuit of its planned strategies to both enter Atlanta and to create a rail connection between Atlanta and Cincinnati, the LAN acquired the ATKN by stock purchase in 1902. For the final Marietta-Atlanta link, the ATKN acquired trackage rights on the NC&St.L., which had leased the WATL. Lastly, the LAN acquired \$200,000 in Atlanta Belt Railway Company stock, which would help it navigate the city's southeast side to a connection with the Georgia Railroad. By 1904, the various parts of the plan came together. The westside belt line was constructed by the ATKN, and the following year LAN trains began running into the city of Atlanta.

After the LAN was later incorporated into CSX during the 1980s, some sections of the ATKN's lines in north Georgia were effectively abandoned while the southern end of the former ATKN "Old Line" mainline, from Marietta to Ellijay, was sold to a new shortline operator, the Georgia Northeastern Railroad.

System Locations

Western & Atlantic Railroad (Nashville, Chattanooga & St. Louis Railway)

The seminal Georgia mainline railroad between Atlanta and Chattanooga, the WATL follows a general southeast-northwest course, passing through Marietta, Cartersville, Calhoun, Dalton, and other cities along the way. However, from Kingston north to Dalton, the line essentially runs on a due north-due south alignment, before resuming its turn to the northwest and onward to its entrance into Chattanooga. The line is in heavy use by CSX Transportation.

Also, during 1904-05, the LAN's then newly-purchased subsidiary, the ATKN, constructed a seven-mile long belt railroad around the western edge of intown Atlanta. It linked the southern end of the WATL mainline at the LAN's Tilford Yard to the Atlanta & West Point (AWP) mainline at Oakland City Junction, just north of East Point. Adjacent to this junction point, the ATKN/LAN westside belt also ran beneath, via passage under a viaduct, the side-by-side mainlines of the AWP and the Central of Georgia, in order to interchange with the AWP's own Atlanta Belt Railway. This belt railroad across Atlanta's south side stretched between Oakland City and Hulsey Yard in the Reynoldstown neighborhood, and thereby connected by shortcut the AWP and the Georgia Railroad. The northern half of the former LAN westside bypass, down to the junction with the former Atlantic, Birmingham & Coast's mainline into its Bellwood Yard and downtown Atlanta, is still active and in use, but the southern half has been taken out of service.

Rome Branch Line (Rome Railroad)

Until its full abandonment in 1943, the 18-mile KING branch line diverged from the WATL/NC&St.L mainline in downtown Kingston. In order to minimize changes in gradient, it was built closely alongside the northern bank of the Etowah River.

The route departed the mainline between Church and Johnson streets on the downtown Kingston's south side. From its crossing of West Main Street,

it follows directly alongside the westbound lane of Reynolds Bridge Road, until the point where the highway turns from a southwesterly to a southerly course. From this point westward into Rome, most of the rail corridor is inaccessible, but some route segments are still distinguishable from above, revealed by distinctive curving tree lines on current aerial imagery.

Etowah Old Line (Marietta & North Georgia Railway/Atlanta, Knoxville & Northern Railway)

This mainline was purchased by the LAN from the ATKN, successor to the Marietta & North Georgia Railway (M&NG), as a complete, fully-fledged route between Marietta and Murphy, North Carolina, passing through Canton, Ball Ground, Talking Rock, and Ellijay en route. Mineral Bluff initially constituted the northernmost station stop in Georgia on the line's original route. However, after 1890, McCaysville became the new location of the line's most northern stop in Georgia, when the M&NG's Knoxville Southern Railroad subsidiary completed its route from Knoxville via McCaysville to Blue Ridge. Thereafter, the line from Blue Ridge northeast to Murphy became a branch line off the Atlanta-Knoxville through-route.



Blue Ridge Scenic Railway at Blue Ridge depot

As it has since its inception, the “Etowah Old Line” connects with the WATL/NC&St.L mainline in the Elizabeth community, just north of Marietta. Except for the section between Mineral Bluff and Murphy, North Carolina, which was abandoned in 1986, the Etowah Old Line remains intact, in service, and in use; it is currently operated by a regional short-line rail company, the Georgia Northeastern Railroad. The length of the line from Cherry Log north to Blue Ridge, and then to McCaysville and the Tennessee state line, is now owned by the Georgia Department of Transportation.

Mainline/Etowah New Line (Cartersville to Etowah, Tennessee)

Constructed by the LAN in 1906 to bypass the numerous curves and comparatively steep gradients of the Etowah Old Line, the so-called “Etowah New Line” never fully supplanted its predecessor, as both stayed open. Instead, it bolstered the LAN’s service through the region, as there was apparently enough demand to support both routes. Although the New Line ran roughly parallel to the Old Line, it was moved westward,



Duck Branch at Old US 411, Chatsworth vicinity

and passed through an entirely different set of counties. Whereas the Old Line wended its way through Cobb, Cherokee, Pickens, Gilmer, and Fannin counties, the new line traveled through Bartow, Gordon, and Murray counties. The New Line became the LAN’s own mainline in northwest Georgia (as opposed to the mainline of its NC&St.L subsidiary, that operated over the Western & Atlantic Railroad). Nonetheless, the LAN’s New Line tied into/departed from the NC&St.L’s WATL mainline at Cartersville, and used leased trackage rights over the WATL to connect to Atlanta. From Cartersville, the much straighter Etowah New Line passed through Fairmount and Chatsworth, crossing into Tennessee at the Tennnga community. The line is still active; it is now owned and operated by CSX Transportation.

Abandonments and Other Changes

Mineral Bluff - Murphy, North Carolina (former Marietta & North Georgia): abandoned 1986

Ellijay - Blue Ridge (former Marietta & North Georgia): discontinued in 1989, but later reopened

SYSTEM DESCRIPTION

Due in part to its position of geographic and logistical importance, and its corresponding usefulness to commercial and industrial enterprises, the entirety of the LAN system’s antebellum WATL mainline is still in heavy use today. The WATL’s long-standing importance to travel and commerce through this part of the state is perhaps best exemplified by the fact that the designers of Interstate 75 practically copied the alignment of the WATL between Atlanta and Chattanooga, placing it parallel and in close proximity to the railroad for almost the full length of its route. I-75 through north Georgia provides direct access to all the same cities, towns, and communities as has the WATL throughout its existence. Many of these same places, such as Acworth, Kingston, Adairsville, etc., were founded as station stops along the WATL mainline.



Turniptown Creek Trestle, Northcutt vicinity, Gilmer County

The LAN's early 20th century Etowah New Line is also heavily trafficked today, since it stills offers the same functionality to CSX Transportation that was the basis for its construction, that role of being an integral part of a direct, north-south through route between Atlanta, Knoxville, and Cincinnati. Of course, both of these LAN system mainlines, the WATL and the Etowah New Line, are now connected directly to the multiple other CSX mainlines that converge from the west, south, and east in Atlanta.

Since the Etowah New Line was conceived to bypass and largely replace the Etowah Old Line, the route of the former M&NG/ATKN now carries a much lower frequency and volume of trains than the LAN system's two other mainlines to the west. Accordingly, it is now operated by a short-line railroad company. Nonetheless, all but a short section of the Etowah Old Line's branch between Mineral Bluff and Murphy, North Carolina is still in service.

Of the fullest extent of track once operated in Georgia by the LAN or its subsidiaries at its peak, between the 1906 construction of the Etowah

New Line and the system's first abandonment, in 1943, the vast majority of the total mileage is still in place and in use. An even higher percentage is still in some form of use as a transportation or transit corridor. Only approximately 40 miles, consisting of the 18 miles of the abandoned Rome Railroad, a similar length of the Murphy branch line, and approximately 4 miles of Atlanta's westside belt, are no longer in direct railroad service.

Since the various lines of the LAN system are confined to the north and northwest parts of Georgia, they traverse more rugged terrain, on a more common basis, than most of the railroad lines in the state. The earliest of the LAN system lines, the WATL, was thoughtfully mapped and plotted to minimize the impact of the potential for steep gradients over the course of its route. Its surveyors made use of long valley runs through Georgia's northwestern territory, and of cuts and passes such as the one at Allatoona Pass. Even so, a tunnel through Chetoogeta Mountain, at Tunnel Hill, was necessary. Similarly, the other LAN system lines of nineteenth century origins often followed close beside the banks of the numerous creeks and rivers, in order to negotiate the foothills and mountains of North Georgia. The Rome Branch line's originator, the Rome Railroad, chose to hug the north bank of the Etowah River between Kingston and Rome, and the M&NG also made use of a more northern section of the Etowah, as well as of the Ellijay River, Briar Creek, Cherry Log Creek, the Toccoa River, and others. As a consequence, both of these lines feature many twists and turns.

For the same reasons, all of the LAN system's three mainlines rely on many wooden and/or concrete trestles to cross the numerous creeks and streambeds, and just as many or more stone or concrete culverts over other tributaries or roadways. They each also utilize a number of railroad bridges, which are variously built of steel, concrete, and/or stone components. These include the Etowah Old Line's steel, through-truss bridge over the Toccoa River near McCaysville, the Etowah New Line's steel, through-truss bridge over the Coosawattee River, and the WATL/NC&St.L's "new" bridge over the Etowah River, built in the 1940s of steel-plate deck girders on concrete piers to replace the original, which was erected in the 1840s on ashlar, cut-stone piers that are still standing.



View from SR 53 bridge, Fairmount, Gordon County



Bridge over the Toccoa River, McCaysville vicinity

DETERMINATION OF NATIONAL REGISTER ELIGIBILITY

The Louisville & Nashville Railroad (LAN) 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 LAN was evaluated under Criterion A and appears to possess a state level of significance in the areas of Transportation and Commerce. The LAN system in Georgia included three of northwest Georgia's most important and significant north-south oriented railroads; all linked Georgia directly with Tennessee or western North Carolina, and then beyond to many states and cities farther north and west. Of the seven major north-south lines in the state's northwest quadrant, the LAN eventually controlled or operated three of them: the former Western & Atlantic Railroad (WATL), which it controlled through its Nashville, Chattanooga & St. Louis subsidiary; the Marietta & North Georgia's "Etowah Old Line;" and the Atlanta, Knoxville & Northern's (ATKN's) "Etowah New Line," which for decades would comprise a part of the LAN's mainline through-route between Atlanta and Cincinnati, Ohio. In addition to Cincinnati, St. Louis, and Chicago, these three LAN system lines provided Atlanta and the rest of Georgia connections with numerous other major southern cities, including Knoxville, Chattanooga, Nashville, Huntsville, and Memphis. Since there were no through routes across the rest of Georgia's northern border, these three LAN system lines were critical to both transportation and commerce in not only the northern part of the state, but the remainder below and to the east of Atlanta.

The WATL, as one of the state's earliest railroads, along with the Central of Georgia, the Georgia Railroad, and the Macon & Western, was also crucial to railroad transportation and rail-based commerce in Georgia prior to the Civil War. Therefore, the WATL is especially important, even within the framework of the LAN system, for its historically significant contributions to the commercial development of Georgia and as a historically significant component of Georgia's rail transportation network, one of the comparatively small number of Georgia railroads completed before the onset of the Civil War.

The LAN also helped facilitate the growth of agricultural exports from all parts of Georgia, and particularly the northwestern quadrant of the state, which is located entirely above the fall line. Without the luxury of navigable rivers found in the southern half of the state, farmers and landowners in this corner of the state would have struggled, prior to the railroad's development, to export their products, thus limiting production. As throughout much of Georgia, cotton was for many years a major agricultural product of this northern region, as were pine products and hardwood timber. Textile mills and saw mills accompanied the harvesting of these products, and many of the mills were sited alongside the railroad lines of the LAN system. The LAN system railroads also greatly contributed to the rise of mining in the northern and northwestern parts of Georgia. Almost concurrent with the completion of the LAN's original WATL mainline, iron ore mining began to be conducted at numerous locations between Atlanta and Chattanooga, such as the Etowah mines near the Etowah River. Talc mining and marble mining activities, such as the Georgia Marble Company mines near Tate, were also initiated along the LAN system's Etowah Old Line and Etowah New Line. In all cases, trains were used to export the raw materials and minerals to processing or refining facilities, and later to major markets. The availability of rail access provided by the LAN system railroads also led to the erection of in-state processing, milling, and refining facilities. Thus, the LAN system contributed to development and growth of new industries in north Georgia.



Jones Mill Road, Cartersville



Mineral Bluff depot

In the areas of Exploration/Settlement and Community Planning and Development, all three of the LAN system's mainlines in north Georgia led to the development of numerous cities and towns in northwest central Georgia. In fact, the earliest surveys for the route of the WATL were initiated in 1837, only two years after the Treaty of New Echota, in late December of 1835, officially opened northwest Georgia above Atlanta to white settlement. Thus, it was opened early enough in the history of settlement of the area to be a major impetus to the influx of new residents. Almost all of the cities, towns, and communities directly along the line between Atlanta and Chattanooga, such as Acworth, Kingston, Adairsville, etc., were the direct outgrowth of station stops on the WATL. Although the LAN system's two other mainlines through the region were developed in the late nineteenth and early twentieth centuries, they had only marginally less effect. Many cities, such as Woodstock, were still first founded and located as a result of the coming of the railroads.

The linear layouts of these communities' downtown commercial centers, which typically emerged alongside and faced the rail corridor, reflect the critical influence of the railroad's course on local settlement and community planning. Due to the stimulus that the railroads of the LAN system provided towards the development of many communities, almost all of which are still extant and even thriving, the railroad presents both a state and local level of significance in the areas of Exploration/Settlement and Community Planning and Development.

As a railroad entity and system consisting of at least one line that was originally established and constructed during the antebellum period, this linear resource also conveys significance under Criterion A in the area of Ethnic Heritage—Black. Manual slave labor was almost universally employed to build Georgia's pre-Civil War railroads, and the LAN system's Western & Atlantic Railroad's intact grades, cuts, fills, buildings, and other elements



Emerson



Acworth depot

constructed during the antebellum period physically convey African-Americans' historically significant contributions to the construction of the state's railroad infrastructure. Almost the entirety of the WATL's corridor, apart from those updated sections of slightly altered alignment built later to bypass restrictive segments (such as the bypass of Allatoona Pass) or to approach replacement bridges (such as for the 1944 Etowah River Bridge), potentially contributes to this significance; so, too, does the antebellum KING, later operated as the LAN branch from Kingston to Rome, at those places where the railbed is still substantially intact.

The LAN system also has been evaluated for its significance in the Military category, due to the prominent, or even predominant, focus on the WATL throughout Union General William T. Sherman's Campaign for Atlanta during the American Civil War. The Union forces left Chattanooga for Atlanta in the spring of 1864, and followed the railroad as the centerpiece of their advance. As his forces gradually gained control of ever greater lengths of the WATL, it allowed Sherman to expeditiously bring up supplies and reinforcements from Chattanooga to help sustain his drive for Atlanta. Throughout the spring and summer, there were numerous skirmishes and major battles along the rail line, at Dalton, Resaca, Cassville, Kennesaw Mountain, and others.

For the earlier years of the Civil War, the WATL had been of critical importance as a link in the chain of railroads that linked the Atlantic coast port of Charleston, South Carolina with the Mississippi River port of Memphis, Tennessee. The collective assemblage of lines included, in sequence, the South Carolina Rail Road, the Georgia Railroad, the Western

& Atlantic, the Nashville & Chattanooga, and the Memphis & Charleston Railroad. It enabled the transport of arms, munitions, food, and clothing for the support of the Confederate armies, as well as a means to move troops amongst the various theaters through the course of the war. For this very reason, the WATL was also targeted for destruction by James Andrews' Raiders during April of 1862, leading to what has come to be known as "The Great Locomotive Chase;" the events of which unfolded between Marietta and Ringgold. Due to the WATL's pivotal role in numerous momentous events during the course of the American Civil War in Georgia, parts of the LAN system present a state and even national level of significance for involvement in Military activities, operations, and campaigns.

The LAN system holds no known associations with individuals whose specific contributions to history can be identified with or documented through this railroad property. Therefore, the rail system is not eligible for inclusion in the National Register under Criterion B.

The LAN also has been evaluated under Criterion C and determined eligible for the National Register based on its significance in the areas of Engineering and Architecture. The tracks for all three mainlines of the LAN system between Atlanta and the Tennessee state line are still fully intact and in current use. These lines' railbeds are, both individually and collectively, thereby representative of the state of and development of railroad design, including alignment, grading, and construction, between 1837 (the initiation of the WATL) and 1907 (the completion of the Etowah New Line), all within the context of northwest Georgia's rising and falling topography of mountains, passes, valleys, and foothills. Moreover, the representation of railroad engineering and design includes the collection of numerous culverts, trestles, and bridges that are used by the three rail lines to cross the many water bodies and roadways they encounter, as well as the succession of two tunnels that have been dug through Chetoogeta Mountain by the WATL's engineers through the history of the railroad's development and operation.

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



Stone Piers of Original Western & Atlantic Bridge over the Etowah River, Bartow County

operational and safety upgrades, repairs, and improvements. Although these general modifications may diminish the integrity and significance of the railroad lines' 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 historic lengths of all three of the LAN system's mainlines have been fully preserved. In the area of engineering, the system, as represented by its contributing railroad lines, thus remains a good and intact example of nineteenth and early twentieth century rail construction in north Georgia, giving it significance at a statewide level.

Also, at least 16 passenger, freight or combination rail depots along the routes of the LAN system's three mainlines are still extant and positioned either on or near their original sites, adjacent to the rail line. This intact collection includes the remaining WATL depot buildings in Marietta, Kennesaw, Acworth, Cartersville, Adairsville, Calhoun, Dalton, Tunnel Hill, and Ringgold, as well as the Etowah Old Line's extant depots in Woodstock, Holly Springs, Tate, Jasper, Blue Ridge, and Mineral Bluff, and the Etowah New Line's standing depot at Chatsworth.

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 LAN system. Also notable and historically important is the range of time covered between the system's oldest and newest depots, which spans the decades between the WATL's late 1840s stone depots in Tunnel Hill and Ringgold and the LAN's depots from the mid-1910s, such as the 1914 and 1916 depots at Holly Springs and Tate. Moreover, this complement of extant LAN depots from the early twentieth century is noteworthy in that these wood-framed examples display the repeated plan layouts, massing, and stylistic elements of the company's template plans, which were recycled for many of its stations along the route, with some minor variations in size and details. 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 good, representative examples of railroad station and railroad building architecture in Georgia from the mid-nineteenth through the early twentieth centuries.

There are no indications that any of the rail corridors of the LAN system is likely to yield information on important research questions in history or prehistory. Likewise, the LAN rail system overall 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 almost all component parts of the LAN system remain fully or 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 Louisville & Nashville Railroad system is considered eligible for listing in the National Register of Historic Places, for the reasons described above. The system is eligible for the National Register under Criterion A for its historic significance in the areas of Commerce, Community Planning and Development, Exploration/Settlement, Transportation, Ethnic Heritage – Black, and Military, and under Criterion C, in the areas of Architecture and Engineering. Its period of significance is 1837 to 1982, including and spanning the time from the initial development of its earliest component

company, the Western & Atlantic Railroad, through to its full absorption into the Seaboard System Railroad and, soon thereafter, into the system's present owner and operator, CSX Transportation.

PROPOSED NATIONAL REGISTER BOUNDARIES

For the following component lines of the LAN system that are intact, and have 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 full length of the LAN's Etowah New Line mainline from Cartersville north to the Tennessee state line at the Tenna community, the full length of the original, Western & Atlantic Railroad mainline from downtown Atlanta to the Tennessee state line, just below Chattanooga at Graysville, Georgia, and last, the great majority of the LAN's Etowah Old Line from Marietta's Elizabeth community north to Blue Ridge and McCaysville, and including a short branch from Blue Ridge to Mineral Bluff.

Also, the LAN's Westside Atlanta belt railroad line, which was officially constructed by its ATKN subsidiary, is also a contributing feature to the LAN system's National Register eligibility, even though its southern half is no longer in service as a traditional railroad. The entirety of its linear corridor is intact and free of disruption; thus, its proposed historic property boundaries correspond to the rights-of-way bounds of its original rail corridor. A short section in the middle has been adapted to serve as the right-of-way for MARTA's Bankhead branch line, and the southernmost segment near Oakland City is currently being adapted, as of 2015, to serve as the Westside Trail portion of the Atlanta BeltLine rail-trail network.

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 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, such as that along the Etowah Old Line corridor at Tate (just moved in 2015), are also to consist of the depot's footprint.

CONTRIBUTING FEATURES

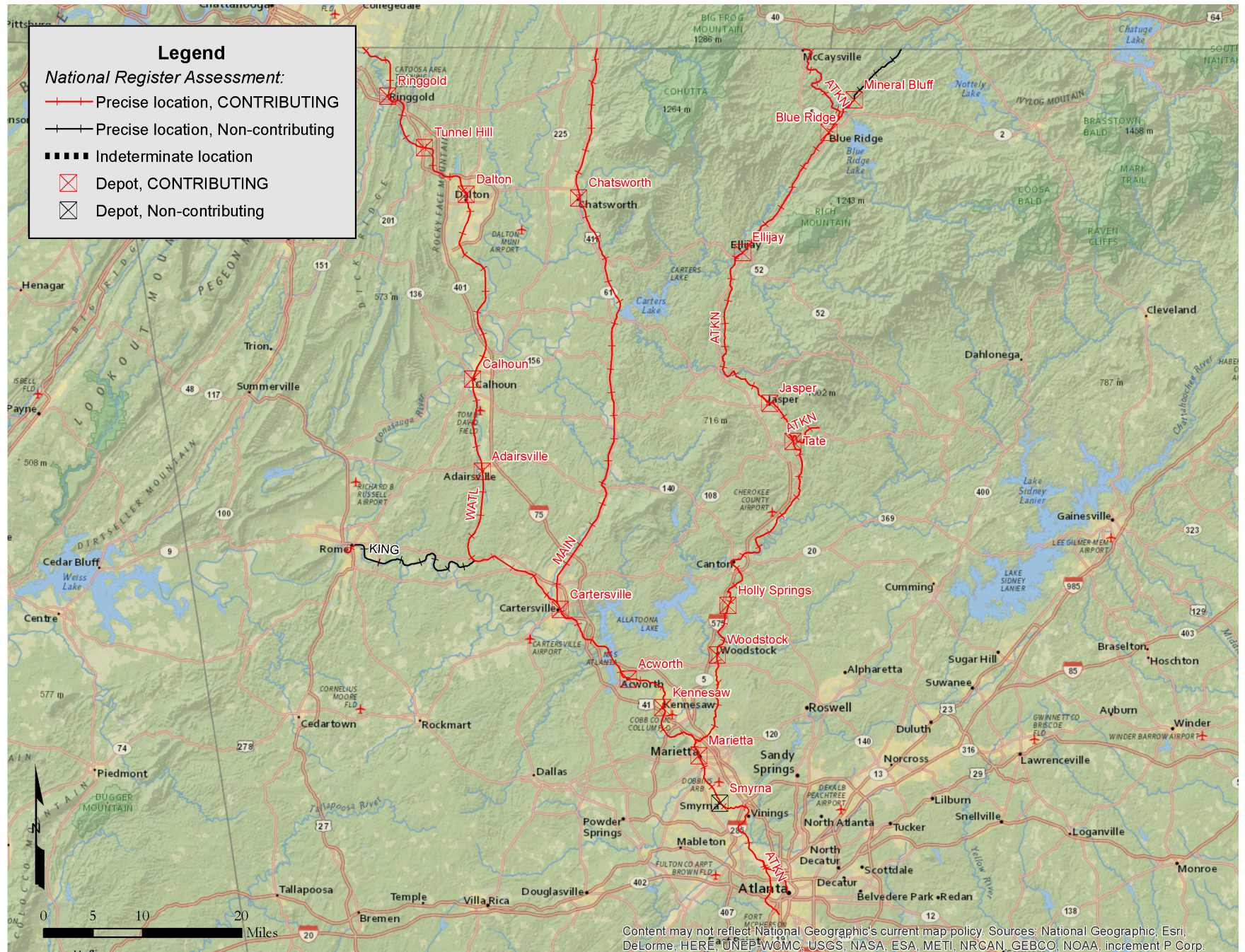
Western & Atlantic/Nashville, Chattanooga & St. Louis mainline (WATL) from Atlanta to Graysville; Louisville & Nashville's Etowah New Line mainline from Cartersville to Tenna community; Marietta & North Georgia/Atlanta, Knoxville & Northern' Etowah Old Line mainline (ATKN) from Marietta to Blue Ridge and McCaysville, as well as its Murphy, N.C. Branch Line from Blue Ridge to Mineral Bluff; LAN/ATKN Westside Atlanta belt railroad from LAN's Tilford Yard as Howells/Howell Station south to Oakland City at Oakland City Junction (see attached System Feature Inventory Forms).

NON-CONTRIBUTING FEATURES

Rome Branch Line (KING), 18 mile length of the former Rome Railroad); abandoned, northernmost section of ATKN's Murphy, N.C., Branch Line, between Mineral Bluff and the North Carolina state line near the Sweet Gum community (see attached System Feature Inventory Forms).

PREPARED BY

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



LOUISVILLE & NASHVILLE RAILROAD MAINLINE (MAIN)

Other names: Etowah New Line

System: Louisville & Nashville Railroad

NR Evaluation: Contributing (Eligible)

Physical Status: Active

Current owner: CSX Transportation

Predecessors: N/A

Successors: Seaboard System Railroad; CSX Transportation

Location: Cartersville, Bartow County, to Tennessee state line at Tennga, Murray County



LOUISVILLE & NASHVILLE RAILROAD (LAN)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

First chartered in Kentucky in 1850, the Louisville & Nashville Railroad (LAN) was one of the South's early railroads and one of only a very few to grow into a major system without a name change. The name, almost always referenced in its abbreviated form of "L&N," survived into the 1980s, when it was retired as part of the coalescence of multiple rail companies into CSX Transportation.

LAN's original, 185-mile mainline between its namesake terminal points of Louisville, Kentucky and Nashville, Tennessee opened in 1859. With its completion, the LAN became the last link in a chain of southern antebellum railroads connecting the Ohio River with the Atlantic coast by way of Louisville, Nashville, Chattanooga, Atlanta, Augusta, and Charleston.

In 1880, LAN acquired 55% of the stock of the Nashville, Chattanooga & St. Louis Railway (NC&St.L), which had opened a rail line from Nashville to Chattanooga in early 1854. In 1890, the NC&St.L leased the Western & Atlantic Railroad (WATL) from the State of Georgia, giving it, and by affiliation the LAN, a major presence in the northwestern section of Georgia. The WATL's 137-mile line between Atlanta and Chattanooga was originally financed and built by the State of Georgia from 1841–1850.

The Atlantic Coast Line (ACL) gained control of the LAN in 1902 by purchasing all of the LAN stock owned by financier J. P. Morgan, who had managed to acquire a majority interest in the company. Regardless, LAN continued to operate independently, with no significant change in management.

The LAN, in turn, acquired the Atlanta, Knoxville & Northern Railway (ATKN) in April of 1902, through purchasing a majority of the ATKN's stock. The ATKN's route between Marietta, Georgia and Etowah, Tennessee was initially opened as the Marietta & North Georgia Railway (M&NG), with multiple phases of development ongoing between 1874 and 1890. On August 9, 1890, this railroad became part of a through route from Marietta to Knoxville when the Knoxville Southern Railroad, incorporated on June 23, 1887 under the same ownership as the M&NG, completed its rail line from Knoxville to Blue Ridge. Even though it achieved new usefulness and market reach as part of the connection between Knoxville and Atlanta, the M&NG entered receivership soon after, in early 1891. However, it was not until 1896 that it was sold.

The ATKN was chartered in June of 1896 to succeed the M&NG. The ATKN's former M&NG line was often called the "Hook & Eye Line" because of a pair of unusual engineering features along the route. These notable features

were inventive, but necessary, attempts to negotiate the great elevation changes found in the topography of north Georgia and southern Tennessee. Yet, regardless of the best efforts of the company's surveyors and engineers, the route, from a junction with the WATL mainline at Marietta to Etowah, by way of Canton, Ball Ground, Ellijay, Blue Ridge, and McCaysville, was frequently tight, twisting, and steep, and trains thus made relatively slow progress over its tracks.

To improve the speed and efficiency of its train traffic between Etowah, Tennessee and Atlanta, the LAN constructed, in 1906, a new line between Etowah and a new junction with the WATL mainline at Cartersville. This new line came to be referred to as Etowah New Line, and is the primary mainline (MAIN) trackage developed by the LAN in Georgia. Despite the significant length of new construction required, the LAN decided to simply bypass, on a wholly new alignment some distance to the west, the tight curves and steep gradients caused by the mountainous terrain through which the Hook & Eye Line passed. The latter, which LAN also kept in operation, became known as the Etowah Old Line, to distinguish it from the new line to the same destination.

Around the same time period of its takeover of the ATKN, the LAN built an extension from Knoxville, Tennessee north to its line at Jellico, Tennessee, which, along with the ATKN purchase, gave LAN a through route from Cincinnati, Ohio to Atlanta. To enter Atlanta from Marietta, and later from Cartersville, the ATKN gained trackage rights on the WATL, which had been leased by this time to the Nashville, Chattanooga & St. Louis Railway (NC&St.L). Acquiring these trackage rights was facilitated by the LAN's ownership of a majority of the NC&St.L's stock.

In 1967, LAN's parent company, the ACL, merged with the Seaboard Air Line Railroad to form Seaboard Coast Line Railroad (SCL). LAN meanwhile continued its separate existence. From 1972 until the early 1980s, the railroad also used the marketing name Family Lines System jointly with SCL, Georgia Railroad, Clinchfield Railroad, Atlanta & West Point Rail Road, and Western Railway of Alabama (the last two also operating under the nickname West Point Route). This confusing arrangement neared

resolution when SCL and Chessie System merged in 1980 to form today's CSX Corporation. CSX Corporation first officially combined its major SCL and LAN subsidiaries to create a new operational entity called Seaboard System Railroad in 1982. Only four years later, it changed the name of the streamlined company from Seaboard System to today's CSX Transportation.

DESCRIPTION

The MAIN, the LAN's so-called Etowah New Line, is still fully intact and in daily use. It is now a vital part of CSX operations in the state of Georgia, as it still constitutes a component part of CSX's through route from Atlanta to Cincinnati, by way of Knoxville, Tennessee. At the southern terminus of the line in Atlanta, it connects to other CSX main lines that run east or northeast to South Carolina, west to Alabama, Mississippi, and Louisiana, or south through Georgia to the Atlantic coast ports of Brunswick or Jacksonville, Florida.

The Etowah New Line ties into the LAN system's WATL mainline at Cartersville, in Bartow County. From Cartersville to the Tennessee line, this mainline proceeds on a north-south orientation through Gordon and Murray counties, passing en route through the communities, towns, and cities of White, Rydal, Fairmount, Ranger, Oakman, Ramhurst, Chatsworth, Eton, Crandall, Cisco, and Tennga. Apart from Cartersville itself, Chatsworth is the biggest town the railroad passes through. Most of the corridor stretches across a primarily rural landscape, traveling through many square miles of forests and cultivated fields amongst the valleys and foothills of north Georgia. Throughout much of the line's length, it is closely paralleled by US Highway 411/SR 61.

NATIONAL REGISTER CONTRIBUTING STATUS

The LAN system's "Etowah New Line" (MAIN), is a component of the LAN system; the LAN system is considered eligible for the National Register under Criterion A for its historic significance in the areas of Commerce, Community Planning and Development, Exploration/Settlement, Transportation, Ethnic Heritage-Black, and Military, and under Criterion

C, in the areas of Architecture and Engineering. The MAIN was evaluated for potential contributions to the historic significance and National Register eligibility of the LAN system.

The MAIN contributes to the National Register eligibility of the LAN System under Criterion A for its significance in the areas of Commerce, Community Planning and Development, Exploration/Settlement, and Transportation. The trains on the Etowah New Line travel on a north-south axis through the northernmost part of the state and into Tennessee, thereby connecting the rest of Georgia and states farther south and west with Georgia's neighboring states to the north. Due in part to its position of geographic and logistical importance, and its corresponding commercial usefulness, the MAIN is still in heavy use today.

In the areas of Commerce and Transportation, the MAIN facilitated the growth of exports of agricultural products from all parts of Georgia, including not only lumber, particularly north Georgia hardwoods, but also cotton, fruits, and vegetables. It created and operated a faster, more efficient means for farmers, lumber companies, and other enterprises along the line or along north Georgia's feeder lines, as well as those linked to Atlanta by other connecting lines from all parts of the state, to ship their products to the major metropolitan markets of the northern and midwestern states. In the same manner, the new ease of importation and exportation helped stimulate the development of new industries in the area that extracted raw materials, such as talc mining, and others that processed or finished materials, such as textile manufacturing. The new mainline, and the expanded access to major markets it afforded, directed the siting of such mill facilities and other manufacturing plants adjacent to the tracks. Conversely, the railroad line allowed the easy importation of industrial goods from other states into Georgia.

In the areas of Community Planning and Development and Exploration/Settlement, the MAIN stimulated the growth of existing towns and the settlement of new towns and communities in north Georgia. Much of the line was built into and through an area of Georgia that was relatively sparsely settled, even at the beginning of the twentieth century. The MAIN

served as the impetus behind the creation of entirely new cities, towns, and communities along the main line, correlating with the placement of rail stops and stations. Many municipalities or communities that exist along the MAIN rail corridor today, such as Oakman and Eton, were founded or incorporated as a result of the railroad's construction. The railroad's critical role in the origination of many of these communities may be easily observed and recognized by the rail corridor's placement at or near the center of many of the community's commercial and residential districts.

The MAIN has also been determined to contribute to the LAN System's eligibility because of its significance and integrity in the areas of Engineering and Architecture. The MAIN's railbed is still intact and in constant use. The roadbed of this mainline is thereby representative of the state of railroad design and engineering, including alignment, grading, and construction during the first decade of the twentieth century. Much 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 MAIN's retained route alignment. The MAIN's intact Chatsworth Depot is also a good example of a wood-framed, early twentieth century depot, and contributes to the LAN's significance in the area of Architecture.

EVALUATION OF INTEGRITY

The MAIN has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains substantially unchanged since its construction; therefore, the resource retains integrity of location and setting. As the alignment and roadbed, including cuts and grades, remains intact, and other materials have been upgraded to enable continued operation of the line, the resource also substantially retains 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.

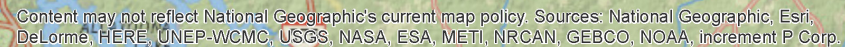
PROPOSED NATIONAL REGISTER BOUNDARY

The MAIN's proposed National Register boundary corresponds to the current and historic railroad corridor rights-of-way of the line's entirety. These corridor rights-of-way extend the MAIN's full length within Georgia. The proposed boundary contains all National Register qualifying characteristics and features of the resource and consists of the railroad corridor's fully intact, unbroken alignment, which includes the railbed; level crossings; bridges and trestles; and other elements of the rail resource, including cuts and built-up grades.

The extant, original LAN depot at Chatsworth has been moved approximately one block away from the tracks and the rail corridor. The depot's new site is along North First Avenue's west side, but the tracks are still visible (in the distance) from its new location. The proposed boundary includes this discontinuous but contributing feature and, at this location, comprises the depot's footprint.

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



MAIN: Resource Location Map



MAIN: Cartersville depot, Bartow County



MAIN: Cartersville yard



MAIN: Jones Mill Road, Cartersville



MAIN: Old Tennessee Road, White vicinity, Bartow County



MAIN: West Rocky Street crossing, White, Bartow County



MAIN: Old Tennessee Highway, Rydal, Bartow County



MAIN: SR 140 crossing, Rydal



MAIN: Along US 411/SR 61, Pine Log vicinity, Bartow County



MAIN: SR 53, Fairmount, Gordon County



MAIN: Orr Mill Road crossing, Ranger vicinity, Gordon County



MAIN: Oakman, Gordon County



MAIN: SR 136 crossing, Carters Lake vicinity, Murray County



MAIN: Coosawattee River, Murray County



MAIN: Rock Creek, Ramhurst vicinity, Murray County



MAIN: SR 52, Chatsworth, Murray County



MAIN: Chatsworth depot



MAIN: Loughridge Road, Eton vicinity, Murray County



MAIN: Summerour Church Road crossing, Crandall, Murray County



MAIN: Along US 411/SR 61, Fairy vicinity, Murray County



MAIN: Pine Street, Tennga, Murray County

WESTERN & ATLANTIC RAILROAD (WATL)

Other names: Nashville, Chattanooga & St. Louis Railway mainline

System: Louisville & Nashville Railroad

NR Evaluation: Contributing (Eligible)

Physical Status: Active

Current owner: CSX Transportation

Predecessors: N/A

Successors: Nashville, Chattanooga & St. Louis Railway; Seaboard System Railroad; CSX Transportation

Location: Downtown Atlanta to Tennessee state line near Graysville, Catoosa County, en route to Chattanooga, Tennessee



LOUISVILLE & NASHVILLE RAILROAD (LAN)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

The Western & Atlantic Railroad's (WATL's) 137-mile line between Atlanta and Chattanooga was built in 1841–50 by the State of Georgia, at a cost of almost five million dollars. Surveys for the line began in 1837, and the first train ran from Marthasville (as Atlanta was known at the time) to Marietta on December 23, 1842. Regular service would not begin until 1845. The Georgia Railroad also finally reached Atlanta in September of 1845, followed by the Macon & Western the following year. In 1854, the Atlanta & West Point opened a fourth line into town, coming in from the southwest. As the earliest railroad of the many lines, from all directions, that would eventually enter and provide service to the settlement that was to become Atlanta, the WATL was the earliest impetus and foundation for Atlanta's emergence as a rail center.

Once all these lines were complete, the WATL became a key link in the chain of Southern railroads connecting the Atlantic Ocean (at Charleston, South Carolina) and the Mississippi River (at Memphis, Tennessee). Favorable topography had given Georgia an advantage over the Carolinas and Virginia in building a railroad to the west. The Blue Ridge Mountains, a formidable barrier to the north, came to an end in northeastern Georgia, leaving only a few minor ridges, scattered hills, and small mountains in the Piedmont. North of the Etowah River was a series of long, mostly parallel ridges laying across the WATL's intended route, but by following the

streams that cut through them in key places, the railroad could avoid steep gradients. Only one tunnel was needed, through Chetoogeta Mountain near Dalton. A few miles southeast of Chattanooga, Missionary Ridge also stood as a significant barrier, but it was bypassed by going around its north end. The result was that the WATL entered the city from the northeast rather than directly from the south.

By the outbreak of the Civil War, the WATL had 46 woodburning locomotives, two of which were to become participants in the "Great Locomotive Chase" of April, 1862. It played a major role in the Atlanta Campaign and its loss to the South in 1864 was a serious blow to the Confederacy's hopes of ultimate victory. Like many other Southern railroads, the WATL suffered extensive damage during the war.

In 1870, the railroad and rolling stock were leased for 20 years to a corporation headed by Joseph E. Brown, the former governor of Georgia, and made up primarily of the officers of the WATL's connecting railroads.

In 1890, the WATL was leased to the Nashville, Chattanooga & St. Louis Railway. This company was first chartered in Tennessee as the Nashville & Chattanooga Railroad Company in 1845, the same year the WATL began regular service. The mainline from Nashville to Chattanooga,

running a distance of 151 miles, was finally opened almost a decade later, in early 1854. A key link in the line, the 2,228-foot-long Cumberland Mountain Tunnel near Cowan, Tennessee, opened in 1852. The Nashville & Chattanooga acquired the Nashville & Northwestern (Nashville to Hickman, Kentucky) in 1870, and the two roads consolidated in 1872. The name was changed subsequently to the Nashville, Chattanooga & St. Louis Railway (NC&St.L), in 1873.

The Louisville & Nashville Railroad (LAN) had acquired a majority (55%) of the NC&St.L stock in 1880, but the company retained its identity, and would remain a largely independent subsidiary of LAN for the next three quarters of a century. The Atlantic Coast Line (ACL) then gained control of LAN in 1902 by purchasing all of the LAN stock owned by financier J. P. Morgan, who had previously managed to acquire a majority interest in the company. Regardless, the LAN, like its own NC&St.L subsidiary, continued to operate independently, with no significant change in management.

The NC&St.L's lease of the WATL from the State of Georgia extended its line from its former southern terminus at Chattanooga to Atlanta. In 1894, NC&St.L bought the Rome Railroad (KING), a branch to Rome from the WATL mainline at Kingston. In 1944, even without the Rome Branch Line (abandoned the previous year), the NC&St.L, had 1,072 miles of track, most of which was in Tennessee.

The NC&St.L was officially merged into the LAN system in 1957. In 1967, LAN's own parent company, the ACL, merged with the Seaboard Air Line Railroad to form Seaboard Coast Line Railroad (SCL). LAN meanwhile continued its separate, semi-autonomous existence. From 1972 until the early 1980s, the railroad also used the marketing name Family Lines System jointly with SCL, Georgia Railroad, Clinchfield Railroad, Atlanta & West Point Rail Road, and Western Railway of Alabama (the last two also operating under the nickname West Point Route). This confusing arrangement neared resolution when SCL and Chessie System merged in 1980 to form today's CSX Corporation. CSX Corporation first officially combined its major SCL and LAN subsidiaries to create a new operational entity called Seaboard System Railroad in 1982. Only four years later, it

changed the name of the streamlined company from Seaboard System to today's CSX Transportation.

The WATL mainline is still owned by the State of Georgia, as it has been since its construction; the line is currently under a long-term lease to the NC&St.L's present successor, CSX Transportation.

DESCRIPTION

Due in part to its position of geographic and logistical importance, and its corresponding usefulness to commercial and industrial enterprises, the entirety of the antebellum WATL mainline is still fully intact and in constant, heavy use today. It is now a vital part of CSX operations in the state of Georgia, as it still constitutes CSX's only through route from Atlanta to Chattanooga, and then to Nashville. Beyond Nashville, CSX has radiating through routes to Memphis, Louisville, Indianapolis, and Chicago. At the southern terminus of the line in Atlanta, it connects to other CSX main lines that run east or northeast to South Carolina, west to Alabama, Mississippi, and Louisiana, or south through Georgia to the Atlantic coast ports of Brunswick or Jacksonville, Florida. Thus, the line is a critical link in the complement of lines that carry freight from the Atlantic coast seaboard ports such as Jacksonville, Florida to the Midwestern cities and states, or to the Mississippi River at Memphis.

This seminal Georgia mainline railroad between Atlanta and Chattanooga follows a general southeast-northwest course, passing through Marietta, Cartersville, Calhoun, Dalton, Ringgold, and other communities along its route. However, from Kingston north to Dalton, the line essentially runs on a due north-due south alignment, before resuming its turn to the northwest and onward to its entrance into Chattanooga.

The WATL's long-standing importance to travel and commerce through this part of the state is perhaps best exemplified by the fact that the designers of Interstate 75, and also US 41/SR 3 before it, practically copied the alignment of the WATL between Atlanta and Chattanooga, placing it parallel and in close proximity to the railroad for almost the full length of its route. I-75 through north Georgia provides direct access to all the same cities, towns,

and communities as has the WATL throughout its existence. Many of these same places, such as Acworth, Kingston, and Adairsville, were founded as station stops along the WATL mainline.

DETERMINATION OF NATIONAL REGISTER CONTRIBUTING STATUS

The Western & Atlantic (WATL) is a component of the LAN system; the LAN system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Commerce, Community Planning and Development, Exploration/Settlement, Transportation, Ethnic Heritage-Black, and Military, and under Criterion C in the areas of Architecture and Engineering. The WATL was evaluated for potential contributions to the historic significance and National Register eligibility of the LAN system.

The WATL was evaluated under Criterion A and appears to possess a state level of significance in the areas of Transportation and Commerce. The WATL mainline linked Georgia directly with central Tennessee and then beyond to northern Alabama, western Tennessee, and many major markets farther north and west, such as St. Louis, Louisville, Indianapolis, and Chicago. The WATL also provided Atlanta and the rest of Georgia connections with numerous other major southern cities, including not only Chattanooga, but also Nashville, Huntsville, and Memphis. As such, the WATL was critical to the interrelated areas of both Transportation and Commerce in not only the northern part of the state, but the remainder of Georgia below and to the east of Atlanta.

As one of the state's earliest railroads, along with the Central of Georgia, the Georgia Railroad, and the Macon & Western, the WATL was also crucial to railroad transportation and rail-based commerce in Georgia prior to the Civil War. Therefore, the WATL is especially important, even within the framework of the LAN system, for its historically significant contributions to the commercial development of Georgia and as a historically significant component of Georgia's rail transportation network. The WATL was one of the comparatively small number of Georgia railroads completed before the onset of the Civil War.

The WATL also helped facilitate the growth of exports of agricultural products from all parts of Georgia, and particularly the northwestern quadrant of the state, which is located entirely above the fall line. Without the luxury of navigable rivers found in the southern half of the state, farmers and landowners in this corner of the state would have struggled, prior to the railroad's development, to export their products, thus limiting production. As throughout much of Georgia, cotton was for many years a major agricultural product of this northern region, as were pine products and hardwood timber.

Textile mills and saw mills accompanied the harvesting of these products, and many of the mills were sited alongside the WATL. The WATL also greatly contributed to the rise of mining in the north central and northwestern parts of Georgia. Almost concurrent with the completion of the WATL mainline, iron ore mining began to be conducted at numerous locations between Atlanta and Chattanooga, such as the Etowah mines near the Etowah River. Trains were used to export the raw materials and minerals to processing or refining facilities, and later to major markets. The availability of rail access provided by the WATL also led to the erection of processing, milling, and refining facilities. Thus, the WATL contributed to development and growth of new industry in the north part of the state. The railroad was apparently aware of its significant role and influence in the development of agriculture and industry throughout the region. In one of its early advertisements for its self-described "Great Kennesaw Route," the WATL boasted of "running through attractive and historic scenery; through the granary of Georgia; through a region of wonderful mineral resources...."

This same ad also addresses one aspect of the WATL's significance in the areas of Exploration/Settlement and Community Planning and Development, for it closes by adding that the route traverses a region "of such equable temperature as to afford pleasant homes all the year round." The WATL's mainline through northwest Georgia led to the development of numerous cities and towns in northwest central Georgia. In fact, the earliest surveys for the railroad were initiated in 1837, less than two years after the Treaty of New Echota, in late December of 1835, officially opened the corner of northwest Georgia above Atlanta to white settlement. Thus, it was opened

early enough in the history of the area's settlement to be a major impetus to the influx of new residents. Almost all of the cities, towns, and communities directly along the line between Atlanta and Chattanooga, such as Acworth, Kingston, Adairsville, etc., were the direct outgrowth of station stops on the WATL. The linear layouts of these communities' downtown commercial centers, which typically emerged alongside and faced the rail corridor, reflect the critical influence of the railroad's course on local settlement and community planning, at specific locations. Due to the stimulus that the WATL provided towards the development of many communities, almost all of which are still extant and even thriving, the railroad presents both a state and local level of significance under Criterion A in the areas of Exploration/Settlement and Community Planning and Development.

As a railroad originally established and constructed during the antebellum period, the WATL also convey significance under Criterion A in the area of Ethnic Heritage—Black. Manual slave labor was almost universally employed to build Georgia's pre-Civil War railroads, and the WATL'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. Almost the entirety of the WATL's track mileage potentially contributes to this significance.

The WATL also has been evaluated for its significance in the Military category, due to the prominent, or even predominant, focus on the railroad throughout Union General William T. Sherman's Campaign for Atlanta during the American Civil War. The Union forces left Chattanooga for Atlanta in the spring of 1864, and followed the WATL as the centerpiece of their advance. As his forces gradually gained control of ever greater lengths of the WATL, Sherman was able to expeditiously bring up supplies and reinforcements from Chattanooga to help sustain his drive for Atlanta. Throughout the spring and summer, there were numerous skirmishes and major battles along the rail line, at Dalton, Resaca, Cassville, Kennesaw Mountain, and others.

For the earlier years of the Civil War, the WATL had been of critical importance as a link in the chain of railroads that linked the Atlantic

coast port of Charleston, South Carolina with the Mississippi River port of Memphis, Tennessee. The collective assemblage of lines included, in sequence, the South Carolina Rail Road, the Georgia Railroad, the Western & Atlantic, the Nashville & Chattanooga, and the Memphis & Charleston Railroad. It enabled the transport of arms, munitions, food, and clothing for the support of the Confederate armies, as well as a means to move troops amongst the various theaters through the course of the war. For this very reason, the WATL was also targeted for destruction by James Andrews' Raiders during April of 1862, leading to what has come to be known as "The Great Locomotive Chase," the events of which unfolded between Marietta and Ringgold. Due to the pivotal role of the WATL in numerous momentous events during the course of the American Civil War in Georgia, the railroad presents a state and perhaps even national level of significance for involvement in Military activities, operations, and campaigns.

The WATL also has been evaluated under Criterion C and determined to contribute to the LAN system's National Register eligibility based on its significance in the areas of Engineering and Architecture. Still fully intact and in current use, the WATL mainline between Atlanta and the Tennessee state line is representative of both the state of antebellum railroad design, including alignment, grading, and construction, and of technological developments and rationale behind the ongoing improvements that have been implemented since its initiation in 1837. Its physical representation of period engineering solutions is displayed within the context of northwest Georgia's rising and falling topography of mountains, passes, valleys, and foothills. Moreover, the intact demonstration of railroad engineering and design includes the collection of numerous culverts, trestles, and bridges that are used by the rail line to cross the many water bodies and roadways it encounters, as well as the succession of two tunnels that have been dug through Chetoogeta Mountain by the WATL's engineers through the history of the railroad's development and operation.

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 line'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 WATL has been fully preserved. The line thus remains a good and intact example of mid-nineteenth century rail construction in north Georgia, giving it significance at the state level.

Also, at least nine passenger, freight or combination rail depots along the routes of the WATL mainline are still extant and positioned either on or near their original sites adjacent to the rail line. This intact collection includes the remaining WATL depot buildings in Marietta, Kennesaw, Acworth, Cartersville, Adairsville, Calhoun, Dalton, Tunnel Hill, and Ringgold. This complement of depots is remarkable for not only the number of those extant, but also for their wide variety of types and material makeups of the remaining railroad depots. Among the nine depots are examples of stone construction (Tunnel Hill and Ringgold), brick masonry construction (Marietta and Cartersville), and wood-frame, wood-clad construction.

Also notable and historically important is the range of time covered between the system's oldest and newest depots, which spans the decades between the WATL's late 1840s construction of stone depots in Tunnel Hill and Ringgold and the NC&St.L's board and batten Kennesaw depot, which dates from 1908. All of these remaining depots together allow the WATL to present a state level of significance in the area of Architecture, for these are good, representative examples of railroad station and railroad building architecture in Georgia from the mid-nineteenth through the early twentieth centuries.

EVALUATION OF INTEGRITY

The WATL has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains substantially unchanged since its construction; therefore, the resource retains integrity of location and setting. As the alignment and roadbed, including cuts and grades, remains intact, and other materials have been upgraded to enable

continued operation of the line, the resource also substantially retains 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 WATL corresponds to the current and historic railroad corridor rights-of-way of the line's entirety. These corridor rights-of-way extend the full length of the WATL mainline within Georgia. The proposed boundary contains all National Register qualifying characteristics and features of the resource and consists of the railroad corridor's fully intact, unbroken alignment, which includes the railbed, level crossings, bridges and trestles, and other elements of the rail resource, such as cuts, built-up grades, embankments, and tunnels.

At 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. Additional contributing features include:

Allatoona Pass, Bartow County (bypassed by slightly revised grade alignment): This 170-foot deep, 100-foot long rail cut was dug in the 1840s to allow WATL trains to pass through a ridge of the Allatoona mountains. The pass was the scene of a bloody battle in October of 1864, when Confederate troops attempted to sever Union supply lines by taking control of the rail line. The railroad's route was later relocated a short distance west and, in the late 1940s, Lake Allatoona filled the valley east of the pass. Today, the U.S. Army Corps of Engineers maintains a small park at the battle site; the proposed boundary includes the historic right-of-way and all intact, evident sections of the former railroad grade that have been bypassed.

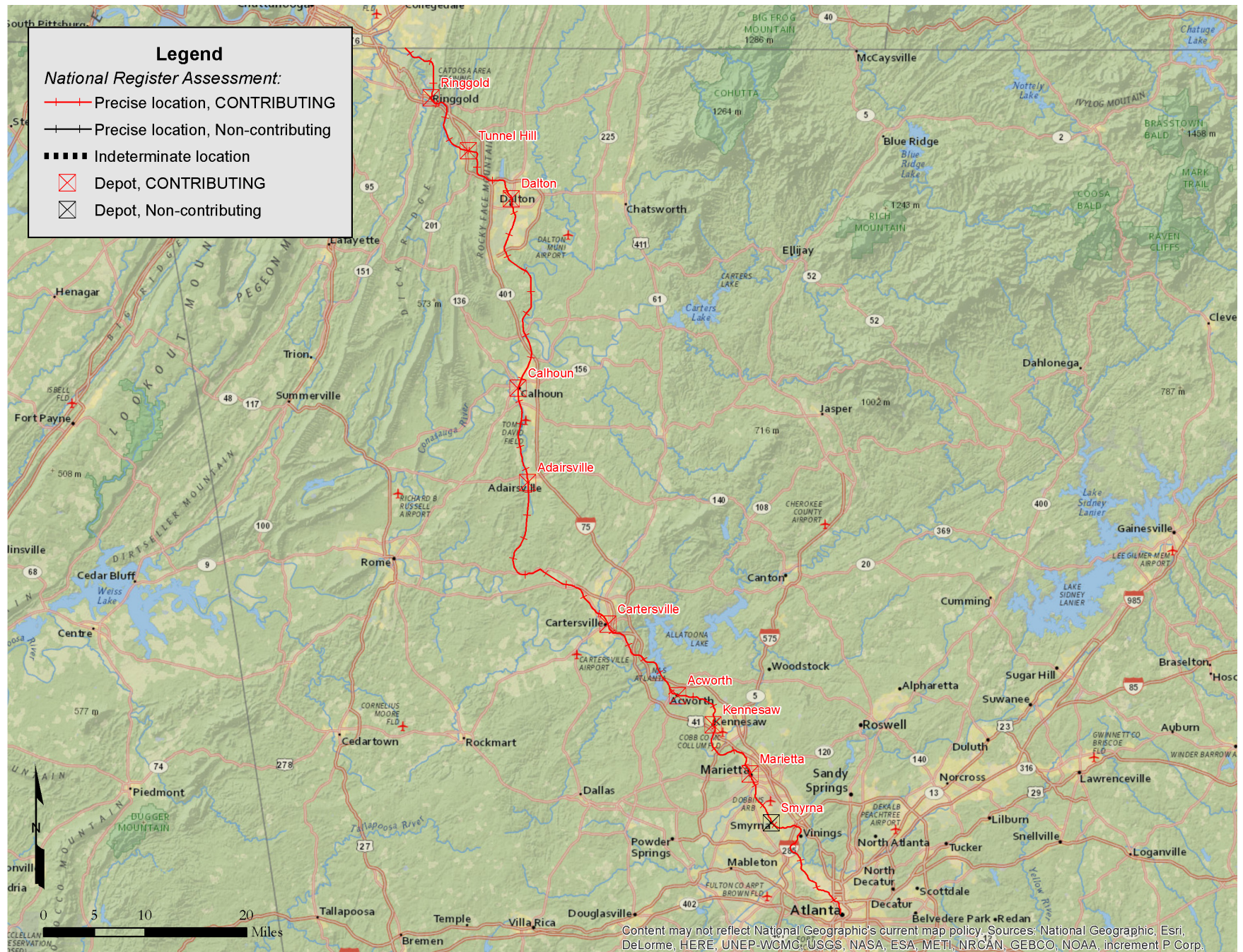
Remnant stone piers of the original Etowah River bridge crossing near Cartersville, Bartow County (replaced by a newer bridge, on new concrete piers, in 1944): The stacked, ashlar-pattern stone piers of the

original WATL bridge still stand in the Etowah River, to the southeast of Cartersville. In 1944, it was replaced by a new bridge erected a short distance downstream, along a slightly revised alignment. The proposed boundary for the WATL includes the footprints of these piers that are no longer contiguous to the current rail corridor, as well as the historic right-of-way and all intact, evident sections of the railroad's former approach grades to the original bridge.

Chetoogeta Mountain tunnels, Tunnel Hill, Whitfield County: Completed during 1849-1850, the WATL's original, 1,477-foot long Western & Atlantic tunnel through Chetoogeta Mountain at Tunnel Hill in Whitfield County constitutes Georgia's oldest underground trainway. The larger replacement tunnel, running parallel only a few yards to the north, was built in 1928 by the NC&St.L Railway, as it had leased the WATL from the State of Georgia in 1890. Built at a cost of \$290,000, it was designed to handle the largest rail cars and locomotives then in use by American railroads. The newer tunnel is still in daily use by CSX, while the original tunnel is now open to visitation by tourists. The proposed boundary includes both tunnels and their approach alignments; the footprint of the WATL mainline's boundary therefore widens to include the footprint and right-of-way of both the original and the new corridor to and through Chetoogeta Mountain.

PREPARED BY

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



WATL: Resource Location Map



WATL: South from Centennial Olympic Park Drive, Atlanta



WATL: Southeast over Tilford yard from Marietta Rd. NW bridge, Atlanta



WATL: Chattahoochee River bridge from Marietta Boulevard. NW, Atlanta



WATL: Northwest from South Atlanta Road SE, Vinings, Cobb County



WATL: Paces Ferry Road crossing, Vinings



WATL: Marietta depot from Mill Street crossing, Cobb County



WATL: Kennesaw depot, Cobb County



WATL: Along Main Street from Collins Avenue, Acworth, Cobb County



WATL: Acworth depot



WATL: Old Allatoona Road, Allatoona, Bartow County



WATL: Old Allatoona Road, the "Allatoona Pass," Allatoona



WATL: Gaston Westbrook Avenue crossing, Emerson, Bartow County



WATL: Bridge over Etowah River from Old River Road, Cartersville, Bartow Co.



WATL: Cherokee Avenue crossing, Cartersville



WATL: Cartersville depot



WATL: Junction with Etowah New Line, Porter Street West, Cartersville



WATL: Railroad Street, Kingston, Bartow County



WATL: Adairville depot, Bartow County



WATL: Dalton depot, Whitfield County



WATL: Tunnel Hill depot, Whitfield County



WATL: Tunnel Hill depot and Chetoogeta Mountain tunnels



WATL: Ringgold depot, Catoosa County

ATLANTA, KNOXVILLE & NORTHERN RAILWAY (ATKN)

Other names: Etowah Old Line; Marietta & North Georgia Railway

System: Louisville & Nashville Railroad

NR Evaluation: Mixed (both Contributing and Non-Contributing Sections)

Physical Status: Mixed (Active and Inactive segments)

Current owner: Georgia Northeastern Railroad; Georgia Dept. of Transportation

Predecessors: Georgia & North Carolina Railroad; Marietta & North Georgia Railroad

Successors: Seaboard System Railroad; CSX Transportation

Location: Mainline: Marietta's Elizabeth community (Cobb County), to Tennessee state line at McCaysville (Fannin County); Murphy Branch Line: Blue Ridge to Mineral Bluff (Fannin County); Tate Marble Quarries Spur Line: Tate to Marblehill community (Pickens County); Westside Atlanta Belt Railroad



**LOUISVILLE & NASHVILLE
RAILROAD (LAN)**

System Feature Inventory Form

DEVELOPMENTAL HISTORY

The earliest progenitor of the Atlanta, Knoxville & Northern Railway (ATKN) was the Ellijay Railroad; incorporated as early as 1854, it was the first attempt to build a rail line from Marietta to the north Georgia mountains. This initial effort was followed by the Marietta, Canton & Ellijay Railroad, but neither it nor the Ellijay Railroad managed to actually grade the railroad or lay any tracks. A third venture, the Marietta & North Georgia Railroad finally had more success in attracting investment, as well as state assistance through convict labor, and finally made progress on building the project.

Construction on the railroad started in 1874, using three-foot gauge, and the line from Marietta to Canton was completed in May of 1879. It was extended on to Ball Ground in 1882, Marble Cliff in 1883, Ellijay in 1884, and Murphy, North Carolina, in early 1887. The company's offices were located in Marietta, where the southern end of the line connected with the State of Georgia's Western & Atlantic Railroad mainline (WATL), which ran from Atlanta to Chattanooga, and would eventually also become part of the Louisville & Nashville Railroad (LAN) system.

In 1887, the company was also consolidated with the Georgia & North Carolina Railroad and renamed the Marietta & North Georgia Railway (M&NG). In 1889, the M&NG reported operations over 122 miles of track, utilizing 14 locomotives, 12 passenger cars, and 350 freight and

miscellaneous cars. The line was converted to standard gauge in 1889-90, except for the Blue Ridge-Murphy branch which was not changed over until late in 1897.

On August 9, 1890, the line became part of a through route from Marietta to Knoxville when the Knoxville Southern Railroad, incorporated on June 23, 1887 under the same ownership as the M&NG, completed its rail line from Knoxville to Blue Ridge.

Despite its new usefulness and market reach as part of the newly created connection between Knoxville and Atlanta, the M&NG entered receivership soon after, in early 1891. However, it was not until 1896 that it was sold. In the 1894 Official Railway List, the M&NG reported operating 231 miles of track, 17 locomotives, 12 passenger cars, and 350 freight and miscellaneous cars.

The ATKN, chartered in June of 1896, finally became the successor to the M&NG. Besides the 205-mile mainline, the ATKN took over operation of the M&NG's 23-mile branch to Murphy, North Carolina (which had been bypassed previously by the Knoxville Southern's mainline from Knoxville to Blue Ridge), and a short branch line to the marble quarries at Tate.

The ATKN was nicknamed "The Hiwassee Route" for a winding, scenic segment of the Marietta-Knoxville line alongside Tennessee's Hiwassee River. The route's climb from the river valley, however, was unusually steep

and difficult. A pair of switchbacks constructed by the Knoxville Southern allowed trains to make the ascent, but the stopping and reversing, combined with the steep grade (3.5 to 4.7 percent), made the going painfully slow.

The solution, constructed by the new ATKN Railway in 1898, was an 8000-foot loop around Bald Mountain, one in which the railroad line crossed over itself near the top. The so-called Hiwassee Loop, which still exists, is near Fanner, Tennessee, just west of the Tennessee-North Carolina state line. It replaced the earlier switchbacks, which were then taken out of service. Thereafter, the route between Marietta and Etowah, Tennessee was nicknamed the “Hook and Eye Line” because of the two notable and memorable curves on the route. “The Hook,” located at Tate Mountain, between Talking Rock and Whitestone, Georgia, was a tight double reverse curve that constituted an almost 180 degree change of direction. “The Eye” was the name given to describe the newly-lessened 1.5 percent grade, achieved by laying tracks that encircled Bald Mountain nearly twice before crossing back over the line and entering/exiting the coiled loop via a 60-foot-high trestle.

In April of 1902, the LAN took control of the ATKN, by buying a majority of the company’s stock. Around this same time, LAN built an extension from Knoxville north to its line at Jellico, Tennessee; in concert with the ATKN purchase, completion of this last remaining link provided LAN a direct railroad route from Cincinnati, Ohio to Atlanta. In order to enable LAN trains to enter Atlanta from Marietta, the ATKN acquired trackage rights on the WATL, which had been leased, by this time, to the Nashville, Chattanooga & St. Louis Railway (NC&St.L). Gaining these trackage rights was facilitated by the LAN’s ownership of a majority of NC&St.L stock.

The LAN also pursued development of a belt line on the west side of Atlanta to improve its rail connections and mobility within the city. In concept, the belt railroad was planned to stretch southward, from the northwestern corner of Atlanta near Howells, to a new connection in southwest Atlanta with the Atlanta & West Point’s (AWP’s) belt railroad, which had been opened across the southern edge of the city in 1900.

This western belt railroad project was actually initiated by the Central of Georgia, which, in 1899, was reported to have secured 7.2 miles of right-of-way from East Point north to a connection with the WATL at Howell. At the time of this right-of-way procurement, the Central and the LAN each had a half-interest in the lease of the Georgia Railroad, and the AWP was, in turn, closely connected to the Georgia Railroad. However, at the turn of the twentieth century, the LAN was, in terms of financial health, the strongest party in this group of railroads. Also, the LAN already held the Georgia Railroad lease and thus a significant interest in the AWP. But these two railroads approached Atlanta from the east and the south/southwest, and any LAN route into Atlanta would approach the city from the northwest, which was already territory served and traveled through by the WATL’s mainline.

As a railroad headquartered out-of-state, the LAN could not easily exert political influence over Georgia’s legislature. Some members of the legislature viewed it as a potential threat to the value of the W&A, fearing that an LAN incursion into northern Georgia might compete with the state-owned railroad, especially as the two railroads neared Atlanta. For this reason, it was perhaps politically preferable that the Central of Georgia start the process of building a belt line on the west side of Atlanta; unlike the LAN, the Central was a Georgia-based enterprise.

However it was accomplished, the concerted plan’s various parts came together by 1904. The westside belt line was finished and opened by the ATKN, and the following year, LAN trains began running into and around Atlanta’s outskirts.

Soon thereafter, in 1906, the LAN constructed an entirely new line between Etowah, Tennessee and Atlanta, to improve the speed and efficiency of train traffic over its new Atlanta-to-Cincinnati through route. Despite the significant length of new construction required, the LAN decided to simply bypass, on a wholly new alignment some distance to the west, the tight curves and steep gradients caused by the mountainous terrain through which the “Hook & Eye Line” passed. LAN also kept the original line in operation, and it thus became known as the Etowah Old Line, to distinguish it from

the new line to the same destination in Tennessee. Whereas the Etowah Old Line still tied into the LAN system's WATL mainline near Marietta, the Etowah New Line connected to the WATL at a new junction in Cartersville.

In 1967, LAN's parent company, the ACL, merged with the Seaboard Air Line Railroad to form Seaboard Coast Line Railroad (SCL). LAN meanwhile continued its separate existence. From 1972 until the early 1980s, the railroad also used the marketing name Family Lines System jointly with SCL, Georgia Railroad, Clinchfield Railroad, AWP, and Western Railway of Alabama (the last two also operating under the nickname West Point Route). This confusing arrangement neared resolution when SCL and Chessie System merged in 1980 to form today's CSX Corporation. CSX Corporation first officially combined its major SCL and LAN subsidiaries to create a new operational entity called Seaboard System Railroad in 1982. Only four years later, it changed the name of the streamlined company from Seaboard System to today's CSX Transportation.

CSX Transportation began the process of ending its operations over the Etowah Old Line during the mid-1980s. Some sections of the ATKN's former lines in north Georgia were effectively abandoned while the southern end of the former ATKN mainline, from Marietta's Elizabeth Yard to Ellijay, was sold to a newly formed short line operator, the Georgia Northeastern Railroad. In the mid-1990s, the Georgia Department of Transportation purchased the rail line between Whitepath (about five miles north of Ellijay) and Blue Ridge, along with the tracks from Blue Ridge to McCaysville and the short, intact length (approximately five miles) of the former Murphy Branch, extending northeast from Blue Ridge to Mineral Bluff, now referred to as the "Mineral Bluff Lead." These sections of state-owned track were then leased to the Georgia Northeastern, the company that continues to operate all in-service segments of the Etowah Old Line.

DESCRIPTION

The so-called Etowah Old Line of the former Atlanta, Knoxville & Northern Railroad (ATKN) is still almost fully intact and in daily use. It is now operated by the Georgia Northeastern Railroad, which owns most

of the miles of formerly LAN-owned trackage. The Georgia Department of Transportation owns the sections from Whitepath north to McCaysville and from Blue Ridge to Mineral Bluff, and leases these tracks to the Georgia Northeastern. Most of the northern part of the ATKN's former Westside Atlanta Belt Line is still owned and operated by CSX Transportation, from Tilford Yard down to the connection with CSX's former Atlanta, Birmingham & Coast mainline in Atlanta. The middle section of the belt railroad corridor is owned and operated by MARTA (Metropolitan Atlanta Rapid Transit Authority) as part of their commuter rail system. The southernmost section of the corridor, down to the former Oakland City Junction, is still intact, and is in process of being adapted for utilization as a component part of the Atlanta BeltLine's Westside Trail, a rail-trail project.

The ATKN ties into the LAN system's WATL mainline at Elizabeth Yard in Marietta's Elizabeth community. From Marietta to the Tennessee line, the ATKN proceeds on a general north-south orientation through Cobb, Cherokee, Pickens, Gilmer, and Fannin counties, passing en route through the communities, towns, and cities of Woodstock, Holly Springs, Canton, Ball Ground, Nelson, Tate, Jasper, Talking Rock, Ellijay, Blue Ridge, McCaysville, and others. North of its junction with Interstate 75, Interstate 575 generally follows along the former ATKN route through Cherokee County to Ball Ground. Except for Cherokee County and the development along I-575 that is an outgrowth of greater metropolitan Atlanta, much of the corridor stretches across a primarily rural landscape, traveling through many square miles of forests and cultivated fields amongst the valleys and foothills of north Georgia. Along most of the line's length through these rural and semi-rural areas of Pickens, Gilmer, and Fannin counties, it is closely paralleled by State Route 5 (in certain places also referenced as SR 53 and/or SR 515); this highway was developed in the twentieth century, and so mimicked the alignment and route selections of the M&NG's original surveyors.

NATIONAL REGISTER CONTRIBUTING STATUS

The Atlanta, Knoxville & Northern (ATKN) is a component of the LAN system; the LAN system is considered eligible for the National Register of

Historic Places under Criterion A in the areas of Commerce, Community Planning and Development, Exploration/Settlement, Transportation, Ethnic Heritage-Black, and Military, and under Criterion C in the areas of Architecture and Engineering. The LAN system's former ATKN mainline, also known as the "Etowah Old Line," was evaluated for potential contributions to the historic significance and National Register eligibility of the LAN system.

The ATKN contributes to the National Register eligibility of the LAN system under Criterion A for its significance in the areas of Commerce, Community Planning and Development, Exploration/Settlement, and Transportation. Trains using the ATKN travel on a winding route that generally follows a south-to-north orientation through the northernmost part of the state and into Tennessee, thereby connecting the rest of Georgia and states farther south and west with Georgia's neighboring states to the north. Although its original prominence and functionality as the sole railroad line through the mountains and foothills of north central Georgia was diminished by the development of the LAN's parallel Etowah New Line (LAN MAIN) in 1906, the ATKN's geographic and logistical importance, and its corresponding commercial usefulness, was reflected in the LAN's decision to maintain operations over the former ATKN.

In the areas of Commerce and Transportation, the ATKN facilitated the growth of exports of agricultural products from all parts of Georgia, including not only lumber, and particularly north Georgia hardwood timber, but also cotton, fruits, and vegetables. Throughout the last quarter of the nineteenth century and into the twentieth century, the line created and operated a faster, more efficient means for farmers, lumber companies, and other enterprises along the line, as well as those linked to Atlanta by other connecting lines from all parts of the state, to ship their products to the major metropolitan markets of the northern and midwestern states. In the same manner, the new ease of importation and exportation helped stimulate the development of new industries in the area, such as marble mining, that extracted raw materials, and others that processed or finished materials, such as textile manufacturing. The ATKN, and the expanded access to major markets it afforded, directed the siting of such mill facilities

and other manufacturing plants adjacent to the tracks. For example, the marble quarries just east of Tate would not have been able to export their blocks and slabs without the close proximity of the ATKN mainline, which was accessed by way of a short spur. The railroad also allowed the easy importation of industrial goods and equipment from other states into Georgia. Some of the marble mining and cutting equipment was undoubtedly brought to the quarries over the ATKN.

In the areas of Community Planning and Development and Exploration/Settlement, the ATKN stimulated the growth of existing towns and the settlement of new towns and communities in north central Georgia. Much of the line was built in and through an area of Georgia that was relatively sparsely settled, even during the late nineteenth century. The ATKN served as the impetus behind the creation of entirely new cities, towns, and communities along the main line, correlating with the placement of rail stops and stations. Many municipalities or communities that exist along the ATKN rail corridor today, such as Woodstock, Holly Springs, and Blue Ridge, were founded or incorporated as a result of the railroad's construction. The railroad's critical role in the origination of these communities may be easily observed and recognized by the rail corridor's placement at or near the center of many of the community's commercial and residential districts.

The ATKN also has been determined to contribute to the LAN system's eligibility because of its significance and integrity in the areas of Engineering and Architecture. The trackage for the ATKN mainline is still intact and in regular, albeit somewhat limited, use. Also in place and in active use is the northern half of the ATKN's belt line on Atlanta's west side, the southernmost section of the Murphy Branch Line from Blue Ridge to Mineral Bluff, as well as the spur line from Tate eastward to the quarry sites of the Georgia Marble Company mines. This spur line is particularly notable and significant in the area of Engineering, for it includes the only remaining set of railroad switchbacks in Georgia. The railbed of the ATKN mainline and its three branches is thereby representative of the state of railroad design and engineering, including alignment, grading, and construction, during the last quarter of the nineteenth century and into the earliest years of the twentieth century. Components 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 ATKN's retained route alignments and intact corridors.

Also, at least six combination rail depots along the ATKN are still extant and positioned either on or near their original sites, adjacent to the rail corridors. This intact collection includes the remaining ATKN depot buildings in Woodstock, Holly Springs, Tate, Jasper, Blue Ridge, and Mineral Bluff. Except for the masonry depot in Mineral Bluff, built with brick bearing walls by the Marietta & North Georgia in 1887, and now the lone surviving example of M&NG architecture, the other five are examples built by the LAN.

This complement of extant LAN depots from the first two decades of the twentieth century is noteworthy in that these wood-framed examples display the repeated plan layouts, massing, and stylistic elements of the company's template plans, which, as displayed by these five, were recycled for many of its stations along the route, with some minor variations in size and details. Along with their large decorative brackets, the most characteristic design elements of these single-story depots are the multi-planed hipped roofs over the ticket office and passenger waiting section, with a gable-roofed extension over the freight end of these combination depots.

All of these six remaining depots together allow the greater railroad system with which they were historically affiliated to present both a state and local level of significance in the area of Architecture, for these are good, representative examples of railroad station and railroad building architecture in Georgia from the late-nineteenth through the early twentieth centuries.

EVALUATION OF INTEGRITY

The ATKN has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The

railroad has not been relocated, and its alignment remains substantially unchanged since its construction; therefore, the resource retains integrity of location and setting. As the alignment and roadbed, including cuts and grades, generally remains intact, and other materials have been upgraded to enable continued operation of the line, the resource also substantially retains 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.

The northernmost section of the ATKN's former Murphy Branch Line, consisting of approximately eight miles of former alignment north of Mineral Bluff to the North Carolina state line at the Sweet Gum community, does not retain integrity and is considered non-contributing. This section has been abandoned since about 1986 and its tracks, ties, and ballast have been removed. Although some sections of its grade are still intact and discernible within the landscape, numerous disturbances to its railbed and its continuity substantially diminish its integrity of design, materials, and workmanship.

PROPOSED NATIONAL REGISTER BOUNDARY

The ATKN's proposed National Register boundary corresponds to the current and historic railroad corridor rights-of-way along the railroad's entirety, including its three branches: the Murphy Branch; the Marblehill Branch; and the Westside Atlanta belt line. These corridor rights-of-way extend the full length of the ATKN mainline within Georgia, from Marietta's Elizabeth community to Blue Ridge, and from Blue Ridge to the Tennessee state line at McCaysville. Included within the ATKN's overall boundaries are the historic corridor and right-of-way of the Murphy Branch Line from Blue Ridge to Mineral Bluff, the the spur line from Tate to the marble quarries near Pickens County's Marblehill community, and the entire historic corridor and right-of-way for the ATKN's westside Atlanta belt line, which runs from the Howell vicinity in northwest Atlanta to the vicinity of Oakland City Junction in southwest Atlanta. The proposed boundaries contain all National Register qualifying characteristics and features of the resource and consists of the ATKN

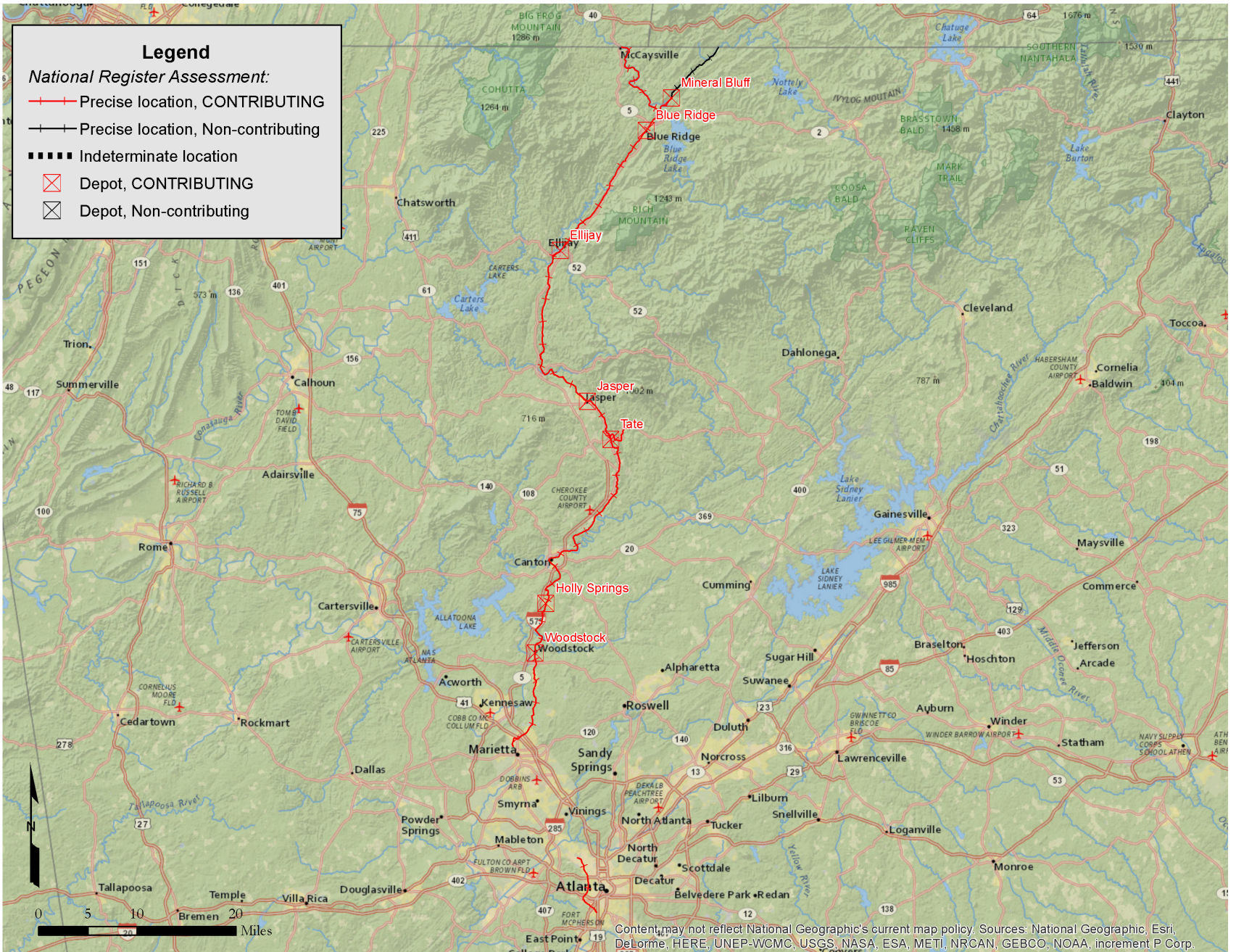
railroad corridors' fully intact, unbroken alignments, which include, as currently present, the railbeds, level crossings, bridges and trestles, and other elements of the rail resource, such as cuts and built-up grades.

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 segments include the northernmost section of the ATKN's former Murphy Branch Line, which, in Georgia, consists of approximately eight miles of the former railroad alignment north of Mineral Bluff, up to the North Carolina state line at the Sweet Gum community. This section has been abandoned since about 1986 and its tracks, ties, and ballast have been removed. Although some sections of its grade are still intact and discernible within the setting and landscape, there are enough disturbances to its railbed and disruptions of its continuity that, on balance, it now lacks sufficient integrity to convey its potential historic significance.

PREPARED BY

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



ATKN: Resource Location Map



ATKN: Marietta depot, Cobb County



ATKN: Loudermilk Drive crossing, Marietta



ATKN: Interstate 75 crossing, Marietta vicinity



ATKN: Along Canton Highway/SR 5, Marietta vicinity



ATKN: Powell Wright Road crossing, Cobb County



ATKN: Fowler Street crossing, Woodstock, Cherokee County



ATKN: Woodstock depot



ATKN: Toonigh Creek, Holly Springs vicinity, Cherokee County



ATKN: Holly Springs depot



ATKN: Railroad Street, Canton, Cherokee County



ATKN: SR 372 crossing, Ballground, Cherokee County



ATKN: Groover Street crossing, Ballground



ATKN: Spring Street crossing, Nelson, Pickens County



ATKN: Tate depot, Pickens County



ATKN: SR 53 at Marblehill branch line, Tate



ATKN: Jasper depot, Pickens County



ATKN: Downtown Jasper



ATKN: SR 136 crossing, Talking Rock, Pickens County



ATKN: Whitestone Road crossing, Talking Rock vicinity



ATKN: Fausett Creek, Talona, Gilmer County



ATKN: Ellijay depot, Gilmer County



ATKN: Winkle Road crossing, Ellijay



ATKN: Turniptown Creek, Ellijay



ATKN: Northcut Road crossing, Ellijay



ATKN: Cherry Log, Gilmer County



ATKN: Rock Creek, Cherry Log



ATKN: Trackside Lane, Blue Ridge vicinity, Fannin County



ATKN: Blue Ridge depot



ATKN: Mineral Bluff depot, Fannin County



ATKN: Ross Road, former railbed, Mineral Bluff vicinity



ATKN: Toccoa River, McCaysville, Fannin County



ATKN: Along River Road, McCaysville



ATKN: Along SR 60, McCaysville



ATKN: Terminus at state line, McCaysville and Copperhill, Tennessee



ATKN: Westside Atlanta belt line, West Marietta Street, Atlanta



ATKN: Railbed at Lena Street, Atlanta



ATKN: Tunnel at Lucille Avenue and Muse Street, Atlanta



ATKN: From tunnel at Lucille Avenue and Muse Street, Atlanta

ROME RAILROAD (KING)

Other names: Rome & Kingston Railroad; Rome Railroad of Georgia; Rome Branch Line

System: Louisville & Nashville Railroad

NR Evaluation: Mixed (both Contributing and Non-Contributing Sections)

Physical Status: Mixed (Active and Inactive segments)

Current owner: Norfolk Southern

Predecessors: Memphis Branch Railroad & Steamboat Company

Successors: Nashville, Chattanooga & St. Louis Railway

Location: Kingston, Bartow County to Rome



LOUISVILLE & NASHVILLE RAILROAD (LAN)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

The Rome Railroad Company (KING) was initially chartered in 1839 as the Memphis Branch Railroad & Steamboat Company. One of the company's early investors was the Georgia Railroad & Banking Company, which had constructed the Georgia Railroad between Augusta, Athens, and Atlanta in the 1830s and early 1840s. The Memphis Branch Railroad built its 18-mile line from Rome to Kingston in 1848-49, thereby connecting the Coosa River port at Rome with the State of Georgia's new Western & Atlantic Railroad (WATL). At the time, this mainline between Atlanta and Chattanooga was the only other existing railroad in the vicinity. Thereafter, the company, seemingly accepting its more limited service and reach, changed its name to the Rome Railroad Company in 1850. In acknowledgment of its terminal cities, the railroad was also often referred to, colloquially or otherwise, as the Rome & Kingston Railroad, as it was listed in the 1860 census.

After the Civil War, more major railroads were completed to and through Rome. According to a timetable printed in the 1890 Official Guide of the Railways, the KING offered, as of August of 1888, connections to the East Tennessee, Virginia & Georgia (later Southern Railway), the Chattanooga, Rome & Columbus (later Central of Georgia), and the Rome & Decatur Railroad (later Southern Railway).

In the 1894 Official Railway List, the KING reported operating 20 miles of railroad with 1 locomotive and 2 passenger cars.

That same year, in 1894, the railroad was sold to the Nashville, Chattanooga & St. Louis Railway (NC&St.L), with which it connected at Kingston. The NC&St.L had become an independent subsidiary of the Louisville & Nashville Railroad (LAN) in 1880. Thereafter, it served the NC&St.L, and by extension, the LAN system, as its Rome Branch Line. Although the line was ostensibly a feeder branch to the LAN system, it still presented numerous connections to other railroads in Rome, including the Central of Georgia and the Southern Railway.

After almost fifty more years in service in this capacity, most of this branch line was abandoned by the NC&St.L in 1943.

After the NC&St.L's decision to abandon the line, the Southern Railway purchased the Rome Branch Line's segment west of its mainline crossing, along the Etowah River's north bank on the city's east side. Southern integrated this western end into its own system, and the trains of its successor, Norfolk Southern (NS), still travel along this looping segment to enter downtown Rome.

DESCRIPTION

Until its abandonment in 1943, this branch line diverged from the WATL in downtown Kingston. In order to best negotiate the hilly topography of northwest Georgia and thus minimize changes in gradient, it was built closely alongside the Etowah River's north bank for most of its length to Rome.

The WATL mainline briefly follows an east-west alignment through downtown Kingston, before turning back to the northwest on the west side of downtown. The KING's eastern wye diverged from/merged with the WATL between Church and Johnson streets on the rail corridor's south side, directly across from Kingston's historic commercial strip. After a short section of running nearly parallel to the mainline from the interchange, the KING veered away to the southwest between Johnson Street and West Main Street. The former railbed's outline in this vicinity is still visible; it runs just beyond the outfield fence of the baseball field in the city's public recreation area at the northwest corner of Johnson and Main streets. In fact, the former railroad-owned space inside the triangular perimeter of the wye junction is now used as a city park, and the low, curvilinear rail berms have been paved with asphalt to create a small walking path. The circuit consists of the eastern wye, the western wye, and curvilinear section of track between them, which was likely the switch track for turning the locomotive around for its run back to Rome. From the convergence of these wyes at the crossing of West Main Street, the route follows directly alongside the westbound lane of Reynolds Bridge Road, until the point where the highway turns from a southwesterly to a southerly course.

From this point westward into Rome's eastern outskirts, the rail corridor enters a very rural area defined alternatively by dense forests and/or agricultural fields. Throughout this path, the railroad bed closely follows the winding course of the north bank of the Etowah River. A short section of the rail grade's slightly raised berm, marked by a narrow treeline, is visible to the east of Reynolds Bend Drive, and a short, unpaved road called Riverside Drive apparently utilizes a section of the former

alignment. Otherwise, there are few public roads through these lands to provide access to the former railbed. Some sections of its route are still clearly distinguishable from above, revealed by distinctive curving tree lines on current aerial imagery. Based on the same available imagery, the remnants of other sections have apparently been diminished by the continual cultivation of farm fields.

Along the river's edge, at the point where it passes through what is now Grizzard Park, the railroad's corridor has been recently cut through by the route of SR 1/East Rome Bypass. The aforementioned crossing of Norfolk Southern's former Southern Railway mainline took place just south of the East Broad Street extension, which is called Martin Luther King, Jr. Boulevard/SR 293. In fact, this highway now bridges over the wye junction that links the KING, now a NS spur line into downtown Rome, to the NS mainline. As it always has, the line continues to follow alongside the Etowah River's north bank, and it now engages in street running down the middle of the four divided lanes of Glenn Milner Boulevard, all the way south and west to a crossing of East 1st Avenue. This active spur line continues along the west side of East 1st Avenue, almost all the way up to East 1st Street; the KING's Rome depot was formerly located in this vicinity, but is no longer extant.

NATIONAL REGISTER CONTRIBUTING STATUS

The Rome Railroad branch line (KING) is a component of the LAN system; the LAN system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Commerce, Community Planning and Development, Exploration/Settlement, Transportation, Ethnic Heritage-Black, and Military, and under Criterion C in the areas of Architecture and Engineering. The KING, which was owned and operated by the LAN's subsidiary NC&St.L for the just over half of its history of service, was evaluated for its potential contributions to the historic significance and potential National Register eligibility of the LAN system.

The KING was evaluated under Criterion A; due to its status as the LAN's Rome Branch between Kingston and Rome, the KING does have the potential to contribute to the significance of its parent LAN system. For half a century (1894-1943), the KING played a supportive role in the LAN system's overall state and local levels of significance in the areas of Commerce and Transportation. It benefited the region west of the LAN's WATL mainline by giving shippers and passengers located in Rome and the region many additional outlets and points of connection to other mainlines, and thus contributing to the overall prosperity of northwestern and west central Georgia. As an antebellum railroad, completed less than five years after the opening of the State of Georgia's WATL, the KING helped sustain the success and ongoing growth of the WATL, by enabling connectivity between the fledgling mainline and one of northwest Georgia's largest existing cities, Rome.

The KING was also evaluated for its potential to contribute to the significance of the LAN system under Criterion C in the area of Engineering. Since no former KING or LAN system depots are still extant at Kingston or Rome, or at any of the former station stops in between, the KING no longer offers any potential for contribution to the LAN's significance in the area of Architecture.

Because the majority of the KING's rail corridor has been broken and interrupted at numerous places along its course since its abandonment in 1943 and the subsequent removal of its tracks, ties, and ballast, most of the line no longer conveys significance in the area of Engineering. Although the railbed is in place and evident in the landscape at certain specific points along its path, the essential linearity of the KING is no longer fully intact or visible. As a consequence, the former Rome Railroad, from its junction with the LAN's WATL mainline in Kingston to its crossing of NS's Southern Railway mainline on Rome's eastern edge, no longer readily presents its historically-significant design characteristics, and does not represent a good example of a rural, short-line railroad from the middle of the nineteenth century, or of a component branch line from the late nineteenth and early twentieth centuries.

However, the above statements and rationale do not pertain or apply to the still extant section of the KING's rail line that was adopted by Southern Railway and is still in use by its successor, Norfolk Southern. This section, from the wye interchange with the NS mainline, which is located beside and under the Martin Luther King, Jr. Boulevard/SR 293 railroad overpass, westward into downtown Rome, is intact and unbroken. It therefore can and does display its historically-significant design characteristics, and does represent a good example of an in town railroad corridor from the middle of the nineteenth century.

As described above, the former Rome Railroad/Rome & Kingston Railroad corridor has the potential to present significance under Criterion A in the areas of Commerce and Transportation, as well as under Criterion C in the area of Engineering, but the current, largely disturbed physical condition and disrupted, disjointed state of most of its former length does not convey this significance, as most of the line now lacks sufficient integrity, as is described above and hereafter. Due to the diminished integrity of most of the KING, only its westernmost section, within the city limits of Rome, can contribute to the LAN system's eligibility for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

A ground-level field survey of the KING was conducted, as was a review of available historic and current aerial imagery. Along the abandoned right-of-way that was accessible to the surveyors, some remaining evidence of the railroad's former railbed or infrastructure, including raised embankments and cuts, was found, despite the abandonment of much of its length and the subsequent removal of rails and ties.

However, this same review indicated that numerous sections of the railroad line have been disturbed and disrupted by active and ongoing cultivation of fields through which the alignment passed. In many such cases, the repeated plowing for the preparation and practice of agriculture has erased or diminished the remains of the railbed. The same has occurred where the modern construction of SR 1/East Rome Bypass has crossed and cut through the rail corridor.

The result of these factors is that there are now numerous gaps in the continuity of the corridor. Although some traces are extant and discernable within the landscape, the former alignment is now separated into many non-contiguous sections. Moreover, this rail alignment was not required to bridge any significant rivers during its length, so there are no remnant bridge piers attesting to the course of the former railroad, and it appears there are no depots, warehouses, or platforms in existence.

Accordingly, it has been determined that the majority of the KING's corridor does not retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. Therefore, on balance, the majority of the KING railbed, from Kingston to Rome's eastern city limits, no longer conveys its former standing as a historic railroad corridor.

However, the intact section at the route's far western end within the City of Rome, now serving as a NS spur line, has been determined to possess a high degree of integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. No portion of this section of the KING has been relocated, so its alignment remains substantially unchanged since its construction. Therefore, the resource retains integrity of location and setting. As this part of the alignment and railbed remains intact, and other materials have been upgraded to enable continued operation of the line throughout its operational history, the resource also substantially retains integrity of design, materials, and workmanship. The maintained route and trackage of the spur line adopted by Norfolk Southern also retains integrity of feeling and association, since it effectively conveys its physical characteristics as a historic railroad line.

PROPOSED NATIONAL REGISTER BOUNDARY

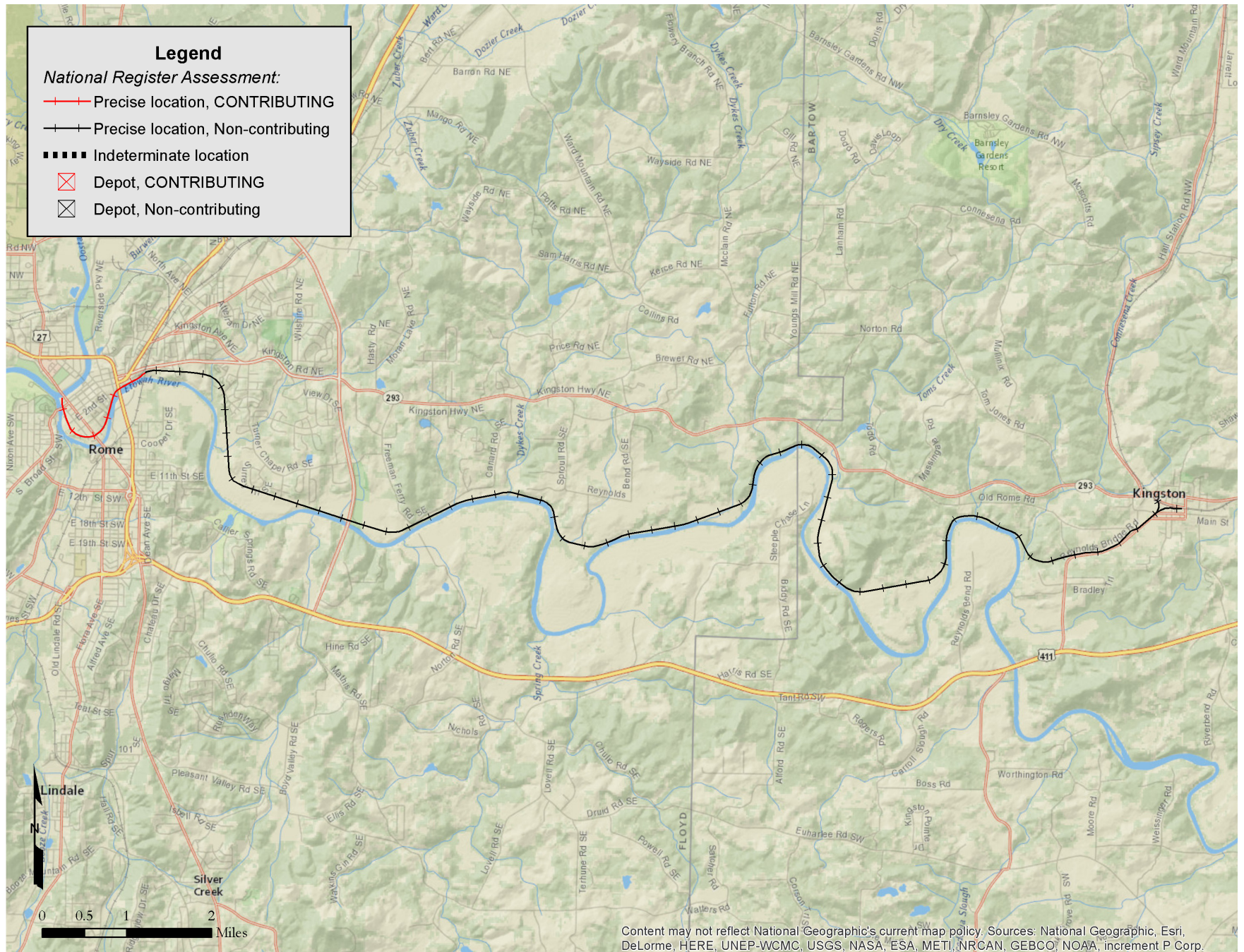
The KING's proposed National Register boundary corresponds only to the current and historic railroad corridor rights-of-way of the line that is still in service, within the city limits of Rome, as a NS spur line. These corridor rights-of-way extend westward from the spur's junction with the NS mainline beneath the bridge overpass of Martin Luther King, Jr. Boulevard/SR 1. They then run down the middle of the divided lanes of

Glenn Milner Boulevard to its crossing of East 1st Avenue. Thereafter, the spur line continues in dedicated rail right-of-way along East 1st Avenue's west side, up to a terminal point between the East 3rd Street and East 1st Street intersection.

The proposed boundary for this short remaining active section of the former Rome Railroad branch line contains all National Register qualifying characteristics and features of the resource and consists of the railroad corridor's intact, albeit disconnected, section of preserved trackage. The contributing corridor of this section includes the railbed, ballast, ties, and rails; level crossings; and other elements of the rail resource. As indicated, the remainder of the KING is considered non-contributing.

PREPARED BY

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KING: Resource Location Map



KING: Railroad Street and WATL mainline, Kingston, Bartow County



KING: Kingston Wye



KING: Main Street at Reynolds Bridge Road, Kingston



KING: Fill along Reynolds Bridge Road, Kingston



KING: Branson Crossing Road at Reynolds Bridge Road, Kingston



KING: Reynolds Bend Road, Rome vicinity



KING: Freeman Ferry Road, Rome vicinity



KING: Riverside Drive at Atkins Drive, Rome vicinity



KING: Glenn Milner Boulevard at East Sixth Avenue, Rome



KING: Glenn Milner Boulevard at East Fourth Avenue, Rome