

SOUTHERN RAILWAY

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SOUTHERN RAILWAY (SOU)

DEVELOPMENTAL HISTORY

Southern Railway (SOU) was chartered in 1894 as successor to the Richmond & West Point Terminal Railway and Warehouse Company, a holding company that owned or controlled several rail lines in the South, including the Richmond & Danville Railroad, the East Tennessee, Virginia & Georgia Railway, the Georgia Southern & Florida Railroad, and the Alabama Great Southern Railroad.

RICHMOND & WEST POINT TERMINAL RAILWAY AND WAREHOUSE COMPANY

The Richmond & West Point Terminal Railway and Warehouse Company was itself an outgrowth of the Southern Railway's original progenitor, the Richmond & Danville Railroad Company.

Chartered in Virginia in 1847, the Richmond & Danville (R&D) opened a 140-mile rail line between its two namesake cities in 1856. A 48-mile extension from Danville to Greensboro, North Carolina, was completed during the Civil War.

After the war, the R&D came into the possession of the Southern Railway Security Company, a holding company created to extend the interests of the Pennsylvania Railroad into the South. Organized in 1871, it was controlled

Other Names: N/A

NR Recommendation: Eligible

Period of Significance: 1836-1971

Physical Status: Mixed (Active, Inactive, or Abandoned, some sections adapted or planned for use as rail trails)

Current Owner: Norfolk Southern Railway and short lines, including Hartwell Railroad, Georgia Southern Railroad, Georgia & Florida Railnet

Predecessors: Richmond & Danville Railroad; Richmond & West Point Terminal Railway and Warehouse Company; East Tennessee, Virginia & Georgia Railroad (ETVG); Atlanta & Charlotte Air Line Railway (ACAL); Georgia Pacific Railway (GPAC)

Acquisitions, Subsidiaries, and Affiliates: Atlanta & Florida Railway (ATFL); Georgia Midland Railway (GMID); Northeastern Railroad of Georgia (NEGA); Tallulah Falls Railway (TALL); Tennessee, Alabama & Georgia Railway (TALG); Georgia Northern Railway (GANO); South Georgia Railway (SOGA)

Successors: Norfolk Southern Railway and short lines, including Hartwell Railroad, Georgia Southern Railroad, Georgia & Florida Railnet

Mainlines: ETVG, Dalton vicinity, to Rome, Atlanta, Macon, and Brunswick, with minor branches; ACAL, Atlanta to Toccoa vic., with Elberton and Hartwell branch lines; GPAC, Austell to Tallapoosa vicinity.

Other divisions, branches, and feeder lines: ATFL, Atlanta to Fort Valley; GMID, Columbus to McDonough vic.; NEGA, Athens to Lula; TALL, Cornelia to Dillard vicinity; TALG, Dade County, including Trenton; GANO, Boston to Moultrie, Albany, and

by, among others, William T. Walters and B. F. Newcomer of Baltimore, James Roosevelt of New York, Tom Scott of the Pennsylvania Railroad, and Henry Bradley Plant of the Southern Express Company.

In 1872, the R&D extended aid to the Atlanta & Richmond Air Line Railway to help it complete its road between Charlotte and Atlanta. The line was to



Beaverdam Creek, Bibb County

become a key link in the “Piedmont Air Line,” a system of railroads across the southeast.

By the mid-1870s, the Southern Railroad Security Company and the Pennsylvania Railroad had gained control of over 2,000 miles of railroad including the East Tennessee, Virginia & Georgia, the Western & Atlantic, the Memphis & Charleston, the Wilmington & Weldon, and the Charlotte, Columbia & Augusta. Profits were minor, however, due largely to the ruined condition of the South’s post-war economy. During the latter half of the decade, the group sold its Southern holdings, and the Pennsylvania Railroad turned its attention to the west. In 1880, the Pennsylvania Railroad sold the R&D to the new Clyde Syndicate.

That same year, the reorganized ownership chartered the Richmond & West Point Terminal Railway and Warehouse Company, to enable



Lula, Hall County

control of railroads that the R&D could not legally acquire itself, due to a limitation in its charter restricting purchase of railroads not connected physically to it. The R&D could not directly own the stock of non-connecting rail lines. The new Terminal Company was given authority to acquire the stocks and bonds of railroad companies across the southern states, including Virginia, South Carolina, North Carolina, Mississippi, Georgia, Kentucky, and Alabama; it quickly purchased over 700 miles of existing railroads and acquired the franchises for a number of proposed lines including the Georgia Pacific Railway and the Rabun Gap Shortline Railway.

One of the Terminal Company’s subsidiary arms, called the Richmond & Danville Extension Company, was incorporated in 1881 in New Jersey; it was given the authority to construct and equip railroads throughout the nation.

Also in 1881, the R&D leased the Atlanta to Charlotte line, by then renamed the Atlanta & Charlotte Air Line Railway (ACAL). Soon after, in 1885, the R&D bought the Lawrenceville Branch Railroad's Suwanee-to-Lawrenceville line. This line was then sold to the ACAL (and was ultimately abandoned in 1920). In 1886, the R&D leased the 61-mile long Northeastern Railroad of Georgia (NEGA). In 1887, the Terminal Company gained control of the East Tennessee, Virginia & Georgia Railroad (ETVG). Thus, by November 1887, the Terminal Company controlled 4,500 miles of railroad including the ACAL, the ETVG, and the NEGA in Georgia.

Even with control of these extensive rail holdings, the Terminal Company purchased, in 1888, the entire capital stock of the Georgia Company. This holding company had been organized the previous year to acquire a controlling interest in the capital stock of the Central Railroad & Banking Company, commonly called the Central of Georgia, which then constituted the largest railroad company incorporated in the state.

In 1889, the 566-mile long Georgia Pacific Railway (GPAC) was completed and began operation from Atlanta to Greenville, Mississippi. The Richmond & Danville Extension Company had assisted in the construction of the Georgia Pacific. Unsurprisingly, therefore, the GPAC was immediately leased, upon completion, to the R&D.

East Tennessee, Virginia & Georgia Railroad

The ETVG was created in Tennessee in 1869 by the consolidation of the East Tennessee & Georgia Railroad and the East Tennessee & Virginia Railroad. The former linked Knoxville, Tennessee and Dalton, Georgia, while the latter connected Knoxville to Bristol, Tennessee.

The East Tennessee & Georgia Railroad (ET&G) had been developed in 1848 from the financial wreckage of the Hiwassee Railroad, which was first organized in 1836, and named for the river that would be crossed on the way from Tennessee into Georgia. During the 1830s, Georgia's progress in railroad-building attracted the attention and enthusiasm of eastern Tennessee businessmen. They saw the advantages of a direct rail route to the Atlantic, as compared to the long and arduous trip down the Tennessee



Abandoned elevated track, Macon



Juliette depot



Moultrie

and Mississippi rivers. The railroad would connect Knoxville with the Georgia Railroad, which at the time was planned to reach across northern Georgia to the Tennessee River valley.

Construction of the Hiwassee Railroad began promptly, but a change of plans were afoot in Georgia. The Georgia Railroad would not be extended north, but instead would connect with a new state-owned railroad, the Western & Atlantic (WATL), at a point near the Chattahoochee River. The northern terminus of the WATL would be at Ross's Landing on the Tennessee River, well to the west of the route preferred by the Hiwassee Railroad.

Further clouding the Tennessee railroad's prospects, an economic panic in 1837 and the severe depression that followed brought the construction of the WATL to a crawl. The Hiwassee had completed a million dollars' worth of grading and bridge building, but had incurred heavy debt without any revenues to offset it. Without the WATL connection, it was a road to nowhere. Having little likelihood of surviving until a connection was made, the company entered bankruptcy. After the project was reborn in 1848, the



Tallapoosa River, Haralson County

ET&G completed the line from Knoxville to the WATL at Dalton in 1856, finally linking eastern Tennessee to the Atlantic coast.

In 1880-81, the ET&G's successor, the ETVG, purchased the Georgia Southern Railroad, the former Selma, Rome & Dalton Railroad which dated to 1848. The Georgia Southern provided the ETVG with a line from Dalton southwest to Selma, Alabama. Also in 1881, the ETVG bought the Macon & Brunswick Railroad, a 174-mile railroad between Macon and Brunswick. Chartered in 1856, the Macon & Brunswick was not completed between its namesake cities until 1870.

In 1890, the ETVG added both the Rome & Decatur Railroad and the Alabama Great Southern Railroad to its system. The Rome & Decatur line, begun in 1886, was intended to connect Rome to Decatur, Alabama, but only reached Attalla, just west of Gadsden. The Alabama Great Southern planned to connect Chattanooga to Meridian, Mississippi. A 25-mile segment travels through far northwest Georgia and Dade County's Wills Valley; portions of that section date to the 1860 Wills Valley Railroad.

After the ETVG purchased the Macon & Brunswick in 1881, it began construction of its “Atlanta Division” from Rome to Atlanta to Macon, a distance of 158 miles. Completed in 1882, this new line connected not only three of Georgia’s largest cities, but it also linked together the ETVG’s two newly acquired but widely separated railroads, the Macon & Brunswick and the Georgia Southern. Last, it gave the ETVG its own route from Atlanta to the Atlantic coast at Brunswick.

In 1886, the ETVG Railroad was sold under foreclosure and reorganized as the East Tennessee, Virginia & Georgia Railway. It was controlled by the Richmond and West Point Terminal Company from 1887 to 1892. In the 1889 edition of *The Official Railway List*, the ETVG reported operating 1,465 miles of railroad, 233 locomotives, 161 passenger cars, and 7,336 freight and miscellaneous cars. In 1894, the figures were 1,810 miles of railroad, 272 locomotives, 192 passenger cars, and 9,560 freight and miscellaneous cars. It also reported an additional 1,588 leased cars.

Atlanta & Charlotte Air Line Railway

The Atlanta & Richmond Air Line was organized in North Carolina in 1870, combining the Georgia Air Line Railroad Company and the Air Line Railroad Company of South Carolina. It was controlled by the R&D, a predecessor of Southern Railway. The R&D planned to build a line from Charlotte, N.C., to Atlanta but could not do so under its own name due to limitations in its charter. The first 53 miles from Atlanta were finished by 1871. In 1872, the R&D extended its credit to guarantee the last stages of construction. The entire line was completed in September 1873. Much of the grading was done through the manual labor of convicts leased to Grant, Alexander & Company by the state. During the three years of construction, as many as 200 prisoners were forced to work on the line.

The company entered receivership in November 1874 and was sold under foreclosure in December 1876. The new bondholders reorganized the line as the Atlanta & Charlotte Air Line Railway (ACAL) in February 1877. In 1881, the ACAL was leased to the R&D. In 1894, it became a part of the Southern Railway, along with the R&D itself.



Morven depot, Brooks County

The ACAL ultimately included three branch lines, including Elberton, Lawrenceville, and Roswell. The Elberton Air Line Railroad was chartered by Elberton businessmen in 1871 to connect Elberton to the ACAL at Toccoa. The 51-mile, 3-foot gauge line was completed in late 1878 and subsequently controlled by the ACAL. A diverging branch from the Elberton line to Hartwell, although never controlled by the ACAL, was nevertheless fully dependent on it and was eventually, like the ACAL, absorbed into the SOU system. This secondary branch, the Hartwell Railroad Company, also originally narrow gauge, was originally chartered in 1878 and completed from Bowersville to Hartwell in 1879.

An ACAL project, the Lawrenceville Branch Railroad was chartered in 1877, and its approximately 10-mile long line between Suwanee and Lawrenceville in Gwinnett County was completed in 1881. It was consolidated into the ACAL in 1894. Similarly, the ten-mile Roswell Railroad Company was controlled by the ACAL; it was incorporated in 1879 and opened between Roswell Junction (now Chamblee) and the Chattahoochee River in 1881.

Georgia Pacific Railway

Constructed between 1882 and 1889, the GPAC connected Atlanta and Greenville, Mississippi, a small port on the Mississippi River. The railway company was chartered December 31, 1881, consolidating the unbuilt Georgia Western Railroad and the Georgia Pacific Railroad Company of Alabama. It was a business venture of former Confederate General John Brown Gordon, his brothers Walter and Eugene Gordon, and Georgia Governor Alfred H. Colquitt. The railroad opened between Atlanta and Birmingham in November 1883; between Birmingham and Columbus, Mississippi, in 1887; and between Columbus and the Mississippi River at Greenville in 1889. Largely from its beginning, the GPAC was controlled by the Richmond & West Point Terminal Company and the R&D.

In the 1889 edition of *The Official Railway List*, the GPAC reported operating 325 miles of broad-gauge railroad (i.e., four feet, nine inches in width) and 52 miles of narrow-gauge road (i.e., three feet in width). It had 58 locomotives, 31 passenger cars, and 2,099 freight and miscellaneous cars. In the 1894 edition, the figures were 562 miles of railroad (both 4 foot, 9 inch and 3 foot gauges included) with 106 locomotives, 58 passenger cars, and 3,354 freight and miscellaneous cars.

CREATION OF SOUTHERN RAILWAY COMPANY

The R&D grew to encompass some 3,300 miles of railroad by 1890, but its financial standing became shaky soon afterwards. In 1892, both the R&D and the Terminal Company entered receivership. Both were dissolved and replaced by the unified Southern Railway Company, which emerged from the bankruptcy process in 1894. The new company, organized by financier J. P. Morgan, took over the properties of the Richmond & Danville, the East Tennessee, Virginia & Georgia, and a number of the R&D's subsidiary lines, including those described above. Due to lawsuits that had challenged the Terminal Company's control of the Central of Georgia, it was not included in the newly integrated system.

Southern Railway

The SOU was chartered in 1894 as successor to the Richmond & West Point Terminal Railway and Warehouse Company, the holding company that already owned or controlled numerous significant rail lines and systems in the South. As part of this great consolidation, several of the SOU's predecessor lines, as described above, were officially merged, including the R&D, the ETVG, the Alabama Great Southern Railroad, and the Georgia Southern & Florida Railroad (GSF). Some were operated as subsidiary divisions, thereby maintaining separate names and their own, semi-autonomous management. Despite the great scale and prominence of this newly combined system, the SOU did not stop efforts for further expansion through additional acquisitions and integration of other existing lines.

In 1895, the SOU assumed financial control of the GSF by purchasing a controlling interest in the shares of the bankrupt railroad, which had been chartered in 1885 to build a railroad line from Macon, Georgia to Palatka, Florida, over a distance of 285 miles. This north-south aligned railroad entered receivership in 1891, after having been fully operable only since March of 1890. The SOU stepped in to save the new line, which was then



Empress, Brooks County

reorganized as the Georgia Southern & Florida *Railway*. This reorganization maintained the GSF as a semi-independent subsidiary, allowing it to operate for decades under its own management.

Also in 1895, the SOU bought the 105-mile long Atlanta & Florida Railway (ATFL), a north-south rail line that connected Atlanta and Fort Valley. In 1896, SOU leased the 100-mile Georgia Midland Railway (GMID), which already connected Columbus with the SOU's former ETVG mainline at McDonough. Shortly thereafter, in 1899, SOU also gained control of both the South Carolina & Georgia and the Augusta Southern in 1899, and briefly linked the two together, in Augusta. However, the Augusta Southern was sold to the Georgia & Florida Railway (GAF) in 1917. The SOU maintained its control (still in effect today by Norfolk Southern) of the South Carolina & Georgia Railroad, the South's earliest railroad line, which originated as the South Carolina Railroad in 1833, connecting Charleston and Augusta.

In 1897 and 1898, SOU supported and financially backed the reorganization of the bankrupt Blue Ridge & Atlantic Railroad, which was then renamed the Tallulah Falls Railway (TALL). The Blue Ridge & Atlantic stretched north to

Tallulah Falls from Cornelia, a town in Habersham County along the SOU's Atlanta to Charlotte mainline. With SOU's assistance, the TALL extended the line farther north, across the state line to Franklin, North Carolina. The TALL remained a semi-autonomous subsidiary, but the southern section of its predecessor line, the Northeastern Railroad of Georgia (NEGA), was wholly integrated into the SOU when it was bought in 1899.

Atlanta & Florida Railway

First organized as the Atlanta & Hawkinsville Railroad in July 1886, the enterprise changed its name in 1887 to the Atlanta & Florida Railroad (ATFL). The 105-mile long, standard-gauge line opened to Fayetteville in late 1887 and to Fort Valley in November 1888. At the southern terminus in Fort Valley, the ATFL could connect to both the Central of Georgia's Southwestern Railroad mainline between Macon and Albany, and to its branch line to Columbus. It also provided a link to the Central of Georgia's branch from Fort Valley to Perry and, finally, later to Hawkinsville (between only 1914 and 1920), by way of the independent Hawkinsville & Western. The A&F also crossed and thus connected with the Georgia Midland & Gulf at Williamson (Griffin vicinity) and the Macon & Birmingham at Yatesville.

Rather than construct its own freight and passenger facilities in Atlanta, the ATFL made an agreement with the ETVG to use that company's stations. The ATFL entered Atlanta by way of the ETVG mainline to Macon, connecting with it south of downtown at Roseland, a community near the junction of McDonough Boulevard and Jonesboro Road. In the 1889 edition of *The Official Railway List*, the ATFL reported operating 5 locomotives, 4 passenger cars, and 91 freight and miscellaneous cars. In the 1894 edition, it reported 7 locomotives, 6 passenger cars, and 256 freight and miscellaneous cars.

The railroad was purchased by J. P. Morgan in 1895 and renamed the Atlanta & Florida Railway. Along with the ETVG, with which it already had operational agreements, it was quickly consolidated into the new SOU and became its Fort Valley branch line.



Baden, Brooks County



Flintstone, Walker County

Most of the ATFL's railroad line has long been abandoned, although some short sections of operable track remain in place. Service on the northern section, from Roseland to Williamson, ended in 1939. The section between Williamson and Roberta was abandoned in 1977.

Georgia Midland Railway

The progenitor of the GMID, the Georgia Midland & Gulf Railroad (GM&G), was chartered in 1885. Construction began in May 1886, and its 100-mile line from Columbus through Warm Springs and Griffin to McDonough was completed in December 1887.

The railroad was built by the Georgia Midland Construction Company, a principal of which was Columbus businessman Colonel G. Gunby Jordan. To facilitate construction, Jordan used convict labor through Georgia's brutal convict leasing system, which was in place from 1868 through 1908. In the decades before mechanized grading equipment, cutting

through hillsides and filling low areas for railbeds required backbreaking labor, a type of work then considered appropriate for prisoners. By 1888, the GM&G railroad had seven locomotives, eight passenger cars, two baggage cars, and 135 freight cars.

The 1888 edition of *Poor's Manual of the Railroads* indicated that the GM&G's owners intended to construct a northeastern extension of the line beyond McDonough to Athens. Interestingly, *Poor's* edition of 1891 noted that an extension to Atlanta was being contemplated, but the earlier Athens plans were not mentioned. Neither of the proposed extensions to Athens or Atlanta was ever built. Instead, at McDonough, the GM&G connected to the ETVG's new "Atlanta Division" mainline from Atlanta to Macon, and used those tracks to access Atlanta.

The GM&G entered receivership in 1895 and its property was sold to the newly organized GMID. Controlled by the newly formed SOU from its outset, the GMID was chartered in 1896 to take over the properties of the bankrupt GM&G. The GMID's 100-mile line from McDonough to Columbus was leased to SOU the same year. The takeover was a logical one for the SOU, as the GMID already used the SOU's former ETVG mainline to enter Atlanta, and because it gave the SOU a fairly direct route from Atlanta to Columbus and beyond, into east Alabama.

Due to the passage of the line through Warm Springs, and its link to Atlanta and on to Washington, D.C. by way of the SOU's rail network, President Franklin D. Roosevelt was a frequent passenger on the GMID route during his travels to Warm Springs and his "Little White House" for polio treatments. For this reason, this rail line, most of which has been abandoned since 1988, has been referred to by some railroad enthusiasts as the "Roosevelt Railroad." A short section at its northern end, between McDonough and Luella, is still intact and in frequent use as a spur off the Norfolk Southern mainline (the former ETVG "Atlanta Division" trackage). This short branch is now utilized to provide rail access to distribution centers and industrial parks.



Tallulah River, Rabun County



Inman, Fayette County

Northeastern Railroad of Georgia and the Tallulah Falls Railway

The NEGA was chartered in 1870 to build a railroad from Athens north to Clayton. The 39-mile long southern section, from Athens to Lula, opened September 1, 1876. For a distance north and east of Lula, the NEGA utilized the mainline tracks of the Atlanta & Richmond Air Line, which later became the ACAL, before being absorbed into the SOU. The NEGA's line diverged from the mainline and turned north again at what was then known as Rabun Gap Junction, later to become Cornelia. Its rails reached Tallulah Falls in 1882, totaling 61 miles of travel. NEGA stock owned by the City of Athens was purchased in 1881 by the R&D, antecedent of the SOU; the R&D then leased the full 61-mile long line in 1886.

Thereafter, the NEGA, never a conventional through route due to its reliance on use of the Atlanta-to-Charlotte trackage for its middle section, was divided in two. This division conveniently and logically occurred at the ends of the ACAL segment. The northern section (Cornelia to Tallulah Falls) was sold to a newly organized company, chartered as the Blue Ridge & Atlantic Railroad, in 1887. The NEGA maintained its ownership and operation of the southern end, from Lula to Athens.

In 1899, it was added to the SOU system, thereby becoming SOU's branch to Athens off the ACAL mainline.

The Blue Ridge & Atlantic Railroad Company (BR&A) was chartered in 1887 for the purpose of connecting Savannah and Knoxville through the Blue Ridge Mountains of Georgia, North Carolina, and Tennessee. One of the BR&A's first actions was to purchase the existing 21-mile long line between Cornelia and Tallulah Falls operated by the NEGA.

In the 1889 edition of *The Official Railway List*, the BR&A reported operating 1 locomotive, 2 passenger cars, and 2 freight cars. In the 1894 edition, it reported operating 21 miles of railroad, 2 locomotives, 2 passenger cars, and 4 freight cars. The BR&A encountered financial difficulties and entered receivership in 1892.

The BR&A was then sold under foreclosure in 1897, and the Tallulah Falls Railway (TALL) was organized the next year to take over its properties. With



Cochran junction to Hawkinsville branch, Bleckley County

the financial backing of the SOU, the new owners extended the line to Clayton in 1904, into North Carolina in 1906, and to Franklin in 1907. The result was a 57-mile line from Cornelia to Franklin.

In 1917, the TALL reported operating 58 miles of railroad between Cornelia and Franklin and an equipment roster including 5 locomotives, 10 passenger cars, 46 freight cars, and 6 service cars. The TALL's nickname was the *Rabun Gap Route* or simply the TF (although some local people jokingly called it the "Total Failure"). The TALL was known for its trestles, since there were, over its short length of only 58 miles, 42 examples of them, ranging in length from 25 to 940 feet.

Passenger service on the TALL came to an end in 1946. The last freight train ran on March 25, 1961. A short section from Cornelia to Demorest remained in operation for several years longer, but was abandoned sometime before 1985.

TWENTIETH-CENTURY ACQUISITIONS AND CONSOLIDATIONS

As the heyday of railroading passed, and adjustments were made to account for the development of the interstate road networks and the rise of competition from freight trucking lines, the SOU continued to expand its system and the prominence of its position amongst the state of Georgia's complement of railroads through further acquisitions. At the same time that SOU was consolidating rail networks through purchase, it began rationalizing service and eliminated some duplicative or unprofitable lines through abandonment.

In 1963, the SOU acquired both the Central of Georgia Railway (COG) and the Georgia & Florida Railway (GAF), two competitors of great size that offered significant areas of service coverage and rail mileage totals within Georgia. Both of these systems were placed within the SOU corporate structure as semi-independent operating units, until the GAF was itself merged, along with the Wrightsville & Tennille and the Savannah & Atlanta, into SOU's COG division in 1971.

In 1966, the SOU acquired the Georgia Northern (GANO) and the Albany & Northern. Shortly thereafter, in 1971, SOU merged two of its subsidiary units, the South Georgia Railway (SOGA) and the Live Oak, Perry & Gulf Railroad, calling the newly formed entity the Live Oak, Perry & South Georgia Railway. This new creation ran from Adel, Georgia to Perry, Florida. The same year, the SOU also purchased the Tennessee, Alabama & Georgia Railway (TALG). The SOU also merged the operations and management of the Albany & Northern, the Georgia, Ashburn, Sylvester & Camilla, and the Georgia Northern into a single subsidiary, beginning in 1972.

Tennessee, Alabama & Georgia Railway

The now-abandoned rail line from Chattanooga to Gadsden, Alabama was first constructed in 1890-91 as the Chattanooga Southern Railway. Chartered in April 1890, the 93-mile long line was primarily built to haul coal, iron ore, and timber out of the Lookout Mountain region. About one-half of its route was within Georgia, including several miles along the base of the scenic plateau which gave the railroad its nickname, the Pigeon Mountain Route.

A substantial part of the railroad's early freight business came from iron ore mining on Pigeon Mountain's west side. The Estelle mines located there were the main source of ore for the Chattanooga Iron & Coal Corporation's furnace at Chattanooga. At the northern edge of Pigeon Mountain, near the mining community of Estelle, the line passed through a tunnel, somewhat of a rarity in Georgia. In the 1894 edition of *The Official Railway List*, the Chattanooga Southern reported operating 96 miles of railroad with 5 locomotives, 6 passenger cars, and 128 freight and miscellaneous cars.

In 1896, the railroad entered receivership and was reorganized as the Chattanooga Southern Railroad. After another reorganization in 1911, the point-to-point rail line emerged as the Tennessee, Alabama & Georgia Railroad (TALG). Yet another receivership in 1922 resulted in the line becoming referred to as the Tennessee, Alabama & Georgia Railway. It was also known by the nickname, TAG Route. In 1917, the TAG had 6 locomotives, 6 passenger cars, 6 box cars, 15 flat cars, 45 coal cars, 1 stock car, 2 cabooses, and 9 service cars.

The SOU purchased the entire line in 1971. The middle portion of the line was abandoned by SOU in the early 1980s. The northern section of the line, from Chattanooga to Hedges, was operated for a time by the Chattooga & Chickamauga Railway, but it has been inactive since 2009.

Georgia Northern Railway

Actually a *south* Georgia railroad, the confusingly named Georgia Northern Railway (GANO) began in the early 1890s as a logging line running north from Pidcock, a rail junction settlement on the Savannah, Florida & Western Railway (SVFL), five miles east of Boston. As its name imparted, most of the community's land was owned by the Pidcock family. At about the same time, a group of area businessmen organized the Boston & Albany Railroad to build a common carrier line along the route of the logging tracks. Their company soon entered receivership and its assets were sold in 1894 to the Pidcocks, who renamed the line the Georgia Northern. The line reached Moultrie in 1893 and was completed to Albany in 1905. Also in 1905, the southernmost four miles of the line were relocated to terminate at Boston.



Bremen, Haralson County

In 1910, the Pidcocks acquired the Flint River & Northeastern Railroad, a line completed in 1904 between Pelham and Ticknor, the latter a point on the Georgia Northern just north of Doerun. The route was essentially developed by businessman Judson L. Hand to serve his various enterprises at Pelham. In 1922, the Pidcocks brought the Georgia, Ashburn, Sylvester & Camilla Railway into the Georgia Northern system. The Pidcocks created the GAS&C to acquire and maintain the Gulf Line Railway's southern segment connecting Ashburn to Camilla. And, in 1939, the Pidcocks gained control of the Georgia, Southwestern & Gulf, a 35-mile line between Cordele and Albany completed by predecessor companies in 1891. Finally, in 1939, the Pidcocks gained control of the Albany & Northern Railway, a Cordele-Albany line that originally opened in 1891. Formerly a project of the Savannah, Americus & Montgomery Railway, the line had undergone various corporate restructurings until receivership delivered it to the GANO. Of these acquisitions, the Flint River & Northeastern was abandoned in 1946, but the remaining parts of the system continued operations.



Wells viaduct, Stephens County

The SOU acquired the GANO in May 1966. SOU then merged it with the Albany & Northern Railway and the Georgia, Ashburn, Sylvester & Camilla in 1972, keeping and applying the name Georgia Northern for the combined subsidiary. Also included as part of the Georgia Northern was the former Georgia & Florida Railway line from Moultrie to Sparks, a point on the GSF a few miles north of Adel.

South Georgia Railway

Incorporated in 1896, the South Georgia Railroad opened its 28-mile railroad between Heartpine and Quitman in March 1897. The railroad's general offices were in Quitman. A 23-mile long extension from Quitman south to Greenville, Florida, opened in October of 1901. In 1902, the railroad leased the West Coast Railway of Florida, which was chartered to build a line from Greenville to Perry, Florida. The combined railroads' name was changed to South Georgia & West Coast Railway. Soon afterwards, this name was dropped in a reorganization, and the railroad was officially renamed the South



McDonough vicinity

Georgia Railway (SOGA). Nevertheless, the South Georgia & West Coast name continued to be used on the company's equipment for years. The 26-mile Greenville-Perry extension was completed in 1904. In the same year, the line's northern terminus was moved a few miles north from Heartpine to Adel.

In 1971, the SOGA was merged with the Live Oak, Perry & Gulf Railroad, a rail line in Northern Florida, to form the Live Oak, Perry & South Georgia Railway, running from Adel to Perry, Florida. The newly integrated company was owned and operated as a subsidiary by the SOU. The LOP&SG was consolidated into Norfolk Southern in 1991 but was sold in 1995. It became the Live Oak, Perry & Georgia operated by Georgia & Florida Railnet.

CREATION OF NORFOLK SOUTHERN RAILWAY

In 1980, the SOU and Norfolk & Western announced an agreement to merge into a combined system encompassing over 17,000 miles of track. On June 1, 1982, the merger was completed and the Norfolk Southern Railway was born.

Abandonments:

ACAL segments

- * Suwanee-Lawrenceville/“Lawrenceville Branch Railroad” (1920)
- * Villa Rica branchline (1925)
- * Chamblee-Roswell (1921-23)
- c Belt Junction to Hulsey Yard, Atlanta (mid-1980s)

ATFL segments (Fort Valley branch)

- * Roseland-Williamson (1939)
- * Williamson-Roberta (1977)

ETVG segments

- * Coosa to Alabama (1948)
- * Rome-Cave Spring-Piedmont, AL (1984)
- * Hawkinsville-Cochran (1996)

GANO segments

- * Pelham-Ticknor (1946)
- * Ashburn-Sylvester (1971)
- * Boston-Barwick (1971)
- * Barwick-Pavo (1976)
- * Cordele-Albany (1977)
- * Sylvester-Bridgeboro (1982)
- * Pavo-Moultrie (1990)
- * Camilla-Bridgeboro (mid-1990s)

GMID segments

- * McDonough-Griffin (1979)
- * Rover-Columbus (1988)

TALG segments

- * Coe-Menlo branchline (1920)
- * Hedges-Ewing, AL (1981-82)

TALL segments

- * Demorest-Franklin, NC (1961)
- * Cornelia-Demorest (1985)

System Locations

Atlanta & Charlotte Air Line Railway (ACAL) Atlanta to Charlotte, North Carolina, via Toccoa

The ACAL runs northeasterly from Atlanta, just northwest of downtown, to Toccoa and then exits Georgia at the Savannah River near Jarretts. En route, the line passes through the cities and towns of Doraville, Norcross, Duluth, Suwanee, Sugar Hill, Buford, Flowery Branch, Oakwood, Gainesville, Lula, Baldwin, and Cornelia. ACAL branch and subsidiary lines included Roswell via Roswell Junction (now Chamblee), Lawrenceville via Sewanee, and Elberton which connected at Toccoa. The Elberton branch alignment passed through Eastanollee, Lavonia, Royston, and Bowman. A secondary branch connected Hartwell to the Elberton line at Bowersville. All of the ACAL's lines remain in service except the Roswell and Lawrenceville branch lines. Both of these long-abandoned lines have apparently been obliterated or otherwise essentially removed from the landscape due to neglect and widespread development along their former routes.

East Tennessee, Virginia & Georgia Railroad (ETVG) Dalton to Brunswick

The ETVG mainline runs south from the Tennessee state line, near the Cohutta community, to Dalton, southwesterly to Rome, then southeasterly to the coast, connecting Atlanta, Macon, and Brunswick. Along the route, it also passes through Dallas, McDonough, Jackson, Cochran, Eastman, McRae, Hazlehurst, Baxley, and Jesup. A small segment of the ETVG's former Alabama Great Southern Railroad crosses Dade County along Wills Valley on a northeast-southwest segment, at the state's literal northwest corner; it passes through Trenton. Two branch lines from Rome extended west into Alabama. The former R&D line extended more or less due west from Rome, north of the Coosa River, to the Alabama state line. Southwesterly out of Rome, the ETVG's former Georgia Southern line passed through Cave Spring en route to points in Alabama. The ETVG's southernmost branch connected Hawkinsville to the mainline at Cochran.



Fayetteville depot

The ETVG mainline remains in active service, as does the Dade County segment of the former Alabama Great Southern. The R&D branch is active to Coosa but dismantled beyond. Both the Georgia Southern branch and Hawkinsville branch are out of service and substantially dismantled. Despite their abandonments, the ETVG's dismantled segments remain substantially intact as undisturbed grades.

Northeastern Railroad of Georgia (NEGA) Athens to Lula, Hall County

The NEGA runs northwesterly from Athens to Lula, in Hall County, passing through Nicholson, Commerce, and Mayfield in route. The line is intact and remains in service.

Georgia Pacific Railway (GPAC) Austell, Cobb County, to Birmingham, Alabama, via Tallapoosa

The GPAC runs west from Austell, in Cobb County, to Birmingham, Alabama, passing in route through Douglasville, Villa Rica, Bremen, and Tallapoosa. The line is intact and in use.

Atlanta & Florida Railroad (ATFL) Atlanta to Fort Valley

The ATFL began just south of Atlanta at the now defunct Roseland community and progressed south southeasterly to Fort Valley in Peach County. The line traveled through Hapeville, Riverdale, Fayetteville, Zebulon, Meansville, Yatesville, Culloden, Musella, and Roberta. Most, but not all, of the ATFL has been abandoned, and the alignment exists today in a variety of conditions, including obliterated in the Atlanta suburbs, dismantled but evident in rural areas, and intact and still in use at its southern Fort Valley terminus.

Georgia Midland Railway (GMID) Columbus to McDonough

The GMID originated in downtown Columbus and progressed northeasterly to its terminal point south of McDonough at the Blacksville community, passing through the cities and towns of Waverly Hall, Shiloh, Warm Springs, Woodbury, Molena, Concord, and Griffin. Except for a short segment near McDonough, the GMID is no longer in service and has been substantially abandoned and dismantled; however, due to its relatively recent inactivation and rail-trail development in Columbus and through Muscogee County, the alignment remains substantially intact.

Tallulah Falls Railway (TALL) Cornelia to Dillard, Rabun County

Originally, the TALL ran northward from Cornelia, in Habersham County, to Demorest, then east of Clarkesville to Tallulah Falls, at the Habersham-Rabun county line, then to Clayton, in Rabun County, and exited Georgia at the North Carolina state line, just north of Dillard. The TALL has been abandoned and is dismantled, although physical remnants are located at various points along its former alignment.

South Georgia Railway (SOGA) Adel to the Florida state line, via Quitman

The SOGA runs south southwest from Adel, in Cook County, to Quitman, in Brooks County, and then south to the Florida state line, just south of the Baden and Empress communities. The SOGA remains intact and in operation.



Sigsbee, Colquitt County

Tennessee, Alabama & Georgia Railway (TALG) Lookout Mountain vicinity to Menlo, Chattooga County

In Georgia, the TALG crosses the state's extreme northwest corner and through parts of Walker and Chattooga counties. From Chattanooga, the line enters Georgia just east of Lookout Mountain, turns to the east just south of Cooper Heights, and crosses Pigeon Mountain via a tunnel in the Estelle vicinity. The line then extended southwesterly, east of Pigeon Mountain, entering Alabama west of Menlo. From Lookout Mountain to Estelle, the line is intact, as is the Pigeon Mountain tunnel. South of the tunnel, the TALG has been dismantled.

Georgia Northern Railway (GANO) Boston, Thomas County, to Albany and Cordele

The GANO once crisscrossed southwest Georgia, including portions of Thomas, Brooks, Colquitt, Baker, Dougherty, Worth, Lee, Crisp, and Turner counties. One of the earliest segments, from Boston to Moultrie, has been abandoned and the tracks and ties removed, although its alignment can be

identified in the field and in aerial photography. No trace of the alignment from the original Pidcock terminus to the Boston-Moultrie segment at Oaklawn, on the Brooks-Thomas county line, was identified. The Moultrie-Albany segment, which passes through the communities of Doerun and Bridgeboro, remains intact and is operated as a shortline. The GANO's Albany to Cordele segment and Ashburn to Sylvester to Camilla segment have both been dismantled, but they can be routinely located in the field and in aerial photography. The former Flint River & Northeastern Railroad segment, from the Doerun vicinity to Pelham, abandoned since 1946, has long been fully dismantled. Most of its railbed could not be confirmed in the field or in historic maps or aerial photography.

SYSTEM DESCRIPTION

The expansive SOU system traversed many of Georgia's geographic and topographic areas and regions, including the northwest and northeast Georgia mountains, the central piedmont, south Georgia's coastal plain and coast, and urban areas at Dalton, Rome, Atlanta, Macon, Brunswick, Athens, Columbus, and Albany. The ETVG mainline alone passed from the northwest Georgia mountains, through that region's principal cities of Dalton and Rome, through the north Georgia piedmont to Atlanta and southward, through the Fall Line city of Macon, and across Georgia's coastal plain and piney woods to the coastal port at Brunswick. Additional components, as described, traversed the northwest Georgia mountains (TALG), the northeastern piedmont (ACAL and NEGA), the northeast Georgia mountains (TALL), the western piedmont (GPAC, GMID, and ATFL), and southwest Georgia (GANO and SOGA). As such, SOU lines traversed mountainous terrain and rolling to rugged piedmont landscapes which required sometimes extensive cutting and grading, and even occasional tunneling, as well as more typically curvilinear alignments. Below the Fall Line, south Georgia's more gently undulating (with some exceptions) to nearly level to flat terrain required less extensive engineering and allowed more direct tangents between points. Thus, given its sprawling alignments, the SOU encountered much of the Georgia landscape's physical features and impediments. Prominent rivers crossed included the Oostanaula and Etowah at Rome; the Chattahoochee northwest of Atlanta;

the Ocmulgee southeast of Macon and at Lumber City; the Tallulah near Tallulah Falls; and the Flint at Albany.

Much of the SOU system is intact and in service; most of the inactive and even dismantled segments are also substantially physically intact. The ETVG and ACAL mainlines remain in heavy use as components of the SOU's successor system, the Norfolk Southern. Other active Norfolk Southern lines include the ETVG's Alabama Great Southern component in Dade County, the GPAC, and the NEGA. The shortline Hartwell Railroad operates the ACAL's intact Elberton branch line and the associated Hartwell branch. The ETVG's western branches from Rome and the Hawkinsville branch are, for the most part, out of service and substantially dismantled; nonetheless, their alignments and grades are substantially intact. However, the ACAL's long-dismantled Roswell and Lawrenceville branches have substantially disappeared from the landscape.

Other active lines include the SOGA and the GANO's Moultrie-Albany segment, both operated by Georgia & Florida Railnet. However, the remainder of the GANO is inactive and substantially dismantled. GANO alignments that are discernable at ground level and in aerial photography include Boston to Moultrie, Albany to Cordele, and Ashburn to Sylvester to Camilla. Disappeared or predominantly non-locatable GANO alignments include Pidcock to Oaklawn and Doerun to Pelham.

Abandoned and dismantled lines include most or all of the ATFL, the TALG, the TALL, and the GMID. The ATFL has largely disappeared from Atlanta to south of Fayetteville, at Lowry, but can be routinely identified from that point south to its terminus at Fort Valley; a short segment from sand mines at Allon to Fort Valley remains in service by the Georgia Southern Railroad. The TALG is partially intact but fully deactivated. From the Lookout Mountain vicinity to the Estelle community vicinity and the Pigeon Mountain tunnel, the line is intact but inactive; from Pigeon Mountain to Menlo the line is dismantled but discernable in the landscape. The TALL has been almost entirely dismantled from Cornelia to Dillard to the North Carolina state line; however, although much is missing, substantial segments of alignment and rail grade remain essentially intact.

The GMID, too, has essentially been fully dismantled, save for a small segment of active alignment near McDonough; however, its alignment has been repurposed as a rail trail in Columbus and Muscogee County, and substantial portions of the remaining alignment and grade are discernable and substantially intact.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Southern Railway system (SOU), 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 SOU was evaluated under Criterion A and appears to possess a state level of significance in the areas of Transportation, Commerce, and Entertainment/Recreation. At its peak, the SOU represented one of the most comprehensive rail systems in Georgia, crisscrossing the state and connecting many of its most important cities and markets. As any rail line's



Commerce, Jackson County



Nebula cut, Talbot County

preeminent function is to haul goods and passengers, the SOU offered the state numerous opportunities and outlets for that purpose. Along its route through the various regions of Georgia, the SOU offered transit to numerous local products and populations. In the northwest corner of the state, the SOU's lines, including the ETVG and the TALG, carried mining products. In the northeast, the ACAL served as a principal SOU link to the northerly Atlantic Coast states, but would have also collected various products, such as cotton and corn. ACAL branch lines, such as the Elberton Air Line, would have carried Elberton granite. Branching off the ACAL, the SOU's TALL served a tourist function, and the NEGA connected Athens. Also through portions of the Georgia piedmont, any number of products would have been carried by the SOU's ETVG, ATFL, GMID, and GPAC, including cotton, timber, peaches, livestock, and other foodstuffs. So, too, in southwest Georgia, the SOU's GANO and SOGA would have collected and carried cotton, corn, peanuts, pecans, and timber, among other foodstuffs and products. In the piney woods of the coastal plain, the ETVG's principal freight would have included

timber, lumber, and naval stores. The SOU's terminal at Brunswick, then, was both an outlet to distribute these various products, and others, as well as to collect and distribute imports, primarily to Georgia cities. The SOU's network connected many of Georgia's principal cities, including Brunswick, Albany, Macon, Columbus, Atlanta, Athens, Rome, Dalton, and Gainesville. These cities were also important rail hubs and offered SOU customers connectivity throughout Georgia and the rest of the country. Along the SOU's expansive network, of course, passengers were historically moved as well. In addition to regular passenger traffic, the TALL specifically played an important role transporting vacationers to northeast Georgia resorts. Thus, the SOU system was a critical component of Georgia's historic rail network and for transporting goods and people to, from, and within the state. As testament to their viability, historically and currently, extensive portions of the SOU system remain in service as part of SOU's successor system Norfolk Southern, most notably the ETVG and ACAL mainlines.

Correspondingly, the SOU connected Georgia's urban industrial centers, collected and distributed industrial raw materials, transported finished industrial products, and generally encouraged industrial development. SOU lines frequently served urban industrial areas of the cities it served. In rural areas, the SOU collected ores, minerals, and other materials for processing by its industrial clients, such as iron ore and various stone in northwest Georgia, granite at Elberton, sand in Crawford County, and timber and naval stores throughout south Georgia. Following processing, much industrial output would have then been redistributed via SOU trains.

As noted above, the SOU system facilitated agricultural exports from across Georgia, including the state's principal products such as cotton, peaches, pecans, peanuts, corn, timber, and naval stores. The SOU helped create and operated a faster, more efficient means for farmers, lumber companies, and other enterprises along its lines, as well as along connecting lines, to ship their products to other interior markets, such as cities on SOU's routes, as well as to its Atlantic coast port at Brunswick. Conversely, it also allowed the easy importation of external agricultural products into Georgia and beyond from its port and connecting lines.

Therefore, for the reasons stated above, the SOU is considered eligible for the National Register under Criterion A in the areas of Transportation, Commerce, and Entertainment/Recreation.

In the areas of Exploration/Settlement and Community Planning and Development, the SOU led to the creation and further development of numerous cities, towns, and smaller settlements throughout Georgia. Generally, the growth of Georgia's rail network encouraged urban development, and the SOU's effectiveness and reach would have positively impacted the system's hub cities, such as Dalton, Rome, Atlanta, Macon, and Brunswick. The SOU's rail centers and terminals encouraged industrial and commercial growth and building, and the SOU itself had a significant physical presence and footprint in these communities. Further, much of the SOU system was constructed through still-developing areas of Georgia that were sparsely settled even at the end of the nineteenth century and the beginning of the twentieth. Cities, towns, and communities such as Bremen, Temple, Mableton, Rex, Stockbridge, Locust Grove, Flovilla, Juliette, Cochran, Eastman, Chauncey, Helena, McRae, Lumber City,



Tallapoosa vicinity, Haralson County

Hazlehurst, Baxley, Surrency, Odum, and Jesup, among others, were either entirely or largely the outgrowth of SOU station stops or junctions, or those of its predecessor lines. The frequent linear layouts of these communities' downtown commercial centers, which emerged alongside and often faced the rail corridor, reflect the critical influence of the railroad's course on local settlement and community planning. These towns and cities began to thrive and grow into local or even regional commercial centers with the arrival of the SOU or its predecessor lines and the business activity they generated. Due to this commercial and corresponding settlement impetus provided by the SOU system and its progenitors in Georgia, the SOU is considered eligible for the National Register under Criterion A in the areas of Exploration/Settlement and Community Planning and Development and conveys a local level of significance.

Furthermore, because segments of the SOU system were constructed by prisoners through Georgia's convict leasing system in the late nineteenth and early twentieth centuries, portions of the SOU are also important physical representations of that era's state-sanctioned forced labor system. Therefore, the SOU is also considered eligible for the National Register under Criterion A in the area of Social History, conveying a local level of significance.

The SOU has 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 SOU system has also been evaluated under Criterion C and has been determined eligible for the National Register based on its significance in the areas of Engineering and Architecture. Multiple SOU system components remain intact and in active use. Notably, the ETVG mainline, the SOU's major north-south route spanning a large portion of the state, remains in service as part of SOU's successor system, Norfolk Southern. The ETVG in Dade County, the ACAL mainline through northeast Georgia, and the GPAC, connecting Atlanta west to Alabama, are also active Norfolk Southern lines. Norfolk Southern and shortline operators maintain several

additional lines, including the NEGA, the ACAL's Elberton branch line, the GASO, and portions of the GANO. These lines' railbeds are thereby variously representative of railroad design, including alignment, grading, and construction, from the late nineteenth century through the early twentieth century. Much or even most of the original rail infrastructure, including 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 conveyed by the retained route alignments of these lines. Additional engineering features of note include the ETVG's swing bridges on the Ocmulgee River south of Macon and at Lumber City, and the TALG's Pigeon Mountain tunnel at Estelle in Walker County.

Furthermore, several inactive and abandoned rail corridors or segments are still substantially intact. Remnants of the GMID, ATFL, TALG, TALL, and GANO are identifiable in the field and are discernable in aerial photography. Portions of the GMID have been converted to a multi-use trail. Other abandoned rights-of-way and railbeds have generally not been subjected to destructive or interruptive development, partly due to the rural areas they traverse. Although intrusions have occurred, generally, they have not obliterated or so substantially disrupted the linear alignments that they are no longer physically and substantially present in the landscape. Therefore, the SOU's essential linear quality and the continuity of the vast majority of its lines' historic length have been preserved. In the area of Engineering, this railroad system thus remains a good and generally intact example of mid-nineteenth through early-twentieth-century rail construction in Georgia and has significance at a statewide level.

In addition, at least forty-seven SOU system depots are still extant, including those that are positioned either on or nearby their original sites, that remain adjacent to the rail lines, and that have been relocated. Union stations that served SOU passengers and freight, along with those of other railroads, include Albany Union Station, Macon Terminal Station, and Columbus Union Station. Surviving ETVG depots include Dalton, Hill



Barwick, Thomas County

City, Reeves (now at Rome), Shannon (now in Gwinnett County), Rome, Lindale, Rex, McDonough, Jackson, Juliette, Cochran, Eastman, McRae, Hazlehurst, Odum, Cave Spring, and Hawkinsville. ACAL mainline depots are located at Atlanta (Peachtree Station) Norcross, Duluth, Flowery Branch, Gainesville, Cornelia, and Toccoa, and, along the Elberton and Hartwell branches, include Martin, Lavonia, Royston, Elberton, and Hartwell. TALL depots include Demorest and Tallulah Falls, and a NEGA depot is located at Athens. ATFL depots are located at Riverdale, Fayetteville, Inman, Zetella, Kenwood, Zebulon, Meansville, and Yatesville. Additional depots include the lone-remaining GMID depot at Eilerslie, the only known SOGA depot at Morven, and GANO depots at Pelham, Warwick, and Sale City.

This extensive complement of depots is remarkable not only for the number of buildings surviving, but also for the wide variety of depot types and material makeups throughout the SOU system in Georgia. All of these remaining depots together allow the greater railroad system with which they were historically affiliated to convey a state level of significance in the area of Architecture, for these are good, representative examples of



Dewy Rose, Elbert County

railroad station and railroad building architecture in Georgia from the late nineteenth century through the early twentieth century. Therefore, due to the system's substantially intact alignments, including cuts, grades, and embankments, among other structural features, and to its intact collection of depot buildings, the SOU is eligible under Criterion C in the areas of Engineering and Architecture.

There are no indications that any of the active or abandoned rail corridors of the SOU's mainlines, bridge lines, or branch lines are likely to yield information on important research questions in history or prehistory. Likewise, the SOU in Georgia does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the property under Criterion D.

In summary, because the SOU system remains substantially intact, it retains integrity in the areas of location, setting, design, materials, workmanship, feeling, and association; see attached System Feature Inventory Forms for further analyses of integrity. Therefore, the SOU is considered eligible for

listing in the National Register of Historic Places, for the reasons described above. The SOU is eligible for the National Register under Criterion A, for its historic significance in the areas of Commerce, Community Planning and Development, Exploration/Settlement, and Transportation, and under Criterion C, in the areas of Architecture and Engineering. Its period of significance is 1836 to 1971, including and spanning the time from the initial attainment of charter by its earliest predecessor company in Georgia, the Hiwassee Railroad, which evolved to become the ETVG, through to its acquisition and integration of the SOGA prior to its own absorption into the Norfolk Southern system.

PROPOSED NATIONAL REGISTER BOUNDARIES

For the following component lines of the SOU system that have both 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 contributing lines and/or sections. Within Georgia, the complement of contributing lines includes the full extent of the ETVG, including its mainline spanning the state from Dalton to Rome, Atlanta, Macon, and Brunswick; the ETVG's Alabama Great Southern Railroad segment in Dade County; the ETVG's former Richmond & Danville line extending west from Rome, north of the Coosa River, to the Alabama state line; the ETVG's former Georgia Southern line from Rome southwest to Cave Spring to Alabama state line; and the ETVG's southernmost branch connecting Hawkinsville to Cochran. Contributing components of the ACAL include the mainline from Atlanta northeast to Toccoa and the South Carolina state line, as well as the full extent of the Elberton (Toccoa to Elberton) and Hartwell (Bowersville to Hartwell) branch lines.

Additional contributing lines include the full extent of the NEGA, from Athens to Lula; the GPAC, from Austell to Tallapoosa to the Alabama state line; the GMID, from Columbus to McDonough; the TALL from Cornelia to Dillard to the North Carolina state line; the SOGA, from Adel to Quitman to the Florida state line; and the TALG, from the Tennessee state line near Lookout Mountain to Menlo to the Alabama state line. Segments of the



Oostanaula River, Rome

ATFL, from Lowry to Fort Valley, and of the GANO, from Boston to Moultrie to Albany, from Albany to Cordele, and from Ashburn to Sylvester to Camilla, are also contributing.

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 considered contributing, despite its specific circumstance. The proposed boundaries for such depots are the depot's footprint.

CONTRIBUTING FEATURES

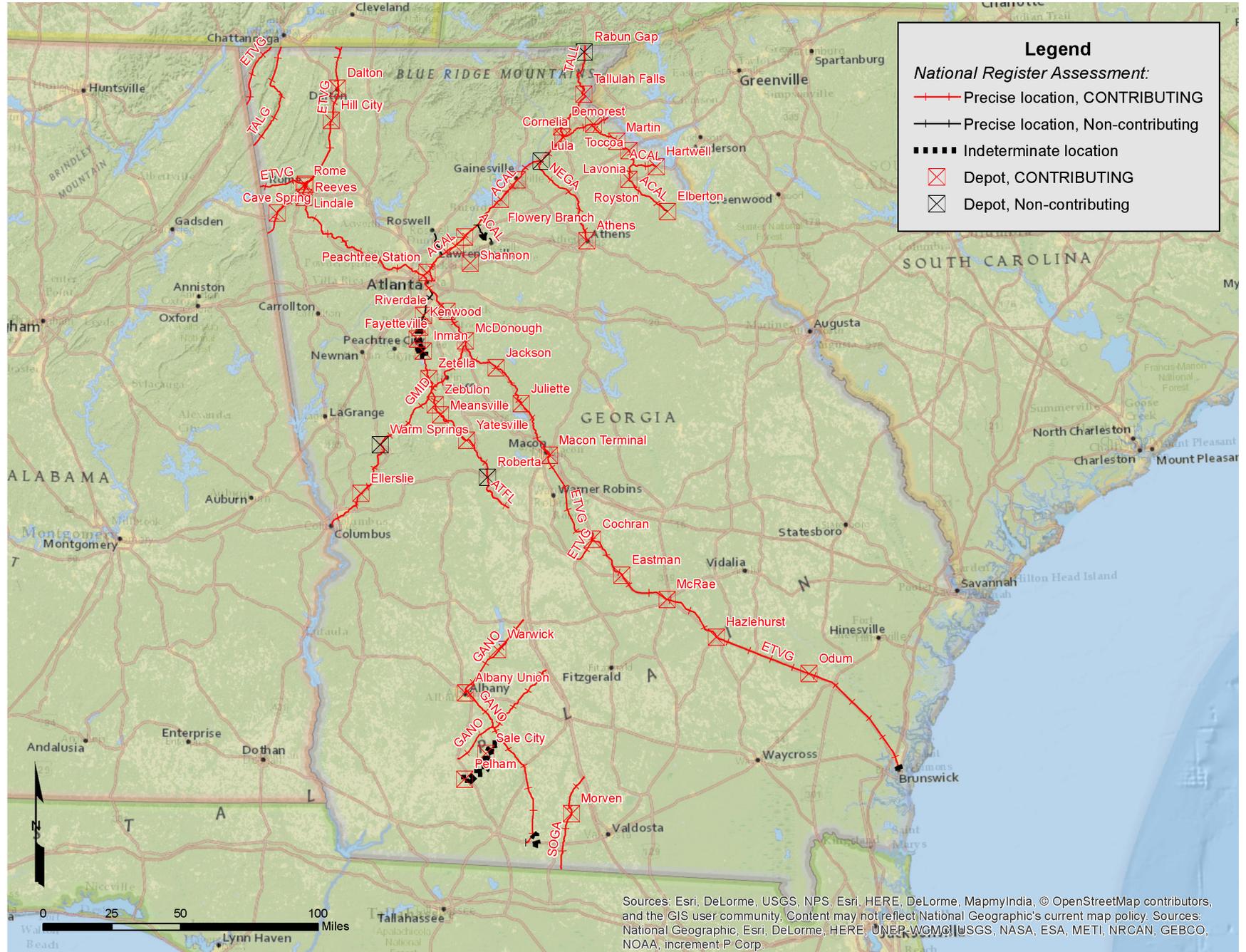
Full extent of ETVG, including mainline from Dalton vicinity to Brunswick, Dade County segment, branches from Rome to Alabama state line, and Hawkinsville branch; ACAL mainline from Atlanta to Toccoa vicinity, and Elberton and Hartwell branches; full extent of NEGA from Athens to Lula; full extent of GPAC from Austell to Tallapoosa vicinity; full extent of GMID from Columbus to McDonough vicinity; full extent from TALL from Cornelia to Dillard vicinity; full extent of SOGA, from Adel to Florida state line; full extent of TALG from Lookout Mountain vicinity to Menlo vicinity; segment of ATFL from Lowry to Fort Valley; and segments of GANO from Boston to Moultrie to Albany, from Albany to Cordele, and from Ashburn to Sylvester to Camilla.

NON-CONTRIBUTING FEATURES

ACAL Roswell and Lawrenceville branches; ATFL from Atlanta to Lowry; GANO from Pidcock to Oaklawn, and from Doerun to Pelham; non-historic depot reconstructions at Lula (ACAL), Rabun Gap (TALL), Roberta (ATFL), and Warm Springs (GMID).

PREPARED BY

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SOU System Location Map

ATLANTA & CHARLOTTE AIR LINE (ACAL)

Other names: N/A

System: Southern Railway

NR Evaluation: Eligible/Contributing

Physical Status: Mixed (Active and Abandoned)

Current owner: Norfolk Southern, Hartwell Railroad

Predecessors: Atlanta & Richmond Air Line, Georgia Air Line Railroad Company

Location: Atlanta to Charlotte, N.C., via Toccoa, with subsidiary/branch lines to Roswell, Lawrenceville, Elberton, and Hartwell



SOUTHERN RAILWAY (SOU)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

The Atlanta & Richmond Air Line was organized in North Carolina in 1870, combining the Georgia Air Line Railroad Company and the Air Line Railroad Company of South Carolina. The Georgia Air Line Railroad was chartered in 1856 to be a connection from Atlanta to points northeast of the city. Among the prominent citizens incorporating the railroad were Lemuel P. Grant, Richard Peters, and Jonathan Norcross. No tracks had been constructed by the time the Civil War began, and that conflict and its aftermath delayed the effort for several more years. The successor to the Georgia Air Line venture was controlled by the Richmond & Danville Railroad (R&D), a predecessor of Southern Railway (SOU). The R&D planned to build a line from Charlotte, N.C., to Atlanta but could not do so under its own name due to limitations in its charter. The first 53 miles from Atlanta were finished by 1871; the original Atlanta terminus was on the city's east side, at what is now Hulsey Yard on the Georgia Railroad. In 1872, the R&D extended its credit to guarantee the last stages of construction. The entire line was completed in September 1873. In Georgia, much of the grading was done through the manual labor of convicts leased to Grant, Alexander & Company by the state. During the three years of construction, as many as 200 prisoners were forced to work on the line.

The company entered receivership in November 1874 and was sold under foreclosure in December 1876. The new bondholders reorganized the line

as the Atlanta & Charlotte Air Line Railway (ACAL) in February 1877. In 1881, the ACAL was leased to the R&D. Sometime prior to 1888, a “Belt Line Railroad” was constructed west from the so-called Belt Junction, on the ACAL mainline just south of Peachtree Creek, to Howells, now Howell Yard. In 1894, the ACAL became a part of the SOU, along with the R&D itself. Thereafter, the ACAL developed or acquired three branch lines that originated as the Elberton Air Line Railroad, the Lawrenceville Branch Railroad, and the Roswell Railroad.

The Elberton Air Line Railroad was chartered by Elberton businessmen in 1871 to build a railroad from Elberton to the ACAL at Toccoa. The 51-mile, narrow gauge (i.e. three foot width) line was completed in late 1878. The line was controlled by the ACAL from 1878 to 1881 and was part of the R&D system from 1881 to 1894. After 1894, it was controlled by R&D successor SOU, which rebuilt it to standard gauge in 1895. It was later formally absorbed into the SOU. A diverging branch from the Elberton line to Hartwell, although never controlled by the ACAL, was nevertheless fully dependent on it and was eventually, like the ACAL, absorbed into the SOU system. This secondary branch, the Hartwell Railroad Company, also originally narrow gauge, was originally chartered in 1878 and completed from Bowersville to Hartwell in 1879. In 1898, it was reorganized as the Hartwell Railway. SOU gained control of the line in 1902 and converted it

to standard gauge in 1905. In 1924, SOU sold the line to a group of local businessmen; this ongoing enterprise eventually reverted to its original moniker, the Hartwell Railroad Company.

The Lawrenceville Branch Railroad was chartered in 1877, and its 9.6-mile line between Suwanee and Lawrenceville was completed in 1881. This short branch line tied into the ACAL mainline at Suwanee. Initially controlled by the ACAL, it was sold to the R&D in 1885. After 1894, it was owned, like the ACAL itself, by the R&D's successor, the SOU. From 1895 to 1912, SOU leased the road to J. R. McKelvey and S. P. Daniel. After that period, SOU operated it, but did not change the railroad's name. Originally built as a three-foot gauge line, the Lawrenceville Branch Railroad was converted to standard gauge in 1911-12. In Lawrenceville, the branch railroad could offer connections to the Seaboard Air Line's (SAL's) former Georgia, Carolina & Northern mainline between Atlanta, Athens, and Elberton, as well as to the SAL's Lawrenceville to Loganville branch line. In 1917, *Poor's Manual of the Railroads* reported that the Lawrenceville Branch Railroad operated only one locomotive and two cars. The entirety of this branch railroad line was abandoned in May 1920.

The Roswell Railroad Company was incorporated in Georgia in 1879 as successor to the Atlanta & Roswell Railroad Company and was controlled by the ACAL, which constructed the 10-mile narrow gauge line and opened it for on September 1, 1881. In the same year, the ACAL was leased to the R&D. The line joined the ACAL at Roswell Junction, now Chamblee, and proceeded north to the Chattahoochee River's south bank. Although the railroad's owners planned to cross the river and continue into Roswell, no bridge was ever built due to expense. In 1888, the short branch line railroad had one locomotive, one passenger car, two box cars, and four flatcars. The line was sold to the SOU in 1900. In 1905, the railroad brought President Theodore Roosevelt to Roswell to visit Bulloch Hall, the childhood home of his mother, the former Martha Bulloch. In 1921, *Poor's Manual of Railroads* reported that the railroad had only one locomotive, one passenger car, and six freight cars. The entirety of this branch line was abandoned the same year.

The SOU, including the ACAL, became part of the Norfolk Southern system in 1982. The ACAL mainline from Atlanta through Toccoa to the Savannah River and South Carolina state line remains in service as an active Norfolk Southern line. At about this same time, the ACAL mainline from Belt Junction, at Peachtree Creek, south to Hulsey Yard was abandoned and dismantled.

In 1995, Norfolk Southern sold the former ACAL Elberton branch line, originally the Elberton Air Line Railroad, to the Hartwell Railroad Company, which continues to operate it, along with its original Hartwell branch line.

The abandoned mainline segment from Belt Junction to Hulsey Yard has been incorporated into the Atlanta BeltLine project; it opened as the Eastside Trail multi-use path in 2012.

DESCRIPTION

The ACAL mainline stretches across northeast Georgia's rugged piedmont from Atlanta to the South Carolina state line, east of Toccoa; it is intact and in heavy use. Between its current terminus at Howell Yard northwest of downtown Atlanta and Toccoa, it crosses portions of Fulton, DeKalb, Gwinnett, Hall, Banks, Habersham, and Stephens counties, and passes through the cities and towns of Doraville, Norcross, Duluth, Suwanee, Sugar Hill, Buford, Flowery Branch, Oakwood, Gainesville, Lula, Baldwin, and Cornelia. The former mainline segment between the ACAL's original terminus on Atlanta's eastside, at Hulsey Yard, north to Belt Junction at Peachtree Creek, has been incorporated in the Atlanta BeltLine as the Eastside Trail multi-use path.

Besides its terminus in Atlanta, the ACAL historically connected to the SOU's Northeastern Railroad at Lula and its Tallulah Falls Railway at Cornelia. The line's extant depots include Peachtree Station in Atlanta, Norcross, Duluth, Flowery Branch, Gainesville, Cornelia, and Toccoa. The Lula depot is a non-historic reconstruction.

As indicated, the ACAL obtained branch lines through acquisition. The Elberton Air Line Railroad, including its affiliated, dead-end spur line, the Hartwell Railroad, is the only branch still physically intact and in operation. That line runs south from the ACAL at Toccoa and terminates at Elberton, passing through the communities of Eastanollee, Lavonia, Royston, and Bowman, among others. The Hartwell branch line connects at Bowersville and extends east to Hartwell. Extant depots along the Elberton and Hartwell branch lines include Martin, Lavonia, Royston, Elberton, and Hartwell.

The Lawrenceville Branch, which ran southwest from the ACAL mainline at Suwanee to Lawrenceville, has been abandoned and dismantled. Extensive development in Gwinnett County and in the vicinity of the line appears to have substantially obliterated this line. The line could not be positively identified in the field and is not apparent on aerial photography. Likewise, the long-abandoned Roswell Railroad, which ran north northwesterly from the ACAL mainline at Chamblee to the Chattahoochee River south of Roswell, is no longer physically evident in the landscape or discernable in aerial photography. No buildings or structures related to these lines are known to exist.

NATIONAL REGISTER CONTRIBUTING STATUS

The Atlanta & Charlotte Air Line Railway (ACAL) is a component of the SOU system; the SOU system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Entertainment/Recreation, and Social History, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The ACAL, which was acquired by the SOU and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SOU system.

The ACAL was evaluated under Criterion A and appears to contribute to the SOU's historic significance in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, and

Social History. During its period of operation, the ACAL was an important SOU trunk line connecting Atlanta to Charlotte, North Carolina and points beyond along the Atlantic coast. As such, it also served the northeast Georgia region through which it passed. The ACAL would have carried goods and passengers to, from, and through the region, thus facilitating and encouraging commerce in the ACAL's area of service, including its multiple branch lines, and along the SOU system. Its Atlanta terminus and its connection to the NEGA would have further extended the ACAL's potential reach for local customers. Likewise, the ACAL encouraged industrial growth, most notably in north Atlanta at the massive Atlantic Steel Company mill it once served. The ACAL supported industrial growth in more rural areas, too, such as on its branch line to Elberton, where it would have shipped granite and granite products from that area's quarries and processing plants. In addition, the ACAL would have collected and distributed the various agricultural products produced in the northeast Georgia region, such as cotton, corn, timber, and livestock, among other foodstuffs and products. Thus, the ACAL's physical presence and economic stimulus affected Atlanta's growth and development, and had a similar if lesser effect on smaller communities along the line. The ACAL also essentially created numerous towns along its route and branch lines, including Chamblee, Doraville, Norcross, Duluth, Suwanee, Buford, Flowery Branch, Oakwood, Lula, Alto, Baldwin, Cornelia, and Toccoa, along the mainline, and Avalon, Martin, Lavonia, Bowersville, Canon, Royston, and Bowman, along the Elberton branch line. Furthermore, given that considerable portions of the ACAL mainline were constructed by prisoners through Georgia's convict leasing system, the ACAL is also an important physical representation of that era's state-sanctioned forced labor system.

The ACAL was evaluated under Criterion C and appears to contribute to the SOU's historic significance in the areas of Engineering and Architecture. The ACAL mainline and the Elberton branch line are intact and remain in service; thus these alignments, including associated cuts, grades, and embankments, have been preserved. The ACAL is therefore representative of railroad design, including alignment, grading, and construction, from the late nineteenth century when it was constructed. In addition, multiple intact depots remain along the ACAL, including on the mainline at Peachtree Station in Atlanta, Norcross, Duluth, Flowery

Branch, Gainesville, Cornelia, and Toccoa, and on the Elberton branch at Martin, Lavonia, Royston, Elberton, and Hartwell. Collectively, these are good, intact examples of late-nineteenth- through mid-twentieth-century depot architecture in Georgia.

EVALUATION OF INTEGRITY

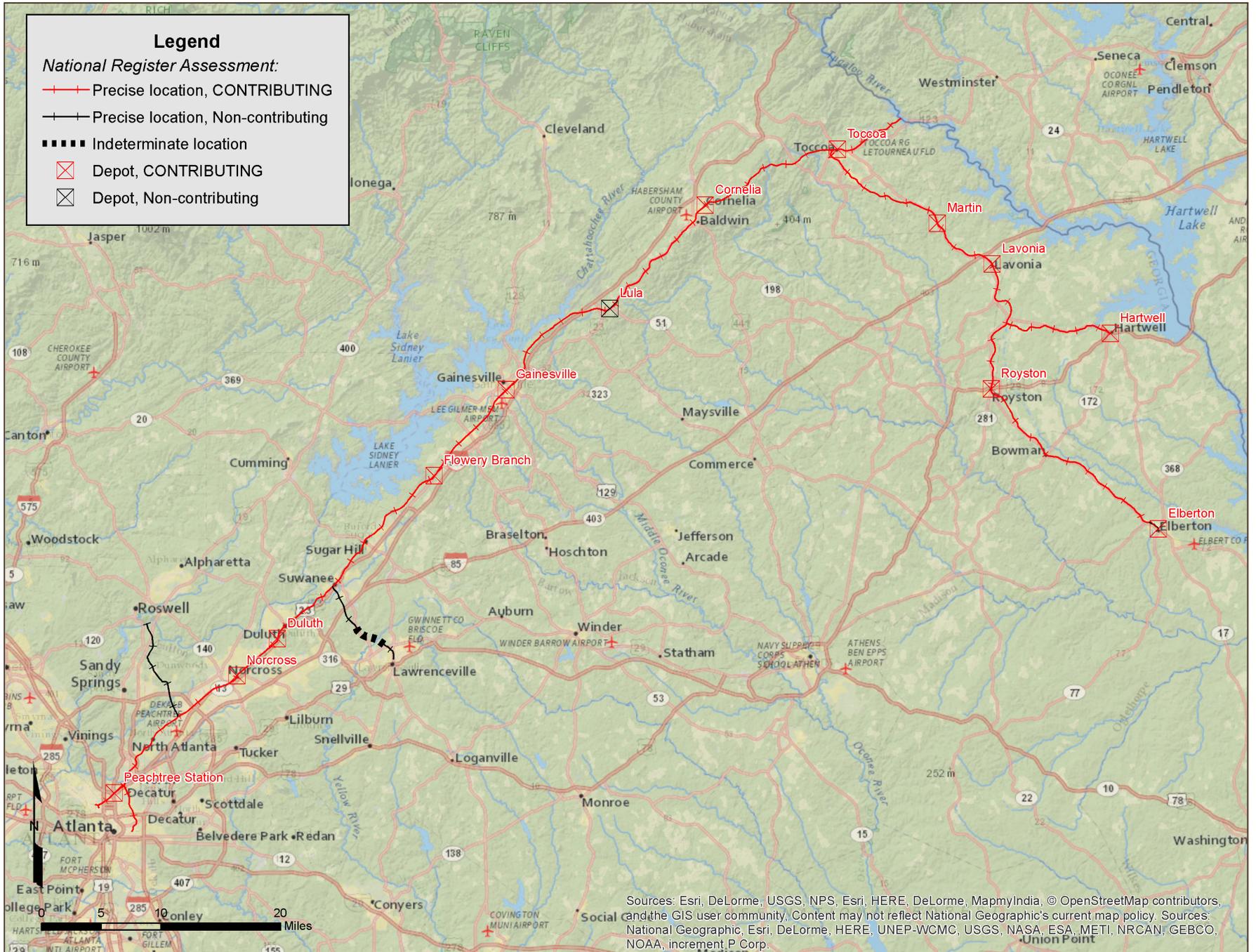
The ACAL has been determined to retain substantive integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The ACAL mainline and Elberton branch remain substantially unchanged since their construction; therefore, along these alignments, the resource retains integrity of location and setting. Likewise, as these segments are intact and retain multiple depots, the ATFL was determined to maintain integrity of design, materials, and workmanship in this same area. The railroad also retains integrity of feeling and association along the mainline and Elberton branch because they still convey the physical characteristics of a historic railroad line. However, the ACAL's remaining branch lines, to Roswell and Lawrenceville, have been essentially destroyed and do not retain integrity in any area.

PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the ACAL corresponds to the railroad's historic rights-of-way along the mainline and Elberton and Hartwell branches. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's former alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts and built-up grades and embankments. The proposed boundary also projects out from the rail right-of-way, as necessary, to include the railroad's extant depots at Peachtree Station in Atlanta, Norcross, Duluth, Flowery Branch, Gainesville, Cornelia, Toccoa, Martin, Lavonia, Royston, Elberton, and Hartwell. The ACAL's defunct and obliterated branch lines to Roswell and Lawrenceville are not contributing.

PREPARED BY

Steve Storey, Matt McDaniel, David Ray, Mike Reynolds, Erin Murphy, George Rounds, and Chris Mroccka



ACAL: Resource Location Map



ACAL: Ralph McGill Boulevard, Atlanta



ACAL: Park Drive bridge, Atlanta



ACAL: Piedmont Road, Atlanta



ACAL: Montgomery Ferry Road, Atlanta



ACAL: Peachtree Creek, Atlanta



ACAL: Peachtree Station, Atlanta



ACAL: Lindbergh Drive, Atlanta



ACAL: Lenox Road bridge, Atlanta



ACAL: Peachtree Road, Chamblee, DeKalb County



ACAL: MARTA station, Doraville, DeKalb County



ACAL: Norcross depot, Gwinnett County



ACAL: Thrasher Street crossing, Norcross



ACAL: Relocated Duluth depot, Southeastern Railway Museum, Duluth vic.



ACAL: Peachtree Road crossing, Duluth, Gwinnett County



ACAL: Sugarloaf Parkway, Duluth



ACAL: Russell Street, Suwanee, Gwinnett County



ACAL: Lanier Avenue crossing, Sugar Hill, Gwinnett County



ACAL: Along West Shadburn Avenue, Buford, Hall County



ACAL: Flowery Branch depot, Gwinnett County



ACAL: Main Street at Railroad Avenue, Flowery Branch



ACAL: Allen Street, Oakwood, Hall County



ACAL: Gainesville depot



ACAL: SR 52 crossing, New Hope vicinity, Hall County



ACAL: Main Street, Lula, Hall County



ACAL: Non-historic, reconstructed Lula depot



ACAL: Homer Road, Lula



ACAL: Gainesville Highway, Alto vicinity, Habersham County



ACAL: Baldwin Yard, Habersham County



ACAL: Cornelia depot, Habersham County



ACAL: Downtown Cornelia at depot



ACAL: Seventh Street bridge, Mt. Airy, Habersham County



ACAL: From Seventh Street bridge, Mt. Airy



ACAL: Wells viaduct, Toccoa vicinity, Stephens County



ACAL: Toccoa depot



ACAL: Toccoa depot



ACAL: North Point Street, Toccoa



ACAL: SR 365 crossing, Toccoa



ACAL: SR 17 at SR 145, Toccoa



ACAL: Elberton branch, Martin depot, Stephens County



ACAL: Lavonia depot, Franklin County



ACAL: East Main Street, Lavonia



ACAL: Ridgeview Road crossing, Bowersville vicinity, Hart County



ACAL: Along Blackmon Road, Bowersville vicinity, Hart County



ACAL: East Main Street crossing, Bowersville vicinity, Hart County



ACAL: Along East Main Street, Bowersville



ACAL: Depot Street crossing, Canon, Franklin County



ACAL: Royston depot, Franklin County



ACAL: SR 172 at SR 17, Bowman, Elbert County



ACAL: Elberton freight depot



ACAL: Elberton passenger depot



ACAL: Hartwell branch, Airline-Goldman Road, Hartwell vicinity, Hart Co.



ACAL: Lake Hartwell trestle, Hart County



ACAL: Hartwell depot



ACAL: Along Railroad Street at Hartwell depot



ACAL: Along Chandler Street, Hartwell



ACAL: South Jackson Street crossing, Hartwell

ATLANTA & FLORIDA RAILROAD (ATFL)

Other names: N/A

System: Southern Railway

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

Physical Status: Primarily abandoned

Current owner: Southern remnant section owned by Georgia Southern Railroad

Predecessors: Atlanta & Hawkinsville Railroad

Location: Atlanta to Fort Valley, Peach County



SOUTHERN RAILWAY (SOU)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

Shortly after its creation, the Southern Railway (SOU) in 1895 acquired the 105-mile long Atlanta & Florida Railway, a north-south rail line that connected Atlanta and Fort Valley, in Peach County. First organized as the Atlanta & Hawkinsville Railroad in July 1886, the enterprise changed its name in 1887 to the Atlanta & Florida Railroad (ATFL). The 105-mile long, standard-gauge line opened to Fayetteville in late 1887 and to Fort Valley in November 1888. Afterwards, an extension from the latter town to Cordele, rather than to the originally projected destination of Hawkinsville, was planned, but it was never built. At the southern terminus in Fort Valley, the ATFL could connect to both the Central of Georgia's Southwestern Railroad mainline between Macon and Albany, and to its branch line to Columbus. It also provided a link to the Central of Georgia's (COG's) branch from Fort Valley to Perry and, finally, later to Hawkinsville (between only 1914 and 1920), by way of the independent Hawkinsville & Western. The ATFL also crossed and thus connected with the Georgia Midland & Gulf at Williamson (Griffin vicinity) and the Macon & Birmingham at Yatesville.

Rather than construct its own freight and passenger facilities in Atlanta, the ATFL made an agreement with the East Tennessee, Virginia & Georgia (ETVG) to use that company's stations. The ATFL entered Atlanta by way of the ETVG mainline to Macon, connecting with it south of downtown at Roseland, a community near the junction of McDonough Boulevard

and Jonesboro Road. In the 1889 edition of *The Official Railway List*, the ATFL reported operating 5 locomotives, 4 passenger cars, and 91 freight and miscellaneous cars. In the 1894 edition, it reported 7 locomotives, 6 passenger cars, and 256 freight and miscellaneous cars.

The railroad was purchased by J. P. Morgan in 1895 and renamed the Atlanta & Florida Railway. Along with the ETVG, with which it already had operational agreements, it was quickly consolidated into the new SOU and became its Fort Valley branch line. Most of the ATFL's railroad line has long been abandoned, although some short sections of operable track remain in place. Service on the northern section, from Roseland to Williamson, ended in 1939. The section between Williamson and Roberta was abandoned in 1977.

DESCRIPTION

As constructed, the ATFL began just south of Atlanta and progressed south southeasterly through rolling Piedmont countryside, terminating at Fort Valley in Peach County. The line thus traversed portions of Fulton, Clayton, Fayette, Spalding, Pike, Lamar, Upson, Monroe, Crawford, and Peach counties, and passed through towns and cities including Hapeville, Riverdale, Fayetteville, Zebulon, Meansville, Yatesville, Culloden, Musella,

and Roberta, amongst other smaller communities. Most, but not all, of the ATFL has been abandoned over the course of the twentieth century. As a result, the line as it exists today represents a variety of conditions, including obliterated in the Atlanta suburbs, dismantled but evident in rural areas, and intact and still in use at its southern Fort Valley terminus.

Originating in the Atlanta area at the now-defunct Roseland community in Fulton County, where it tied into the SOU's ETVG, the ATFL's long-abandoned alignment in this area and south to Kenwood, in Fayette County, appears to have essentially been destroyed. Considerable development in this area, including commercial, industrial, and residential, appears to have removed physical evidence of the line. From Kenwood south to and through Fayetteville, the line could not generally be discerned in the field or via available aerial photography; a small segment of grade at Kenwood was identified. Substantial development in this area, too, may have substantially erased the ATFL's physical remnants. South of Fayetteville, the landscape takes on a more rural character, but the ATFL could not be positively located via historic mapping until just south of Lowry, still in Fayette County. Except for a small segment at Inman, the line could not be discerned in the field or on aerial photography between Fayetteville and Lowry.

South of Lowry to Williamson, in Pike County, faint traces of the railbed could be discerned in the field, and alignment segments, albeit discontinuous, were routinely visible in aerial photography. Below Williamson and to Yatesville in Upson County, the railbed and its grades could be more easily detected in the field and were typically more distinguishable in aerial photography. However, from Yatesville south to Roberta, the line was difficult to positively identify in the field and in aerial photography due to agricultural use, reforestation, and the alignment's close proximity to existing highways, including SR 74 and US 341/SR 7. Portions of the alignment also appear to have been repurposed as dirt roads in this area. From Roberta south to Allon, a seemingly now-defunct place name in Crawford County, the alignment can occasionally be discerned in the field and is visible again in aerial photography. At Allon, essentially a sand mine, the line is intact and in use south and

through to the line's terminus at Fort Valley, where the ATFL historically connected to the COG's Southwestern Railroad. This segment is operated by the Georgia Southern Railroad.

The line's potential historic junction points and connections included the COG's Macon & Western at Hapeville, the COG's Savannah & Western at Vaughn in Spalding County, the SOU's Georgia Midland at Williamson, the COG's Upson County Railroad at Topeka Junction, and the Georgia Southern & Florida's Macon & Birmingham at Yatesville. Relatively numerous extant ATFL depots, especially considering the line's long abandonment, include Riverdale, Kenwood, Fayetteville, Inman, Zetella, Zebulon, Meansville, and Yatesville. The Roberta depot is a non-historic reconstruction.

NATIONAL REGISTER CONTRIBUTING STATUS

The Atlanta & Florida Railway (ATFL) is a component of the SOU system; the SOU system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Entertainment/Recreation, and Social History, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The ATFL, which was acquired by the SOU and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SOU system.

The ATFL was evaluated under Criterion A and appears to contribute to the SOU's historic significance in the areas of Transportation, Commerce, Community Planning and Development, and Exploration/Settlement. During its period of operation, the ATFL was an important SOU line connecting Atlanta to central and south Georgia, as well as providing junctions with several other lines, including SOU branch lines, the COG, and the Georgia Southern & Florida mainline. The ATFL would have carried goods and passengers to, from, and through its central Georgia area of service, thus facilitating and encouraging commerce there and along connecting systems. In addition, the ATFL would have collected and

distributed the various agricultural products produced in the region, such as cotton, timber, peaches, livestock, and other products and foodstuffs. The line would have also served south Atlanta industrial interests and rural raw materials extraction, such as sand mines in Crawford County. Thus, the ATFL's physical presence and economic stimulus also affected urban growth in the south Atlanta area and the development of smaller communities along the line. The ATFL's construction and operation also essentially created several towns along its route, including Riverdale, Inman, Woolsey, Williamson, Yatesville, and Roberta.

The ATFL was evaluated under Criterion C and appears to contribute to the SOU's historic significance in the areas of Engineering and Architecture. The ATFL alignment is only partially intact. From its northern terminus at the now-defunct community of Roseland, in Fulton County, south to Lowry, in Fayette County, the line appears to have essentially been destroyed. Nonetheless, from Lowry south to its terminal at Fort Valley, segments of the railbed, including associated cuts, grades, and embankments, can be detected in the field at various locations and can be routinely identified in aerial photography. These remnant ATFL features are representative of late nineteenth century railroad design. Further, multiple depots remain along the ATFL alignment, including buildings at Riverdale, Kenwood, Fayetteville, Inman, Zetella, Zebulon, Meansville, and Yatesville. These depots are generally good and intact examples of late nineteenth through early twentieth century depot construction in Georgia. The Roberta depot is a non-historic reconstruction. Thus, despite abandonment and the physical loss of substantial portions of the alignment, including essentially the line's northern third, as well as at other select locations, the ATFL still remains physically present in the central Georgia landscape and conveys its former rail transportation use.

EVALUATION OF INTEGRITY

The ATFL has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. From the Roseland community in Fulton County south to the Lowry community in Fayette County, the ATFL has essentially been destroyed and does not

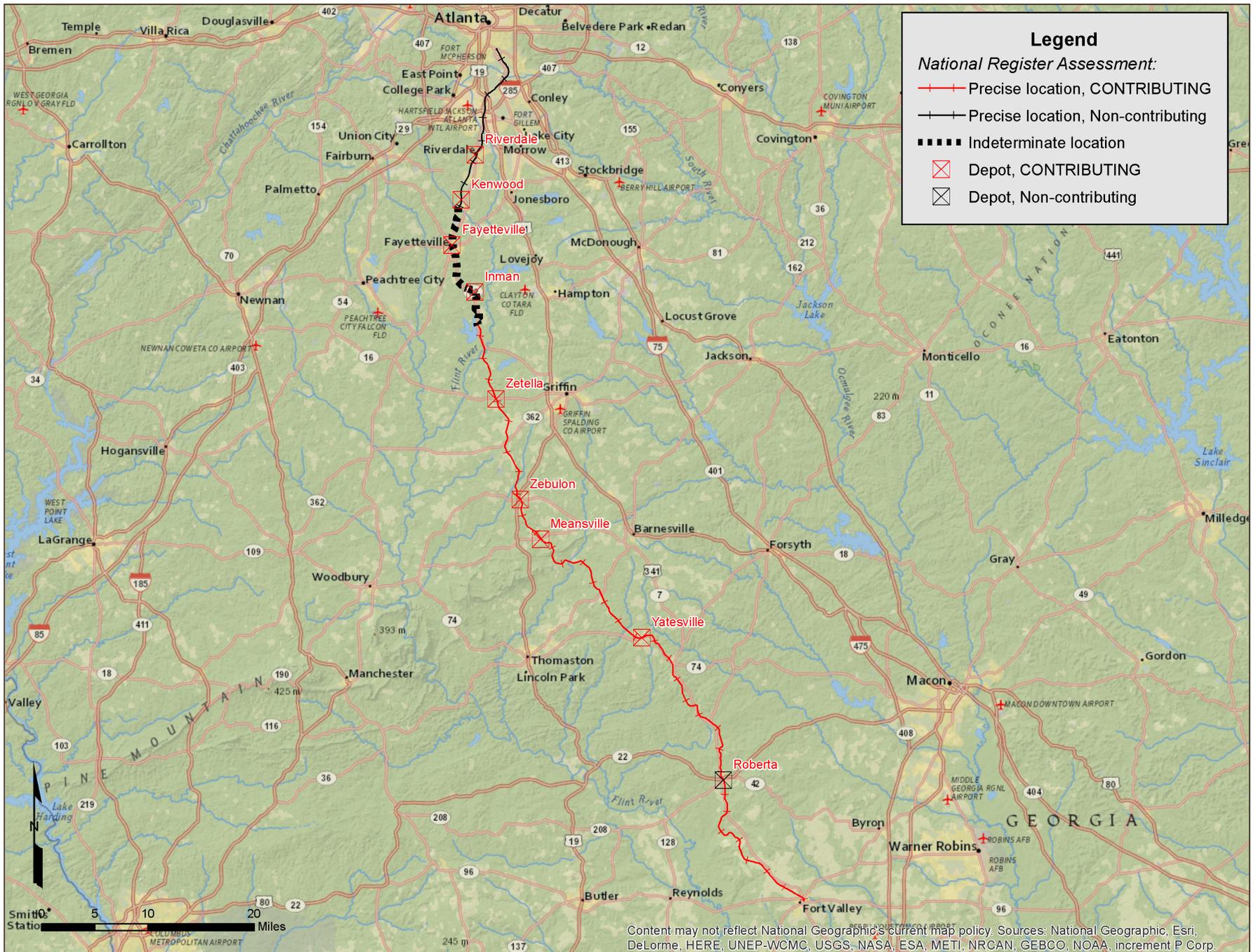
retain integrity in any area. South of Lowry to Fort Valley, the railroad remains in place and its alignment remains substantially unchanged since its construction; therefore, in this area, the resource retains integrity of location and setting. Likewise, as multiple segments of alignment, including cuts and raised grades, remain intact, as indicated by field survey and aerial photography, and multiple depots are extant, the ATFL was determined to maintain a substantive level of integrity of design, materials, and workmanship in this same geographic area. The railroad also retains integrity of feeling and association along its southern segments because it still conveys the physical characteristics of a historic railroad line.

PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the ATFL corresponds to the railroad's historic rights-of-way from Lowry in Fayette County south to its terminus at Fort Valley. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's former alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts and built-up grades and embankments. The proposed boundary also projects out from the rail right-of-way, as necessary, to include the railroad's extant depots at Zetella, Zebulon, Meansville, and Yatesville. The boundary includes discontinuous elements; the physical footprints of extant depots at Riverdale, Kenwood, Fayetteville, and Inman are included. The alignment from the defunct Roseland community in Fulton County south to Lowry is non-contributing, as is the non-historic, reconstructed Roberta depot.

PREPARED BY

Steve Storey, Matt McDaniel, and David Ray



ATFL: Resource Location Map



ATFL: Hargis Street, Atlanta



ATFL: School Drive, Atlanta



ATFL: Southview Cememtry, Atlanta



ATFL: Martin Street and Pear Street, Atlanta



ATFL: Browns Mill Road, Atlanta



ATFL: Cemetery Road, Atlanta



ATFL: Riverdale depot, Clayton County



ATFL: Kenwood Road and railbed, Kenwood, Fayette County



ATFL: Kenwood depot



ATFL: Fayetteville depot



ATFL: Harp's Crossing, Harp, Fayette County



ATFL: Inman and depot, Fayette County



ATFL: SR 92, Woolsey, Fayette County



ATFL: Old grade crossing at Lowery Road, Lowery, Fayette County



ATFL: Grade at West McIntosh Road crossing, Vaughn, Spalding County



ATFL: Zetella depot, Spalding County



ATFL: Rail remnants along alignment, Willamson, Spalding County



ATFL: SR 18 at Zebulon depot



ATFL: Meansville depot, Pike County



ATFL: Cut at Pine Mountain gap, Vega vicinity, Pike County



ATFL: Grade at Vega Road, Vega, Pike County



ATFL: Grade at The Rock Road, Piedmont, Lamar County



ATFL: COG crossing, ATFL at treeline, Topeka Junction, Upson County



ATFL: Yatesville depot, Upson County



ATFL: Grade east of Main Street, Culloden, Monroe County



ATFL: Grade at US 341/SR 7, north of Musella, Crawford County



ATFL: Musella Road, Musella, Crawford County



ATFL: Roberta depot, reconstructed, Crawford County



ATFL: Railbed at US 241/SR 7 crossing, Horns, Crawford County



ATFL: Railbed and rails along Hammett Road, Horns vicinity, Crawford County



ATFL: Avera Road crossing, Hammett, Crawford County



ATFL: Zenith Mill Road crossing, Zenith Mill, Crawford County



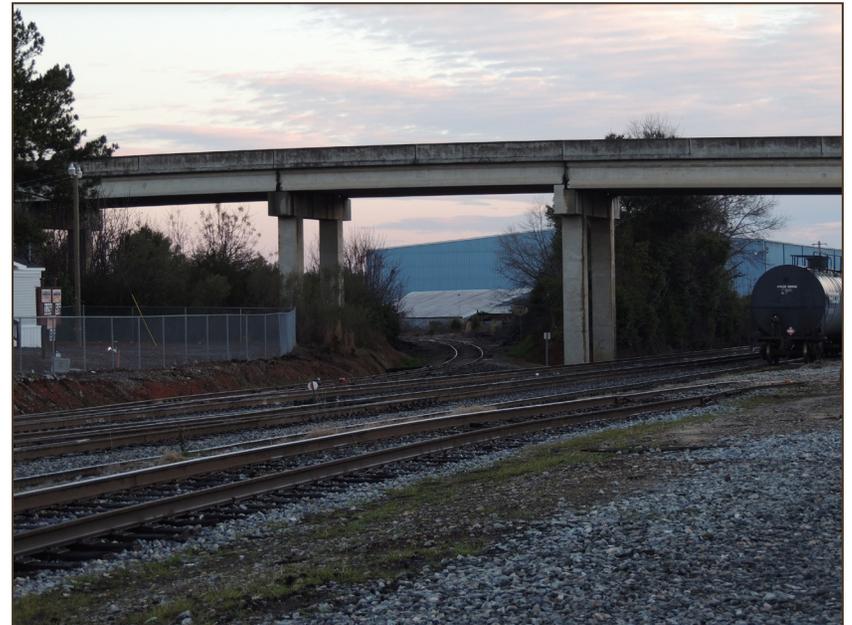
ATFL: Lee Pope Road, Lee Pope, Crawford County



ATFL: SR 49 Connector crossing, Hartley, Peach County



ATFL: US 341/SR 7 crossing, Fort Valley



ATFL: COG junction, Fort Valley

EAST TENNESSEE, VIRGINIA & GEORGIA RAILROAD (ETVG)

Other names: N/A

System: Southern Railway

NR Evaluation: Eligible (Contributing)

Physical Status: Mixed (Active and Abandoned segments)

Current owner: Norfolk Southern

Predecessors: East Tennessee & Georgia Railroad (incorporating the Hiwassee Railroad); East Tennessee & Virginia Railroad; Georgia Southern Railroad (incorporating the Selma, Rome & Dalton Railroad and the Alabama &

Tennessee River Railroad); Macon & Brunswick Railroad; Rome & Decatur Railroad; Alabama Great Southern Railroad (incorporating the Wills Valley Railroad, the Alabama & Chattanooga Railroad, and the North East & South West Alabama Railroad)

Location: From Tennessee state line to Dalton, Rome, Atlanta, Macon, and Brunswick; two branch lines west and southwest from Rome to Alabama; a subsidiary segment in Dade County; and the Hawkinsville branch line, from Cochran to Hawkinsville



SOUTHERN RAILWAY (SOU)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

The East Tennessee, Virginia & Georgia Railroad (ETVG) was created in Tennessee in 1869 by the consolidation of the East Tennessee & Georgia Railroad and the East Tennessee & Virginia Railroad. The former linked Knoxville, Tennessee, and Dalton, Georgia, while the latter connected Knoxville to Bristol, Tennessee.

The East Tennessee & Georgia Railroad (ET&G) had been developed in 1848 from the financial wreckage of the Hiwassee Railroad, which was first organized in 1836 and named for the river that would be crossed on the way from Tennessee into Georgia. During the 1830s, Georgia's progress in railroad-building attracted the attention and enthusiasm of eastern Tennessee businessmen. They saw the advantages of a direct rail route to the Atlantic, as compared to the long and arduous trip down the Tennessee and Mississippi rivers. The railroad would connect Knoxville with the Georgia Railroad, which at that time was planned to reach across northern Georgia to the Tennessee River valley.

Construction of the Hiwassee Railroad began promptly, but a change of plans was afoot in Georgia. The Georgia Railroad would not be extended north, but instead would connect with a new state-owned railroad, the

Western & Atlantic (WATL), at a point near the Chattahoochee River. The northern terminus of the WATL would be at Ross's Landing on the Tennessee River, well to the west of the route preferred by the Hiwassee.

Further clouding the Tennessee railroad's prospects, an economic panic in 1837 and the severe depression that followed brought the construction of the WATL to a crawl. The Hiwassee had completed a million dollars' worth of grading and bridge building, but had incurred heavy debt without any revenues to offset it. Without the WATL connection, it was a road to nowhere. Having little likelihood of surviving until a connection was made, the company entered bankruptcy. After the project was reborn in 1848, the ET&G completed the line from Knoxville to the WATL at Dalton, Georgia in 1856, finally linking eastern Tennessee to the Atlantic coast.

Formed by the 1869 merger of the ET&G and the East Tennessee & Virginia Railroad, the ETVG expanded significantly in the late nineteenth century. In 1880-81, the ETVG purchased the Georgia Southern Railroad, giving it a line from Dalton southwest to Selma, Alabama. The Georgia Southern Railroad was originally chartered in 1848 as the Alabama & Tennessee River Railroad. The line was initially envisioned as a Selma to Gadsden, Alabama,

connection, but at the end of the Civil War it reached only as far north as Blue Mountain, near Anniston. By 1867, the company's directors had decided to abandon their Gadsden plans and instead extend the line one hundred miles to Rome and Dalton, where it could connect with the WATL and other well-established routes between the upper and lower southern states. Thus, the name of the railroad project was changed to match the new route, and the Selma, Rome & Dalton Railroad (SR&D) was formed. The line was completed to Dalton in 1870.

In 1868, the SR&D reported operating 135 miles of railroad with 16 locomotives, 4 passenger cars, 45 box cars, 80 flat cars, 3 stock cars, 3 baggage express cars, and 20 other cars. The extension to Dalton and connectivity with the ETVG did not, however, ensure the financial stability of the company. The SR&D entered receivership in 1874 and was sold and reorganized as the Georgia Southern Railroad. Much of the new company's stock was owned by the rapidly expanding ETVG, which connected with the SR&D at Dalton. In 1881, the ETVG purchased the Georgia Southern outright and absorbed it into its own operations.

In 1881, the ETVG also bought the Macon & Brunswick Railroad, a 174-mile railroad between Macon and Brunswick. Chartered in 1856, the Macon & Brunswick was unable to make much progress on constructing its new line before the Civil War intervened. It was 1867 before a substantial segment was put into operation, when fifty miles of trackage from Macon to Cochran and Hawkinsville was completed. After the state endorsed \$2.5 million worth of the railroad's bonds and new investors were found in New York, the 174-mile road between Macon and Brunswick was finally completed. It opened in its entirety on January 1, 1870. Part of the rail bed was constructed using forced labor under Georgia's then-new convict leasing system. In his book *One Dies, Get Another: Convict Leasing in the American South, 1866-1928*, Matthew Mancini notes that the Macon & Brunswick was provided with 109 state prisoners in 1868. As one of the first Georgia railroads to use convict labor for construction, it led the way in a brutal practice that would last for decades. Colonel George H. Hazlehurst of Macon was the road's president. The town of Hazlehurst on the railroad line was named for him.

In 1890, the Rome & Decatur Railroad (R&D) was added to the ETVG system. This company was organized in 1886 and quickly began building a line from Rome towards Decatur, Alabama, some 135 miles to the west. By early 1887, contractor Daniel Callahan's crews had completed the section between Rome and Cedar Bluff, Alabama. Financial troubles caused the R&D to enter receivership in mid-1887 and causing Callahan to stop work. It would not be until July 1888 that the segment from Cedar Bluff west to Attalla, on the west side of Gadsden, was finished. Trains continued rolling between Rome and Attalla (the Attalla-Decatur link would remain unbuilt) as the R&D struggled financially. In 1889, the company reported 62 miles operated, with 5 locomotives, 5 passenger cars, and 45 freight and miscellaneous cars. The receiver was identified as R. T. Dorsey of Atlanta. The R&D was purchased by the ETVG in 1890.

Also in 1890, the ETVG acquired a major interest in the Alabama Great Southern Railroad (AGS). As successor to the Wills Valley Railroad, the Alabama & Chattanooga Railroad (A&C), an AGS antecedent, completed about 230 miles of a planned 293-mile line from Chattanooga to Meridian, Mississippi. About 25 of these miles were in the northwestern corner of Georgia, through Dade County's Wills Valley. The Wills Valley Railroad, built in 1860, spanned twelve miles, departing from the Nashville & Chattanooga Railroad's mainline at Wauhatchie and running southwest to Trenton. It was intended to be part of a line from Chattanooga to north central Alabama, but four years of Civil War and three more of economic hardship delayed these plans. Finally, in 1868, it was combined with the North East & South West Alabama Railroad to form the A&C.

The A&C had constructed 230 miles by 1870 but had failed to make further progress as of 1877, when it was purchased by British investors Emile Erlanger & Company. The company was then reorganized and renamed the Alabama Great Southern Railroad Company, Ltd. In the late nineteenth century, the AGS was one of the five railroads that jointly comprised the *Queen and Crescent Route* between Cincinnati, the Queen City of the Midwest, and New Orleans, the Crescent City. In April of 1890, the ETVG and the jointly purchased a controlling interest in the AGS.

Although it had grown by acquisition, the ETVG also grew by construction. After the Macon & Brunswick purchase in 1881, the ETVG began construction of its “Atlanta Division” from Rome to Atlanta to Macon, a distance of 158 miles. Completed in 1882, this new line connected not only three of Georgia’s largest cities, but it also linked together the ETVG’s two newly acquired but widely separated railroads, the Macon & Brunswick and the Georgia Southern. Last, it gave the ETVG its own route from Atlanta to the Atlantic coast at Brunswick.

In 1886, the ETVG was sold under foreclosure and reorganized as the East Tennessee, Virginia & Georgia Railway. It was controlled by the Richmond Terminal Company from 1887 to 1892. In the 1889 edition of *The Official Railway List*, the ETVG reported operating 1,465 miles of railroad, 233 locomotives, 161 passenger cars, and 7,336 freight and miscellaneous cars. In 1894, the figures were 1,810 miles of railroad, 272 locomotives, 192 passenger cars, and 9,560 freight and miscellaneous cars. It also reported an additional 1,588 leased cars.

The ETVG became part of the SOU system during the 1894 reorganization of the Richmond Terminal Company. Today, the ETVG and most its trackage remain in operation as part of SOU’s successor system, the Norfolk Southern Railway.

DESCRIPTION

Through consolidation, the ETVG developed a major mainline route that extended from the northwest Georgia mountains below Chattanooga, south to and through Dalton, Rome, Atlanta, and Macon, and ultimately to Brunswick on the Atlantic Coast. Thus, the line essentially traversed the state’s major topographical zones, including the ridges, valleys, and mountains of the northwest, the rugged piedmont surrounding Atlanta, the Fall Line at Macon, the coastal plain and piney woods below, and the marshland at the coast. By passing through a large portion of the state and through several principal cities, the ETVG mainline crossed through numerous towns and communities and was advantaged by many junction points and connection possibilities.

The ETVG’s mainline route remains intact and in use as part of the Norfolk Southern system; the segment from Atlanta to Chattanooga is the most heavily used of the company’s remaining Georgia lines. Major river crossings include: the Etowah River at Rome via a steel and masonry pier bridge; the Chattahoochee River at Oakdale via a steel truss bridge; the Ocmulgee River southeast of Macon via a steel swing bridge; and the Ocmulgee again at Lumber City via a through-truss swing bridge on brick piers. A rare tunnel, still intact but disused, is located at Braswell Mountain in northwest Paulding County. Extant depots along the ETVG mainline include Dalton, Hill City, Rome, Rex, McDonough, Jackson, Juliette, Macon Terminal Station, Cochran, Eastman, McRae, Hazlehurst, and Odum. The Reeves depot has been relocated to Rome where it is utilized as that city’s welcome center. The Shannon depot has been moved further, to Mountain Park in suburban Gwinnett County.

An ETVG segment, discontinuous to other ETVG components within Georgia, crosses Dade County along a valley and on a northeast-southwest segment, at the state’s literal northwest corner. This line, a small segment of the Alabama Great Southern Railroad which connected Chattanooga to Meridian, Mississippi, stays east of but roughly parallels US 11/SR 58. It enters Georgia from Tennessee at the Wildwood community, passes through Trenton, and exits Georgia southwest of Rising Fawn, there entering Alabama. The line is intact and remains in heavy use.

Two ETVG lines extended westward from Rome to Alabama. The former R&D line extended more or less due west from Rome, north of the Coosa River, and is approximately tracked by SR 20. Branching off the ETVG mainline north of downtown Rome, this line crosses the Oostanaula River via a steel and masonry pier bridge and then what was the Central of Georgia’s Chattanooga, Rome & Southern line. From Rome to Coosa, this line is intact and utilized to service Georgia Power’s Plant Hammond at Coosa. West of Coosa to the Alabama state line, the alignment is abandoned and dismantled; at select locations, the remnant railbed could be discerned in the field and was visible on aerial photography.

Southwesterly out of Rome, the ETVG's Georgia Southern line passed through Cave Spring in route to points in Alabama. Its Georgia terminus was at the "Atlanta Junction" at Lindale, just south of Rome. The line is intact, although apparently inactive, from Atlanta Junction southwest to the Six Mile community at SR 1/US 27. West of Six Mile, through Cave Spring and to the Alabama state line, the alignment is dismantled, although its railbed, including cuts and grades, is clearly identifiable within the landscape and evident in aerial photography. The line's former Cave Spring depot still stands on its original site along SR 53/Alabama Street, west of downtown.

The ETVG's southernmost branch stretched from the mainline in Cochran to Hawkinsville. A Macon & Brunswick timetable for April 1870, published in that year's *Official Guide of the Railways*, confirms that the branch line followed soon after the close of the Civil War. At the time, Hawkinsville was an important river port on the Ocmulgee, since the river was more reliably navigable to Hawkinsville than to Macon, the river's head of navigation. The Hawkinsville branch diverged from the mainline just south of the Cochran depot, by way of a three-way wye junction. Southwest Railroad Street roughly tracks the course of the northern wye track, which has been removed, but the southern wye track along Dohl Street is still intact. From there, the line followed a dead straight alignment to the southwest through Bleckley County and into Pulaski County. It now tracks generally parallel to and along the east side of SR 26/112 for almost the entire length, but at some distance removed. As it approached Hartford on the Ocmulgee's east bank, the rail corridor turned west to cross the river and enter Hawkinsville on the downtown's north side. During the first decades of the twentieth century, this ETVG branch afforded connectivity at Hawkinsville to multiple other railroads, including the Hawkinsville & Florida Southern/Gulf Line Railway to Ashburn and Camilla, the Ocilla Southern to Fitzgerald, Ocilla, and Nashville, and the Hawkinsville & Western line to Grovania and Perry.

This branch line was abandoned about 1996; perhaps due to its comparatively recent closure, the railbed remains clearly present in its landscape, which consists mostly of cultivated fields. Much of the rail right-of-way seems to have been adapted for use as driveways or unpaved farm access roads for tractors and agricultural implements. Hawkinsville's ETVG depot still stands near the corner of Third Street and North Lumpkin Street, although it may

have been moved a short distance or simply reoriented. However, the line's steel-frame swing bridge, erected in 1890 over the Ocmulgee River, was demolished after the abandonment; even its masonry piers of stone and brick, which supported the bridge's multiple through-trusses, have been removed.

NATIONAL REGISTER CONTRIBUTING STATUS

The East Tennessee, Virginia & Georgia Railroad (ETVG) is a component of the SOU system; the SOU system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Entertainment/Recreation, and Social History, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The ETVG became a part of the SOU in Georgia, and was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SOU system.

The ETVG was evaluated under Criterion A and appears to contribute to the SOU's historic significance in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, and Social History. During its period of operation, the ETVG was perhaps the SOU's most important mainline, and spanned a large portion of the state. The ETVG connected northwest Georgia and points beyond, southeasterly to and through Rome, Atlanta, Macon, and southeast Georgia, and the Atlantic coast at its Brunswick terminal and port, as well as numerous junctions between. Thus, the ETVG served an extensive area of Georgia, including the northwest Georgia mountains and Rome, the metropolitan Atlanta area, the central piedmont, and the Fall Line area in and around Macon, the piney woods of southeast Georgia, and the coast and Brunswick. The ETVG would have carried goods and passengers to, from, and through these regions, thus facilitating and encouraging commerce in all the ETVG's areas of service, including its multiple branch and feeder lines and along the greater SOU system. The ETVG encouraged industrial growth, particularly in urban centers at Rome, Atlanta, and Macon. Rural industry benefitted too, as exemplified by the ETVG's conveyance of quarried stone from southeast of Atlanta and iron ores and stone out of northwest Georgia. In addition, the ETVG would have collected and distributed various agricultural products

produced in the regions it traversed, such as cotton, corn, peaches, pecans, timber, and livestock, among other foodstuffs and products. Thus, the ETVG's physical presence and economic stimulus affected Georgia cities' growth and development, and had a similar if lesser effect on smaller communities along its lines. The ETVG and its predecessors essentially created several towns along its route and branch lines, including Varnell, Sugar Valley, Plainville, Hiram, Austell, Rex, Stockbridge, Locust Grove, Flovilla, Juliette, Cochran, Eastman, Chauncey, Helena, McRae, Lumber City, Hazlehurst, Baxley, Surrency, Odum, and Jesup. Furthermore, given that considerable portions of the ETVG mainline were constructed by prisoners through Georgia's convict leasing system, the ETVG is also an important physical representation of that era's state-sanctioned forced labor system.

The ETVG was evaluated under Criterion C and appears to contribute to the SOU's historic significance in the areas of Engineering and Architecture. The ETVG mainline and the discontinuous segment in Dade County are intact and in service; thus these alignments, including associated cuts, grades, embankments, and select structures, including the Braswell Mountain tunnel, have been preserved. The ETVG's lines emanating from Rome and running westward are also substantially intact. The branch running due west to Coosa, the former R&D, is intact and in use to that point; further west, to the Alabama state line, the former alignment is abandoned and dismantled but the remnant railbed can be discerned in the field at select locations and could be routinely located in aerial photography. Running southwesterly from Rome, the former Georgia Southern line through Cave Springs to the Alabama line is intact from Lindale to the Six Mile community and dismantled west of that point. However, that line's bed is intact and easily discerned both in the field and in aerial photography. The same can be said about the ETVG's Hawkinsville branch, even though only the wye junction in Cochran retains any extant track, and the line's Ocmulgee River bridge has been lost. Thus, despite some limited abandonments, the ETVG essentially remains physically intact and is therefore representative of railroad design, including alignment, grading, and construction, from the mid- through late nineteenth century when it was constructed. The Braswell Mountain tunnel is a notably significant component of the line, as historic rail tunnel construction is rare in Georgia. In addition, multiple intact depots remain

along the ETVG, including at Dalton, Hill City, Rome, Lindale, Cave Spring, Rex, McDonough, Jackson, Juliette, Macon Terminal Station, Cochran, Hawkinsville, Eastman, McRae, Hazlehurst, and Odum. As indicated, the relocated Reeves and Shannon depots are now located in Rome and suburban Gwinnett County. Collectively, these are good, intact examples of late-nineteenth- through early-twentieth-century depot architecture in Georgia.

EVALUATION OF INTEGRITY

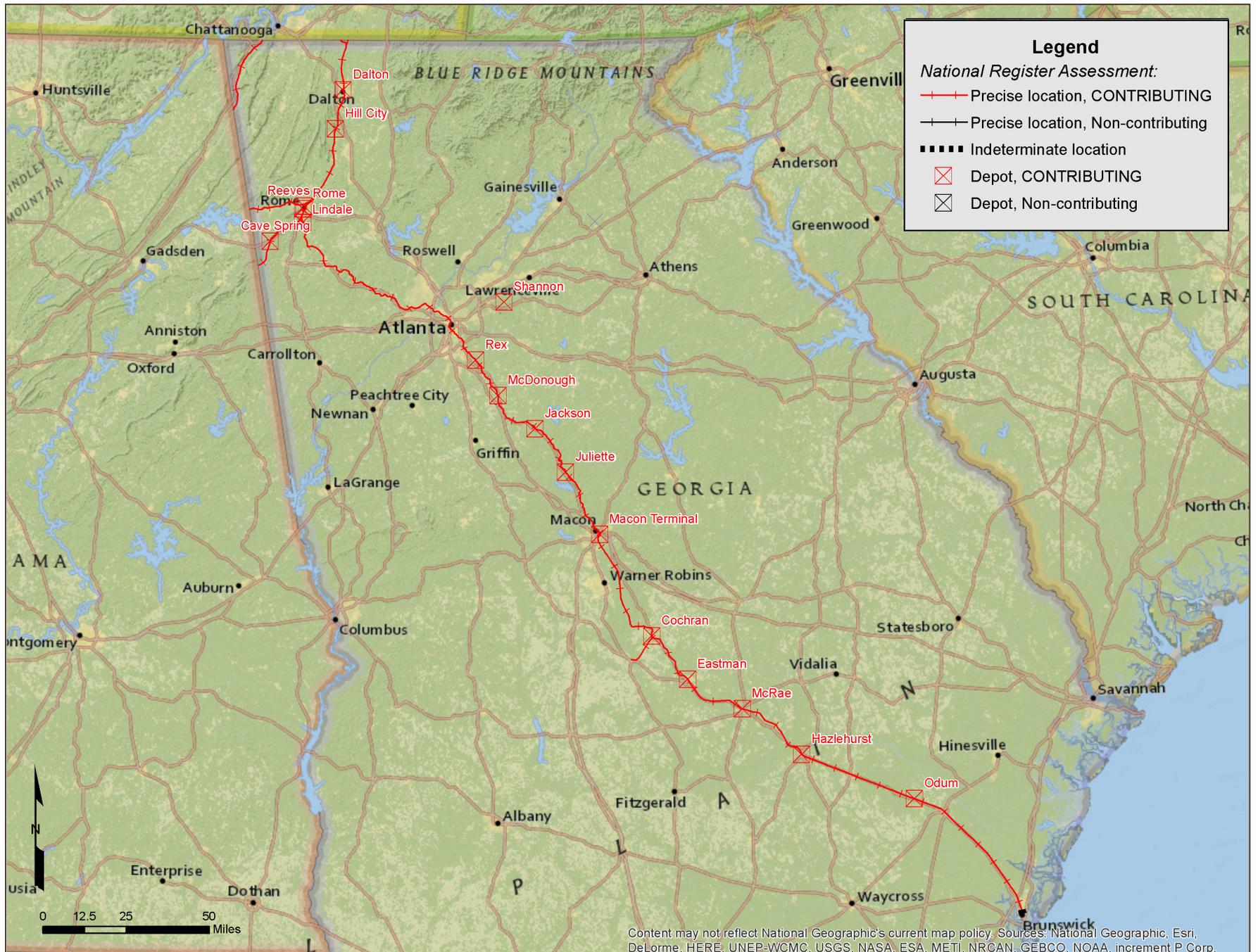
The ETVG has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The alignment, including the mainline and branches, remains substantially unchanged since its construction; therefore, the resource retains integrity of location and setting. As the alignment and roadbed, including cuts and raised grades, remains intact, the resource also maintains integrity of design, materials, and workmanship. The railroad also retains integrity of feeling and association, as it conveys its physical characteristics as a historic railroad line.

PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the ETVG corresponds to the railroad's historic rights-of-way. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts and built-up grades, embankments, and select structures. The Braswell Mountain tunnel is a contributing element of the alignment. The proposed boundary also projects out from the rail right-of-way, as necessary, to include the line's extant depots at Dalton, Hill City, Rome, Lindale, Cave Spring, Rex, McDonough, Jackson, Juliette, Macon Terminal Station, Cochran, Hawkinsville, Eastman, McRae, Hazlehurst, and Odum. The boundary includes discontinuous elements; the physical footprints of the relocated Reeves depot at Rome and the relocated Shannon depot in Gwinnett County are included in the boundary.

PREPARED BY

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



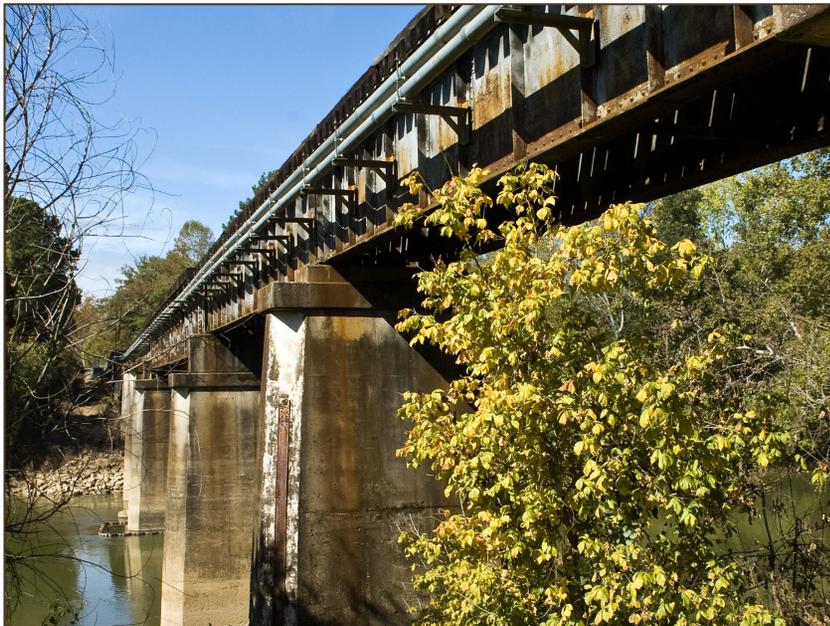
ETVG: Resource Location Map



ETVG: Rome freight depot



ETVG: From US 27 bridge, Rome



ETVG: Oostanaula River, Rome



ETVG: Reeves depot, relocated to Rome



ETVG: Spider Webb Drive crossing and pedestrian tunnel, Rome



ETVG: Along SR 20, Rome



ETVG: Lindale depot, Floyd County



ETVG: Park Avenue crossing, Lindale



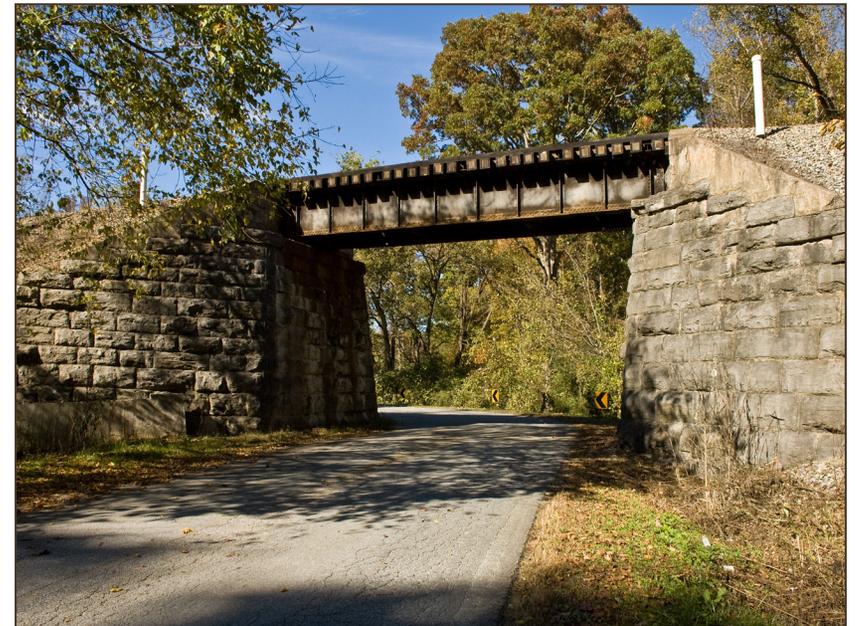
ETVG: Brice Station Road crossing, Silver Creek vicinity, Floyd County



ETVG: New Prospect Road, Aragon, Polk County



ETVG: Along Seney Pond Road, Aragon vicinity, Polk County



ETVG: Braswell Road bridge, Rockmart, Polk County



ETVG: Euharlee Creek, North Marble Street, Rockmart



ETVG: Braswell Mountain tunnel, Paulding County



ETVG: Brushy Mountain Road crossing, Braswell vicinity, Paulding County



ETVG: Dallas Memorial Drive, Dallas



ETVG: South Johnson Street, Dallas



ETVG: Main Street crossing, Paulding County, Hiram



ETVG: Brownsville Road crossing, Powder Springs, Cobb County



ETVG: Luke Garrett Highway, Austell, Cobb County



ETVG: Powder Springs Road crossing, Austell



ETVG: Old Floyd Road, Mableton, Cobb County



ETVG: Ralph David Abernathy Boulevard, Atlanta



ETVG: Forrest Park Road, Atlanta



ETVG: Hank Aaron Drive crossing, Atlanta



ETVG: Wells Street crossing, Atlanta



ETVG: McDaniel Street crossing, Atlanta



ETVG: From Windsor Street, Atlanta



ETVG: Henrico Road, Conley, Clayton County



ETVG: Conley Road, Conley



ETVG: I-285, DeKalb County



ETVG: Bouldercrest Road crossing, Ellenwood, Clayton County



ETVG: Rex Circle, Rex, Clayton County



ETVG: Rex depot



ETVG: US 23 at SR 42, Stockbridge, Clayton County



ETVG: Jodeco Road, Flippen, Henry County



ETVG: McDonough depot



ETVG: SR 155, McDonough vicinity



ETVG: Peeksville Road, observation platform, Locust Grove, Henry County



ETVG: Maple Drive at Cherry Street, Jenkinsburg, Butts County



ETVG: Jackson depot



ETVG: Heard Street, Flovilla, Butts County



ETVG: SR 83 crossing, Berner, Monroe County



ETVG: Juliette Road crossing, Juliette, Monroe County



ETVG: Juliette depot



ETVG: Old Dames Ferry Road crossing, Dames Ferry, Monroe County



ETVG: Arkwright Road, Bibb County



ETVG: Beaverdam Creek, Bibb County



ETVG: Vineville Creek, Bibb County



ETVG: Rose Hill Cemetery, Macon



ETVG: US 129 bridge at Ocmulgee River, Macon



ETVG: US 129 overpass, Macon



ETVG: Abandoned elevated track segment, Macon



ETVG: SR 96 crossing, Adams Park vicinity, Twiggs County



ETVG: Along Railroad Street, Cochran



ETVG: Cochran depot



ETVG: Along US 23/SR 87, Dubois, Dodge County



ETVG: Along CR 136, Gresston, Dodge County



ETVG: Along West Main Street, Eastman



ETVG: Fourteenth Avenue crossing, Eastman



ETVG: Eastman depot



ETVG: Main Street and Fifth Avenue, Eastman



ETVG: SR 165 crossing, Chauncey, Dodge County



ETVG: CR 415 crossing, Suomi, Dodge County



ETVG: Irwinton Avenue crossing, Helena, Telfair County



ETVG: North Railroad Street to SAL GAAL crossing, Helena



ETVG: McRae depot at Railroad Street



ETVG: Golden Isles Parkway, McRae, Telfair County



ETVG: SR 149 crossing, Scotland, Telfair County



ETVG: SR 134 crossing, Towns, Telfair County



ETVG: SR 117 crossing, Lumber City, Telfair County



ETVG: Main Street, Lumber City



ETVG: Ocmulgee River bridge, Telfair-Jeff Davis county line



ETVG: Along Tallahassee Street, Hazlehurst



ETVG: Railroad Street and Tallahassee Street, Hazlehurst



ETVG: Hazlehurst depot



ETVG: GAF MAIN crossing, South Walnut Street, Hazlehurst



ETVG: Zoar Road crossing, Graham, Appling County



ETVG: North Park Avenue, Baxley



ETVG: SR 121 crossing, Surrency, Appling County



ETVG: Railroad Street, Odum, Wayne County



ETVG: Odum depot



ETVG: SR 38, Jesup



ETVG: US 341/SR 27 crossing, Jesup



ETVG: From Southern Junction at Old Jesup Road, Brunswick



ETVG: Bay Street at First Avenue, Brunswick



ETVG: Gloucester Street, Brunswick



ETVG: Dade County segment, Trenton depot



ETVG: Church Street crossing, Trenton



ETVG: Along Sunset Drive, Trenton



ETVG: Lambert Lane, Rising Fawn, Dade County



ETVG: Iron works on Newsome Gap Road, Rising Fawn



ETVG: Old Cloverdale Road crossing, Dade County



ETVG: Along Old Cloverdale Road, Dade County



ETVG: Along Old Cloverdale Road, Dade County



ETVG: Coosa branch, Plant Hammond



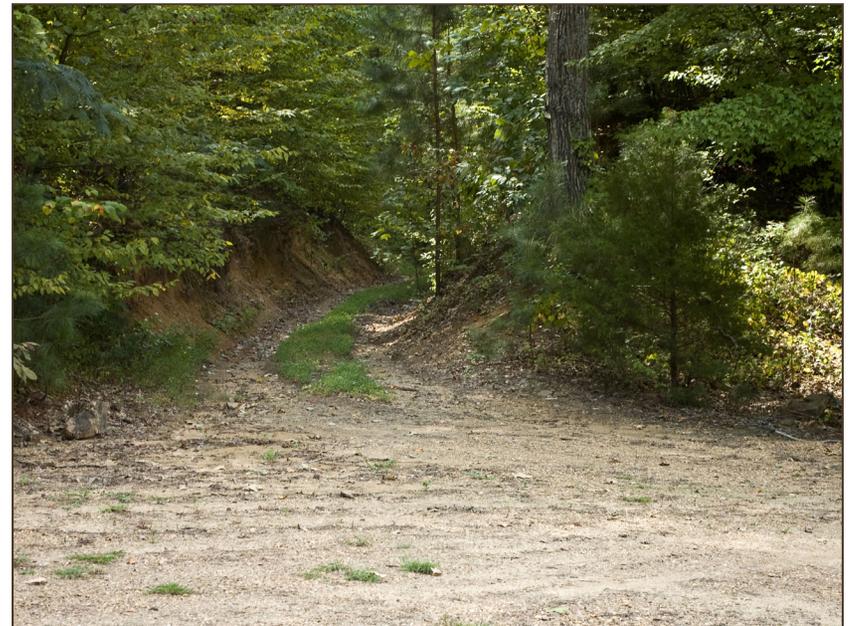
ETVG: SR 20 crossing at Plant Hammond, Coosa



ETVG: Looney Road crossing, Coosa vicinity



ETVG: Railbed off Old River Road, Coosa vicinity



ETVG: Railbed off Old River Road, Coosa vicinity



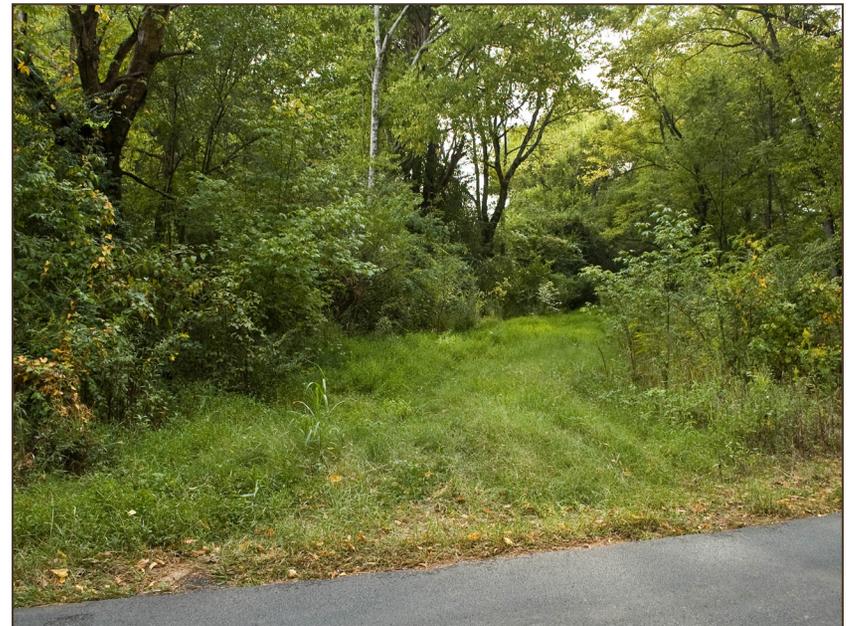
ETVG: Cave Spring branch, Perry Farm Road, Cave Spring vicinity, Floyd Co.



ETVG: Railbed along Tallalan Road, Cave Spring



ETVG: Cave Spring depot



ETVG: Railbed at Spout Spring Road, Cave Spring vicinity



ETVG: Cunningham Road, treeline is railbed, Cave Spring vicinity



ETVG: Mountain Home Road crossing, Cave Spring vicinity



ETVG: Railbed at Vanns Valley Road, Cave Spring vicinity



ETVG: Railbed along SR 100, Cave Spring vicinity



ETVG: Hawkinsville branch, Cochran junction from SR 26, Cochran



ETVG: Dohl Street to Cochran junction



ETVG: CR 17 crossing, Bleckley County



ETVG: Mockingbird Lane crossing, Bleckley County



ETVG: County Line Road crossing, Mobley, Bleckley-Pulaski county line



ETVG: SR 257 crossing, Pulaski County



ETVG: Railbed at Third Street, Hawkinsville



ETVG: Hawkinsville depot

GEORGIA MIDLAND RAILWAY (GMID)

Other names: Roosevelt Railroad

System: Southern Railway

NR Evaluation: Eligible (Contributing)

Physical Status: Primarily Abandoned with some active segments and some adapted for use as recreational rail trails

Current owner: N/A

Predecessors: Georgia Midland & Gulf Railroad

Location: Columbus to McDonough, Henry County



SOUTHERN RAILWAY (SOU)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

The progenitor of the Georgia Midland Railway, the Georgia Midland & Gulf Railroad (GM&G) was chartered in 1885. Construction began in May 1886, and its 100-mile line from Columbus through Warm Springs and Griffin to McDonough was completed in December 1887. The railroad was built by the Georgia Midland Construction Company, a principal of which was Columbus businessman, Colonel G. Gunby Jordan (1846-1930). To facilitate the construction of the line, Jordan acquired the services of convict labor through Georgia's brutal convict leasing system, which was in place from 1868 through 1908. In the decades before mechanized grading equipment, cutting through hillsides and filling low areas for railbeds required backbreaking labor, a type of work then considered appropriate for prisoners. While free labor could refuse to work when conditions became intolerable, convicts had no such choice. By 1888, the GM&G had seven locomotives, eight passenger cars, two baggage cars, and 135 freight cars.

The 1888 edition of *Poor's Manual of the Railroads* indicated that the GM&G's owners intended to construct a northeastern extension of the line beyond McDonough to Athens. Interestingly, *Poor's* edition of 1891 noted that an extension to Atlanta was being contemplated, but the earlier Athens plans were not mentioned. Neither of the proposed extensions to Athens or Atlanta was ever built. Instead, at McDonough, the GM&G connected to the East Tennessee, Virginia & Georgia's (ETVG's) relatively

new (1882) "Atlanta Division" mainline from Atlanta to Macon, and used those tracks to access Atlanta. The GM&G did briefly expand its own system by leasing the Columbus Southern Railway (Columbus-to-Albany) in 1890. The lease was canceled the following year, however, as the GM&G edged towards bankruptcy.

The GM&G entered receivership in 1895 and its property was sold to the newly organized Georgia Midland Railway (GMID). Controlled by the newly formed Southern Railway (SOU) from its outset, the Georgia Midland was chartered in 1896 to take over the properties of the bankrupt GM&G. The GMID's 100-mile line from McDonough to Columbus was leased to the SOU the same year. The takeover was a logical one for the SOU, as the GMID already used the SOU's former ETVG mainline to enter Atlanta, and because it gave the SOU a fairly direct route from Atlanta to Columbus and beyond, into east Alabama.

Due to the passage of the line through Warm Springs, and its link to Atlanta and on to Washington, D.C. by way of the SOU rail network, President Franklin D. Roosevelt was a frequent passenger on the GMID route during his travels to Warm Springs and his "Little White House" for polio treatments. For this reason, this rail line, most of which has been abandoned since 1988, has been referred to by some railroad enthusiasts

in Georgia as the “Roosevelt Railroad.” A short section at its northern end, between McDonough and Luella, is still intact and in frequent use as a spur off the Norfolk Southern mainline, part of the former ETVG “Atlanta Division” trackage. This short branch is now utilized to provide rail access to the many distribution centers and industrial parks that have grown up around the Greenwood community, at SR 155’s junction with Interstate 75. One of these developments is called the Midland Industrial Park, reflecting the origin of the rail line.

DESCRIPTION

The GMID is no longer in service and has been substantially abandoned and dismantled; however, due to its relatively recent inactivation and rail-trail development, the alignment remains substantially intact. Originating in downtown Columbus, the line progressed northeasterly to its terminal point south of McDonough, passing through the rolling and occasionally rugged terrain of the southern Piedmont. En route between Columbus and McDonough, the GMID passed through portions of Muscogee, Harris, Talbot, Meriwether, Pike, Spalding, and Henry counties, and the cities and towns of Waverly Hall, Shiloh, Warm Springs, Woodbury, Molena, Concord, and Griffin. Columbus offered multiple connections to southwest Georgia railroads and to Alabama roads as well, and the line terminated at McDonough by joining the SOU’s ETVG. Additional historic junction points included the Atlanta, Birmingham & Coast’s mainline at Warm Springs and Woodbury, the Georgia Southern & Florida’s Macon & Birmingham also at Woodbury, the SOU’s Atlanta & Florida at Williamson, and the Central of Georgia’s Macon & Western and Savannah & Western at Griffin.

In Columbus and Muscogee County, almost the entirety of the line has been preserved as a paved, multi-use trail called the “Fall Line Trace,” which extends along the historic alignment from just north of the Columbus rail yard to the Midland community. From Midland, in northeast Muscogee County, to McDonough, the railbed can be routinely located in the field and is clearly evident on aerial photography. Some intrusions have occurred sporadically, typically including residential and commercial developments,

and in select areas the alignment is not legible in the landscape. In Waverly Hall, the alignment has been converted to a walking trail. In Spalding County, beginning at SR 362 just east of the Rover community, southwest of Griffin, and through to the South Tenth Street-West Broad Street intersection in downtown Griffin, the alignment is fully intact, including rails and ties. Northeast of Griffin, the railbed remains clearly discernable and even retains ballast and track along some segments, all the way to the Towalaga community on Teamon Road. In Henry County, from the SR 155 crossing at Luella north to the SOU mainline, the rails are also still intact, and closer to I-75 and up to the line’s terminal junction near McDonough, they are still in use to serve industrial sites located in that area.

Extant GMID buildings are limited to depots at Columbus (the shared Union Depot) and Eilerslie in Harris County, the latter the only known extant GMID-built depot. The Warm Springs depot is a non-historic reconstruction. Prominent known structures include the remnants of a tunnel path through Pine Mountain, since “daylighted” (i.e. converted to an open cut in 1912-13) at Nebula on the Talbot-Meriwether county line, and concrete and stone bridge piers at the GMID’s Flint River crossing between Woodbury and Molena.

NATIONAL REGISTER CONTRIBUTING STATUS

The Georgia Midland Railway (GMID) is a component of the SOU system; the SOU system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Entertainment/Recreation, and Social History, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The GMID, which was acquired by the SOU and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SOU system.

The GMID was evaluated under Criterion A and appears to contribute to the SOU’s historic significance in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, and

Social History. During its period of operation, the GMID was an important SOU line that connected north Georgia and the Atlanta area with Columbus, points in between, and south Alabama and points west. The GMID would have carried goods and passengers to, from, and through west-central Georgia, thus facilitating and encouraging commerce in the GMID's area of service and along the SOU system. The GMID would have collected and distributed the various typical agricultural products produced in the west-central Georgia region, such as cotton, timber, and peaches. As a regional industrial center, Columbus would also have received raw materials and distributed finished products via the GMID, including textiles and metal products. Thus, the GMID's physical presence and economic stimulus also affected Columbus's growth and development, and had a similar if lesser effect on smaller communities along the line. The GMID also essentially created several small communities along its route, including Shiloh, Molena, and Concord. Furthermore, given that considerable portions of the GMID mainline were constructed by prisoners through Georgia's convict leasing system, the GMID is also an important physical representation of that era's state-sanctioned forced labor system.

The GMID was evaluated under Criterion C and appears to contribute to the SOU's historic significance in the areas of Engineering and Architecture. Although abandoned and dismantled, the GMID's railbed, including associated cuts, grades, and embankments, remains substantially intact along the alignment's original length, with some exceptions at select locations. The GMID's railbed is therefore representative of railroad design, including alignment, grading, and construction, from the late nineteenth century when it was constructed. In addition, a single GMID depot remains at Eilerslie. It is a good, intact example of late-nineteenth-century depot construction in Georgia. The depot at Warm Springs is a non-historic reconstruction.

EVALUATION OF INTEGRITY

The GMID has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains substantially unchanged since its construction; therefore, the resource retains integrity of location and setting. As most of the alignment and roadbed, including cuts and raised grades, remains intact, despite the abandonment of much of its length and the subsequent removal of rails and ties, the resource also maintains a substantive level of 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 GMID corresponds to the railroad's historic rights-of-way. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's former alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts and built-up grades and embankments. Contributing structural elements include the former tunnel, now an open cut, at Nebula, and bridge piers at the Flint River crossing. The proposed boundary also projects out from the rail right-of-way to include the railroad's extant depot at Eilerslie. The non-historic reconstructed depot at Warm Springs is non-contributing.

PREPARED BY

Steve Storey, Matt McDaniel, and David Ray



GMID: Resource Location Map



GMID: Columbus Union Station



GMID: Thirteenth Avenue at Columbus rail yard



GMID: Fall Line Trace multiuse trail, Manchester Expressway, Columbus



GMID: Fall Line Trace multiuse trail, Flat Rock Road, Columbus



GMID: Ellerslie depot, Harris County



GMID: Harris Road crossing, Ellerslie



GMID: Kenimer Street crossing, Waverly Hall, Harris County



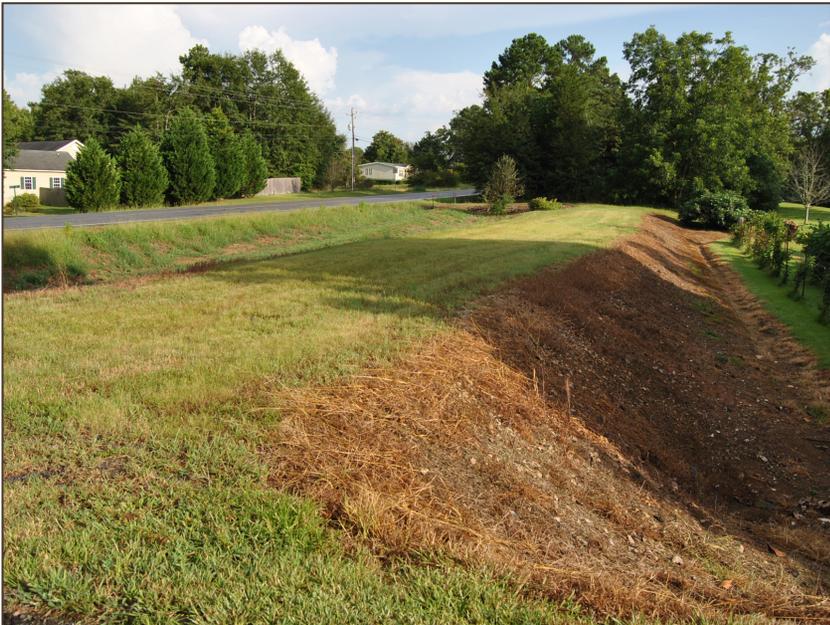
GMID: CR 224 crossing, railbed within treeline, Oak Mountain, Harris County



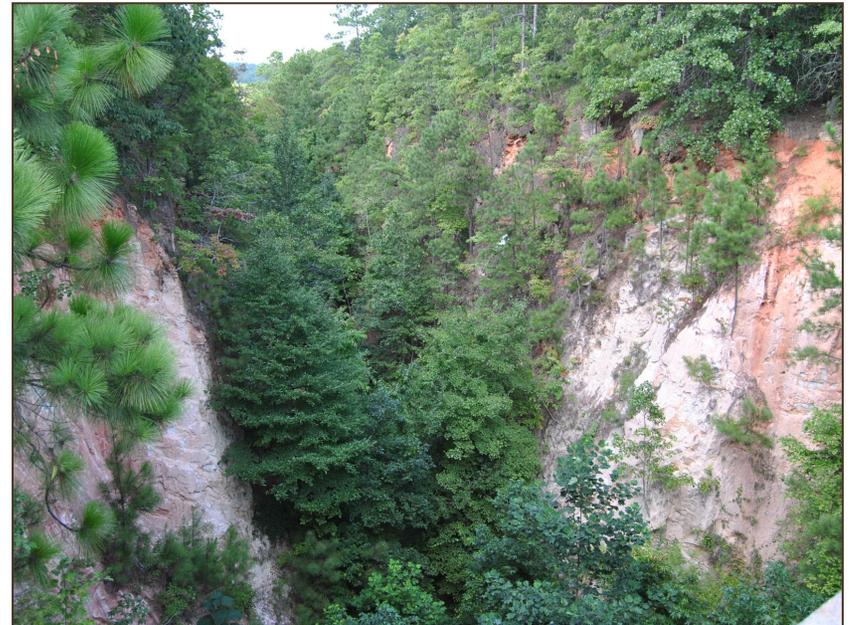
GMID: Railroad corridor along Main Street, Shiloh, Harris County



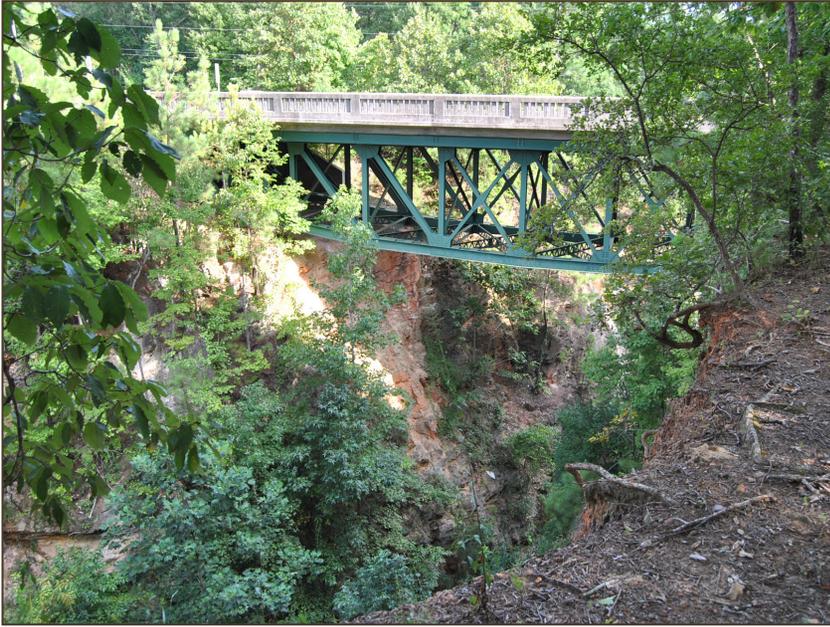
GMID: Spring Street crossing, Shiloh



GMID: Railbed along Kings Gap Road, Shiloh



GMID: Former rail tunnel from SR 190, Nebula, Talbot County



GMID: SR 190 bridge over former Nebula tunnel, Talbot County



GMID: Cold Springs Road crossing, Warm Springs, Meriwether County



GMID: Railroad bed along Main Street, Warm Springs



GMID: Non-historic Warm Springs depot



GMID: Franklin D. Roosevelt memorial at Warm Springs depot site



GMID: Railbed from CR 176 crossing, Raleigh, Meriwether County



GMID: CR 518 crossing and railroad cut, Raleigh



GMID: Dromedary Street crossing, Woodbury, Meriwether County



GMID: Railroad corridor from Dromedary Street, Woodbury



GMID: CR 107 crossing, Molena, Pike County



GMID: Railroad bed along SR 18 at McLendon Street, Concord, Pike County



GMID: Walking trail along Zebulon Road, Williamson, Pike County



GMID: Experiment Street at North Twelfth Street, Griffin



GMID: SR 155 at GMID terminus into SOU ETVG, McDonough, Henry County

GEORGIA NORTHERN RAILWAY (GANO)

Other names: N/A

System: Southern Railway

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

Physical Status: Mixed (both Active and Abandoned sections)

Current owner: Georgia & Florida Railnet

Predecessors: Boston & Albany; Flint River

& Northeastern; Georgia, Ashburn, Sylvester & Camilla; Albany, Florida & Northern, Georgia, Southwestern & Gulf, and Albany Northern

Location: Boston to Moultrie, Albany, and Cordele, with branches to Pidcock, Ashburn, Camilla, and Pelham



SOUTHERN RAILWAY (SOU)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

Actually a south Georgia railroad, the confusingly named Georgia Northern Railway (GANO) began in the early 1890s as a logging line running north from Pidcock, a rail junction settlement on the Savannah, Florida & Western Railway in Brooks County, located five miles east of Boston in Thomas County. As its name imparted, most of the community's land was owned by the Pidcock family, who had both logging and agricultural interests.

At about the same time, a group of area businessmen organized the Boston & Albany Railroad (B&A) to build a common carrier line along the route of the logging tracks. Chartered in 1891, the B&A attempted to build a common-carrier rail line from Boston, a stop along the Savannah, Florida & Western Railway, north to Albany, which was and still is southwestern Georgia's principal rail center. In the 1894 edition of *The Official Railway List*, the B&A reported operating 31 miles of railroad, 5 locomotives, 1 passenger car, and 49 freight and miscellaneous cars. These figures, however, apparently applied to the new Georgia Northern Railway. The originally planned iteration of the B&A floundered and failed, without the company, as initially formed, having constructed any tracks.

On October 3, 1894, the GANO, which had been operated by the Pidcock family without a charter, bought the bankrupt B&A, which had obtained an official charter. On November 22, 1894, the B&A thenceforth became

the Georgia Northern Railway, satisfying the state's legal requirements that common-carrier railroads be properly chartered. In 1905, the line was completed to Albany and the southernmost four miles of the line were relocated to terminate at Boston.

In 1910, the Pidcocks acquired the Flint River & Northeastern Railroad, a 23-mile line between Pelham and Ticknor, the latter a point on the GANO just north of Doerun in Colquitt County. Built in 1904, the line was developed to serve businesses owned or associated with Judson L. Hand of Pelham, whose various enterprises included the Hand Trading Company, the Farmers Bank, the Pelham Manufacturing Company, as well as oil, fertilizer, lumber, naval stores, and cotton operations. Although Pelham had rail service by way of the Atlantic Coast Line's Albany branch, Hand wanted an alternative that would keep shipping rates competitive. Although acquired by the GANO, it kept its separate identity.

In 1922, J. N. Pidcock organized the Georgia, Ashburn, Sylvester & Camilla Railway to purchase the Ashburn-Camilla line from the Gulf Line Railway, which was owned by the Hawkinsville & Florida Southern Railway (HKFS). The HKFS had entered receivership and was ordered to be sold; apart from the Ashburn to Camilla section, the remainder of the HKFS/Gulf Line Railway did not find an able buyer and was abandoned. After purchasing and splitting off this southern leg of the Gulf Line, Pidcock

thereafter operated the GAS&C as part of the GANO system, which he now controlled.

In 1939, the Pidcock family also gained control of the Georgia, Southwestern & Gulf, which connected Albany and Cordele. That line originated in 1889, when the Savannah, Montgomery & Americus Railroad (SA&M) obtained a charter for a new railroad called the Albany, Florida & Northern Railway (AF&N). The AF&N would connect with the SA&M mainline at Cordele. Two years later, in 1891, the AF&N opened the 35-mile line between Albany and Cordele. The following year, in 1892, the line was leased to the SA&M. According to the 1891 edition of *Poor's Manual of Railroads*, the AF&N planned to extend the line from Albany via Bainbridge to the Gulf coast, from Albany via Quitman to Florida, and from Cordele via Augusta to South Carolina. The company's president was Nelson Tift, a leading citizen of Albany.

The SA&M entered receivership in 1892 and was sold under foreclosure in 1895 to an investor group, which then reorganized the mainline as the Georgia & Alabama Railway. The Cordele-Albany line was not included and was spun off as a separate, independent company, the Albany & Northern Railway (A&N). Despite the extensive railroad consolidation going on at the turn of the century, the A&N remained independent until 1910, when a group of investors organized the Georgia, Southwestern & Gulf Railroad (GSW&G), with the renewed goal of opening a line from Cordele to the Gulf Coast. They obtained the first 35 miles of their planned line by leasing the A&N.

Operating under both the GSW&G and A&N names, the Cordele-Albany line continued to move passengers and freight, while the proposed extension to the Gulf Coast never advanced beyond the planning stage. In 1932, the GSW&G entered receivership, a status it would maintain for a decade. In 1939, C. W. Pidcock, Jr., now owner of the GANO, was appointed receiver, replacing W. M. Legg, one of the GSW&G's founders. In 1942, the GSW&G was dissolved and the railroad began operating once more as the Albany & Northern. It remained under Pidcock's control and was assimilated into GANO operations.

The former Flint River & Northeastern segment was abandoned in 1946, but the remaining parts of the GANO continued operations. The Southern Railway (SOU) acquired the GANO in May of 1966. In 1972, the SOU formally merged it with the Albany & Northern Railway and the Georgia, Ashburn, Sylvester & Camilla, keeping and applying the name Georgia Northern for the combined subsidiary. Also included as part of the "new" Georgia Northern was the former Georgia & Florida Railway branch line from Moultrie to Sparks, a point on the Georgia Southern & Florida a few miles north of Adel. The SOU abandoned original A&N's Albany to Cordele line in 1977. Remaining segments of the GANO are now operated by the Georgia & Florida Railway, which, in 1995, acquired the Moultrie-Albany line from the SOU successor system, Norfolk Southern.

DESCRIPTION

The GANO, as historically developed, once crisscrossed the relatively flat to gently rolling terrain of southwest Georgia, including portions of Thomas, Brooks, Colquitt, Baker, Dougherty, Worth, Lee, Crisp, and Turner counties. One of the earliest segments, from Boston to Moultrie, has been abandoned and the tracks and ties removed; however, the line is readily discernable in the landscape and in aerial photography. No trace of the alignment from the original Pidcock terminus to the Boston-Moultrie segment at Oaklawn, on the Brooks-Thomas county line, was identified.

The Moultrie-Albany segment, which passes through the communities of Doerun and Bridgeboro, remains intact and is operated as a shortline by Georgia & Florida Railnet (G&FR). The GANO's Albany to Cordele segment is abandoned and dismantled; however, its railbed was routinely located during field survey and is also frequently discernable in aerial photography. A substantial segment of its causeway over Swift Creek, partially flooded by Lake Blackshear, is also intact. The GANO's Ashburn to Sylvester to Camilla segment has likewise been dismantled, but it too can be routinely located in the field and its railbed identified in aerial photography.

The former Flint River & Northeastern Railroad segment, from the Doerun vicinity to Pelham, abandoned since 1946, has long been fully dismantled.

Most of its railbed could not be confirmed in the field or in historic maps or aerial photography. Short segments of the track north of downtown Pelham can still be observed at ground level and corroborated by the city's *Sanborn Map Company's 1913 Fire Insurance Maps*. However, of only a handful of surviving GANO buildings, two are associated with that line. The Flint River & Northeastern's combination office building and depot still stands at Pelham, and a dilapidated but intact depot remains at Sale City. Other remaining depots affiliated with the GANO include the A&N's relocated Warwick building, now just southwest of that community on SR 520, and Albany's 1912 Union Depot, formerly utilized by the GANO.

NATIONAL REGISTER CONTRIBUTING STATUS

The Georgia Northern Railway (GANO) is a component of the SOU system; the SOU system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Entertainment/Recreation, and Social History, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The GANO, which was acquired by the SOU and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SOU system.

The GANO was evaluated under Criterion A and appears to contribute to the SOU's historic significance in the areas of Transportation, Commerce, and Community Planning and Development. During its period of operation, the GANO was a notable regional system that was eventually consolidated into the larger SOU system. The line served substantial areas of southwest Georgia and would have carried goods and passengers to, from, and through the region, thus facilitating and encouraging commerce in the GANO's area of service. Numerous junctions at Boston, Moultrie, Pelham, Camilla, Albany, Sylvester, Ashburn, and Cordele to other lines and systems, including the Atlantic Coast Line, the Georgia Southern & Florida, the Atlanta, Birmingham & Coast, and the Georgia & Florida, the Seaboard Airline, and the Central of Georgia, would have further extended the GANO's potential reach for local customers. In addition,

the GANO would have collected and distributed the various agricultural products produced in the region, such as cotton, corn, peanuts, pecans, and timber, among other foodstuffs and products. Thus, the GANO's physical presence and economic stimulus also affected urban growth in Albany and the development of other communities along the line. The GANO's construction and operation also essentially created several towns along its route, including Barwick, Doerun, Sale City, Shingler, and Warwick.

The GANO was evaluated under Criterion C and appears to contribute to the SOU's historic significance in the areas of Engineering and Architecture. The GANO's Moultrie to Albany segment is intact and in service, and so its alignment, including the railbed and cuts and grades are preserved. The line's remaining segments and branches have been abandoned and dismantled, although some are substantially intact. The GANO's Boston to Oaklawn, Albany to Cordele, and Ashburn to Sylvester to Camilla segments remain physically discernible in the landscape and are routinely visible on aerial photography. Thus, despite abandonments, substantial portions of the GANO remain physically intact and are therefore representative of railroad design, including alignment, grading, and construction, from the late nineteenth century through the early twentieth century. In addition, depots along the GANO include Pelham, Sale City, Warwick, and Albany's 1912 Union Depot. These buildings are good, intact examples of late-nineteenth-through early-twentieth-century railroad architecture in Georgia.

EVALUATION OF INTEGRITY

The GANO has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The GANO remains in service from Moultrie to Albany, and the railbeds of the Albany-Cordele line, the Ashburn-Sylvester-Camilla line, and the Boston-Moultrie line are discernible in the field and routinely visible in aerial photography. Because these alignments remain in place and are substantially unchanged since their construction, the resource retains integrity of location and setting along these alignments. Likewise, as these GANO segments, including cuts and raised grades, remain intact, as indicated by field survey and aerial photography, and because multiple

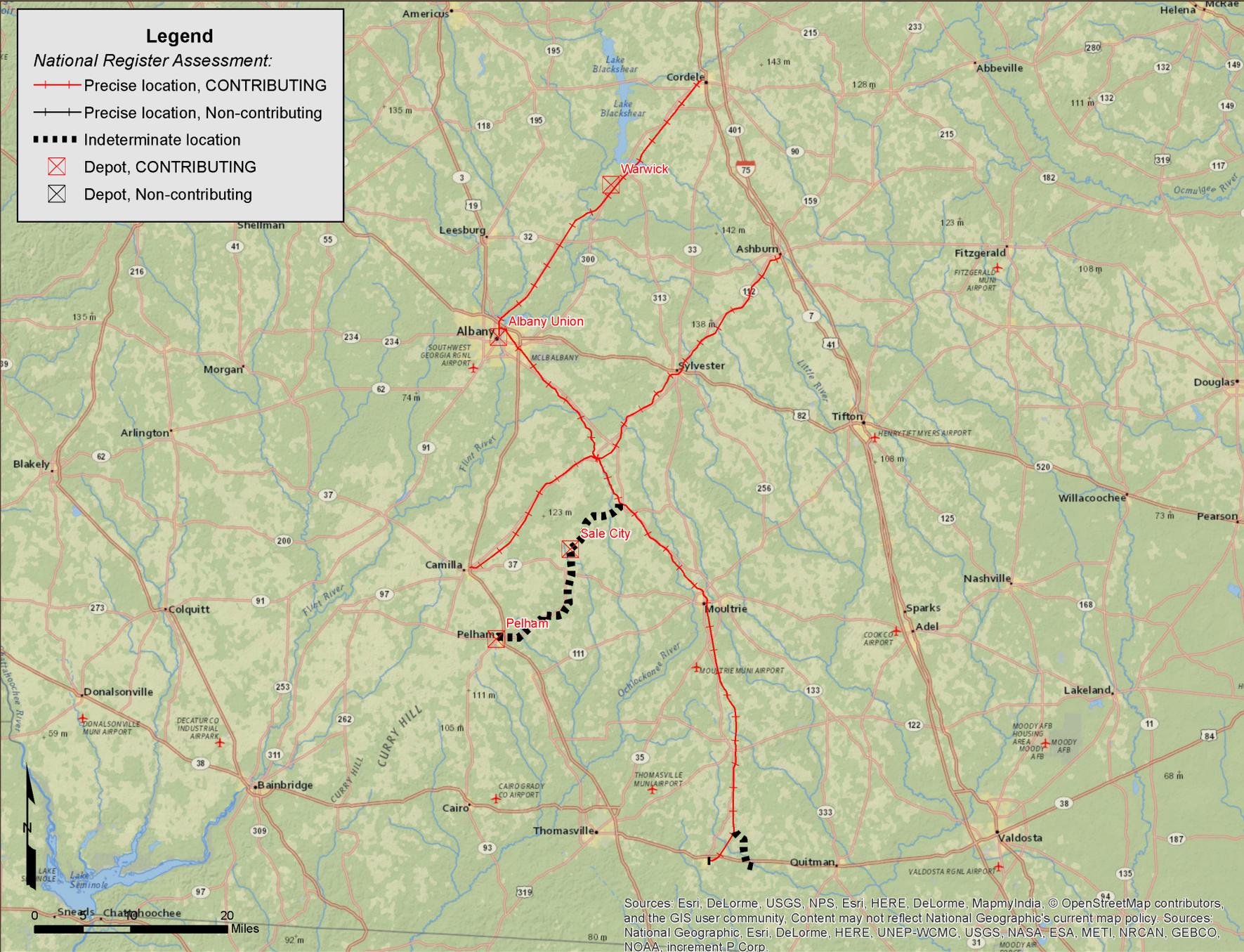
depots are extant, the GANO was determined to maintain a substantive level of integrity of design, materials, and workmanship. The railroad also retains integrity of feeling and association as its intact segments still convey the physical characteristics of a historic railroad line. The Pidcock to Oaklawn and the Doerun to Pelham segments do not retain integrity as they could not be positively identified in the field or in aerial photography, and presumably have degraded to the extent that they are no longer physically present within the landscape.

PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the GANO corresponds to the railroad's historic rights-of-way along the line's Boston to Moultrie, Moultrie to Albany, Albany to Cordele, and Ashburn to Sylvester to Camilla segments. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's former alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts and built-up grades and embankments. The proposed boundary also projects out from the rail right-of-way, as necessary, to include the 1912 Albany Union Depot formerly utilized by the GANO. The boundary includes discontinuous elements; the physical footprints of extant depots at Pelham, Sale City, and the relocated Warwick depot, now just southwest of Warwick on SR 520, are included. The alignments from Pidcock to Oaklawn and from Doerun to Pelham are considered non-contributing.

PREPARED BY

Steve Storey, Matt McDaniel, and David Ray



GANO: Resource Location Map



GANO: Moultrie to Albany segment, Second Avenue crossing, Moultrie



GANO: SR 111/West Bypass, Moultrie



GANO: SR 33 crossing, Blasingame vicinity, Colquitt County



GANO: Along SR 133, Sigsbee, Colquitt County



GANO: Funston-Doerun Road crossing, Minnesota, Colquitt County



GANO: Moultrie: Along SR 133, Doerun, Colquitt County



GANO: East Bay Street crossing, Doerun



GANO: Carlton Road crossing, Pritchetts, Worth County



GANO: SR 122 crossing, Bridgeboro, Worth County



GANO: CR 76 crossing, Pecan City, Dougherty County



GANO: Doerun to Pelham segment, Saunders Road, Ticknor, Colquitt County



GANO: Sale City depot, Mitchell County



GANO: Vernon Street crossing, Pelham



GANO: Possible wye junction with ACL, Mitchell Street, Pelham



GANO: Track remnant at Castleberry Street, Pelham



GANO: Pelham depot



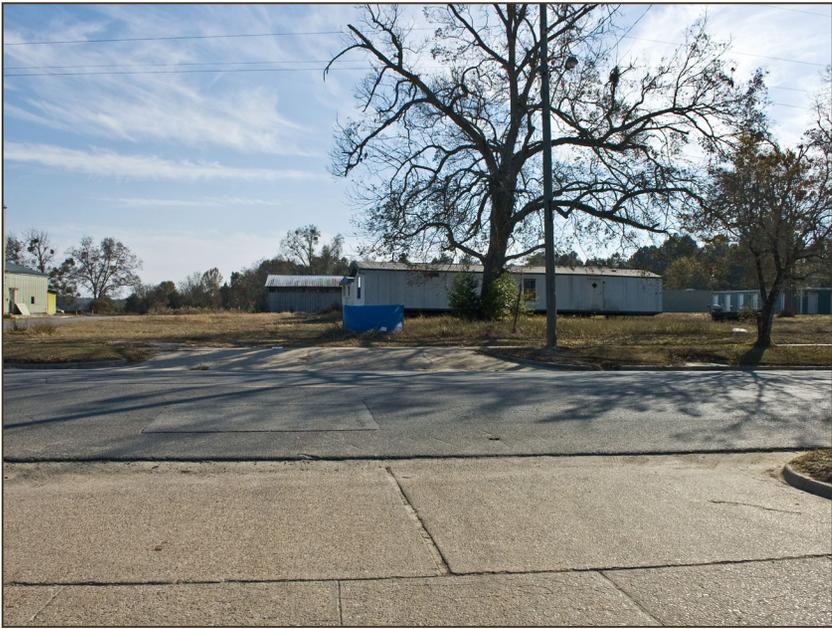
GANO: Boston to Moultrie segment, Barrow Street, Barwick, Thomas County



GANO: Main Street, Barwick



GANO: Main Street, Barwick



GANO: Harris Street crossing, Pavo, Thomas County



GANO: Second Avenue, Moultrie



GANO: First Avenue crossing, Moultrie



GANO: Fifth Avenue crossing, Moultrie



GANO: Bridgeboro to Sylvester segment, SR 122, Bridgeboro, Worth County



GANO: Kelly Street crossing, Sylvester



GANO: Westberry Street, Sylvester



GANO: Bridges Road crossing, Shingler, Worth County



GANO: Sumner Road culvert, Terrell, Worth County



GANO: Railroad bed along SR 122, Terrell



GANO: Old railroad bed, Coverdale, Turner County



GANO: CR 99, Coverdale



GANO: Old railroad bed at MLK and Lee Streets, Ashburn



GANO: Albany to Cordele segment, Fifteenth Street crossing, Cordele



GANO: US 280/SR 30 crossing, Cordele



GANO: Williams Road, Raines, Crisp County



GANO: Williams Road and Odum Grove Road, Raines



GANO: Warwick depot, SR 300, Warwick vicinity, Worth County



GANO: Antioch Road crossing, Warwick vicinity



GANO: Railroad Street, Warwick



GANO: Along Dogwood Street, Warwick



GANO: Russell Street crossing, Warwick



GANO: Along Railroad Street, Warwick



GANO: Jackson Street, Oakfield, Worth County



GANO: Whitehall Street and Railroad Street, Oakfield



GANO: Bowers Road and Cook Road, Philema, Lee County



GANO: Along SR 91, Leesburg vicinity, Lee County



GANO: Bridgeboro to Camilla segment, SR 112, Bridgeboro, Worth County



GANO: Scott Street crossing, Camilla

GEORGIA PACIFIC RAILWAY (GPAC)

Other names: N/A

System: Southern Railway

NR Evaluation: Eligible (Contributing)

Physical Status: Active

Current owner: Norfolk Southern

Predecessors: Georgia Western Railroad

Location: Austell, Cobb County, to Birmingham, Alabama, via Douglasville, Villa Rica, Bremen, and Tallapoosa



SOUTHERN RAILWAY (SOU)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

Constructed between 1882 and 1889, the Georgia Pacific Railway connected Atlanta and Greenville, Mississippi, a small port on the Mississippi River. The railway company was chartered December 31, 1881, consolidating the unbuilt Georgia Western Railroad and the Georgia Pacific Railroad Company of Alabama. It was a business venture of former Confederate General John Brown Gordon, his brothers Walter and Eugene Gordon, and Georgia Governor Alfred H. Colquitt. The railroad opened between Atlanta and Birmingham in November 1883; between Birmingham and Columbus, Mississippi, in 1887; and between Columbus and the Mississippi River at Greenville in 1889.

Largely from its beginning, the Georgia Pacific was controlled by the Richmond & West Point Terminal Company and the Richmond & Danville Railroad. In the 1889 edition of *The Official Railway List*, the Georgia Pacific (GPAC) reported operating 325 miles of broad-gauge railroad (i.e., four feet, nine inches in width) and 52 miles of narrow-gauge road (i.e., three feet in width). It had 58 locomotives, 31 passenger cars, and 2,099 freight and miscellaneous cars. In the 1894 edition, the figures were 562 miles of railroad (both 4 foot, 9 inch and 3 foot gauges included) with 106 locomotives, 58 passenger cars, and 3,354 freight and miscellaneous cars.

The GPAC became part of the Southern Railway (SOU) system during the 1894 reorganization of the Richmond & West Point Terminal Company. Today, the GPAC remains in operation as part of SOU's successor system, the Norfolk Southern Railway.

DESCRIPTION

The GPAC line runs west from Austell, in Cobb County, and enters Alabama west of Tallapoosa, in Haralson County; thus the line crosses rolling Piedmont countryside. Between Austell and Tallapoosa and the Alabama border, the GPAC crosses portions of Cobb, Douglas, Carroll, and Haralson counties, and passes through the cities and towns of Lithia Springs, Douglasville, Villa Rica, Temple, and Bremen. The line is intact and in heavy use. The line's historic eastern terminus was its junction with the SOU's East Tennessee, Virginia & Georgia (ETVG) at Austell; from there, the GPAC used the ETVG line to connect to downtown Atlanta via Inman Yard. The GPAC connected with the Central of Georgia's Chattanooga, Rome & Southern at Bremen. No GPAC depots are known to be extant.

NATIONAL REGISTER CONTRIBUTING STATUS

The Georgia Pacific Railway (GPAC) is a component of the SOU system; the SOU system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Entertainment/Recreation, and Social History, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The GPAC, which was acquired by the SOU and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SOU system.

The GPAC was evaluated under Criterion A and appears to contribute to the SOU's historic significance in the areas of Transportation, Commerce, Community Planning and Development, and Exploration/Settlement. During its period of operation, the GPAC was an important SOU line that connected Atlanta to points west all the way to the Mississippi River at Greenville, Mississippi, and thus to the west-central Georgia region and Alabama as well. The GPAC would have carried goods and passengers to, from, and through this part of west-central Georgia, thus facilitating and encouraging commerce in the GPAC's area of service and along the SOU system. In addition, the GPAC would have collected and distributed the various agricultural products produced in the region, such as cotton and livestock. The GPAC also essentially created and affected the further development of several towns along its route, including Douglasville, Villa Rica, Temple, Bremen, and Tallapoosa.

The GPAC was evaluated under Criterion C and appears to contribute to the SOU's historic significance in the area of Engineering. The GPAC is intact and remains in service; thus the alignment, including associated cuts, grades, embankments, and select structures, has been preserved. The GPAC is therefore representative of railroad design, including alignment, grading, and construction, from the late nineteenth century when it was constructed.

EVALUATION OF INTEGRITY

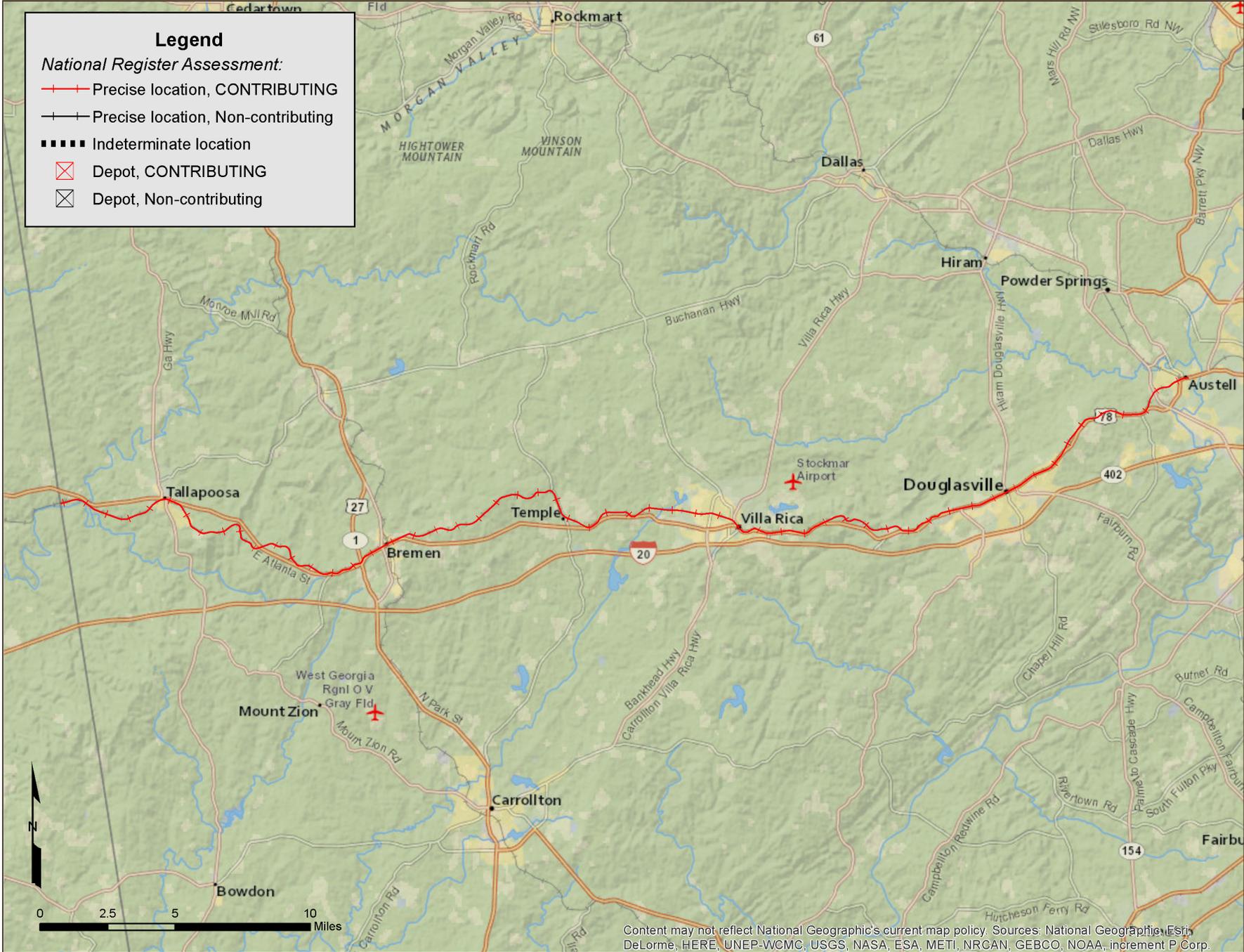
The GPAC has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains unchanged since its construction; therefore, the resource retains integrity of location and setting.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

PROPOSED NATIONAL REGISTER BOUNDARY

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

PREPARED BY

Steve Storey, Matt McDaniel, and David Ray



GPAC: Resource Location Map



GPAC: Shared ETVG line at James Jackson Parkway, Atlanta



GPAC: Shared ETVG line, Parrot Street crossing, Atlanta



GPAC: Shared ETVG line, Riverview Road, Mableton, Cobb County



GPAC: Ben Hill Road, Lithia Springs, Cobb County



GPAC: US 78 and Temple Street, Lithia Springs



GPAC: Downtown Douglasville



GPAC: US 78 and SR 92, Douglasville



GPAC: Connors Road bridge, Winston, Douglas County



GPAC: Mann Road crossing, Winston



GPAC: Carroll Road crossing, Villa Rica



GPAC: Tyson Road crossing, Villa Rica, Carroll County



GPAC: Along Sage Street, Temple, Carroll County



GPAC: From Johnson Road, Temple vicinity, Carroll County



GPAC: Downtown Bremen, Haralson County



GPAC: Bryan Street bridge, Bremen



GPAC: Hamilton Street crossing, Bremen



GPAC: Tallapoosa Street, Bremen



GPAC: US 78/SR 8 crossing, Bremen



GPAC: Nitra Road crossing, Waco, Haralson County



GPAC: Waco School Road crossing, Waco



GPAC: Downtown Tallapoosa, Haralson County



GPAC: Golf Course Road crossing, Tallapoosa



GPAC: Vic Liner Road, Tallapoosa



GPAC: West Atlanta Street and Meadow Street, Tallapoosa

NORTHEASTERN RAILROAD OF GEORGIA (NEGA)

Other names: N/A

System: Southern Railway

NR Evaluation: Eligible (Contributing)

Physical Status: Active

Current owner: Norfolk Southern, Athens Branch Shortline

Predecessors: N/A

Location: Athens to Lula, Hall County



SOUTHERN RAILWAY (SOU)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

The Northeastern Railroad of Georgia (NEGA) was chartered in 1870 to build a railroad from Athens north to Clayton. The 39-mile long southern section, from Athens to Lula, opened September 1, 1876. For a distance north and east of Lula, the NEGA utilized the mainline tracks of the Atlanta & Richmond Air Line, which was later renamed the Atlanta & Charlotte Air Line (ACAL), before being absorbed into the Southern Railway (SOU). The NEGA's line diverged from the mainline and turned north again at what was then known as Rabun Gap Junction, now Cornelia. Its rails reached Tallulah Falls in 1882, totaling 61 miles of travel. NEGA stock owned by the City of Athens was purchased in 1881 by the Richmond & Danville Railroad (R&D), antecedent of the SOU; the R&D leased the full line in 1886.

The NEGA, never a conventional through route due to its reliance on use of the ACAL's trackage for its middle section, was essentially divided in two. This division conveniently and logically occurred at the ends of the ACAL section. In 1887, the NEGA's northern section from Cornelia to Tallulah Falls was sold to a newly organized company, chartered as the Blue Ridge & Atlantic Railroad; this segment of the line eventually became the Tallulah Falls Railway.

The NEGA maintained its ownership and operation of the southern end, from Lula to Athens. From November 20, 1893, until 1899, the NEGA was operated by R. K. Reaves, Agent of the State of Georgia. In 1899, it was added to the SOU system, thereby becoming the SOU's branch to Athens off the ACAL mainline. The NEGA remains in service. From Lula to Center, in Jackson County, the NEGA remains part of the SOU's successor system, Norfolk Southern. From Center to Athens, the line is operated by the Athens Branch shortline railroad.

DESCRIPTION

Still active and intact, the NEGA travels northward from Athens, through Georgia's northeastern rolling Piedmont, and terminates at Lula, in Hall County, at the SOU's ACAL. En route, it passes through the communities of Nicholson, Commerce, Maysville, and Gillsville. North of downtown Athens, the NEGA spans the North Oconee River via a wood trestle bridge. At Athens, the NEGA historically connected directly with the Seaboard Air Line's Georgia, Carolina & Northern line, the Georgia Railroad's Athens branch line, and the Central of Georgia's Macon & Northern. A lone surviving NEGA depot is located at Athens, at the intersection of North Hull and Hoyt streets.

NATIONAL REGISTER CONTRIBUTING STATUS

The Northeastern Railroad of Georgia (NEGA) is a component of the SOU system; the SOU system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Entertainment/Recreation, and Social History, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The NEGA, which was acquired by the SOU and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SOU system.

The NEGA was evaluated under Criterion A and appears to contribute to the SOU's historic significance in the areas of Transportation, Commerce, Community Planning and Development, and Exploration/Settlement. During its period of operation, the NEGA was an important SOU branch line that connected the system to Athens, the commercial and industrial center of northeast Georgia and the state's university town. The NEGA would have carried goods and passengers to, from, and through this part of northeast Georgia, thus facilitating and encouraging commerce in the NEGA's area of service and along the SOU system. In addition, the NEGA would have collected and distributed the various agricultural products produced in the region, such as cotton and livestock. Thus, the NEGA's physical presence and economic stimulus also affected Athens's growth and development, and had a similar if lesser effect on smaller communities along the line. The NEGA also essentially created several towns along its route, including Nicholson, Commerce, Maysville, Gillsville, and Lula.

The NEGA was evaluated under Criterion C and appears to contribute to the SOU's historic significance in the areas of Engineering and Architecture. The NEGA is intact and remains in service; thus the alignment, including associated cuts, grades, embankments, and select structures, has been preserved. The NEGA is therefore representative of railroad design, including alignment, grading, and construction, from

the late nineteenth century when it was constructed. In addition, a single SOU depot on the NEGA remains at Athens. It is a good, intact example of early-twentieth-century depot construction in Georgia.

EVALUATION OF INTEGRITY

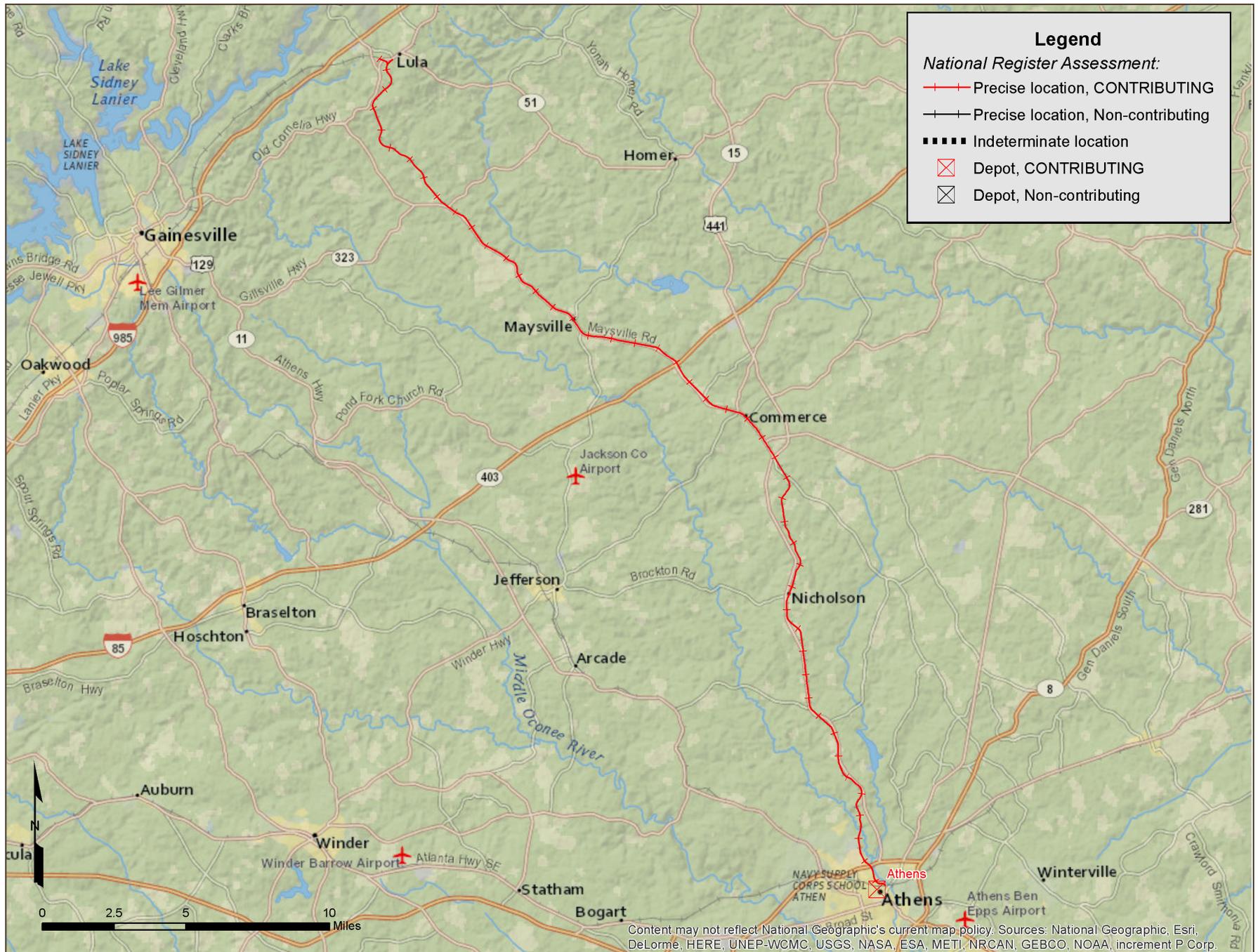
The NEGA has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains unchanged since its construction; therefore, the resource retains integrity of location and setting.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

PROPOSED NATIONAL REGISTER BOUNDARY:

The proposed National Register boundary for the NEGA corresponds to the railroad's historic rights-of-way. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts and built-up grades and embankments. The proposed boundary also projects out from the rail right-of-way, as necessary, to include the line's extant depot at Athens.

PREPARED BY

Steve Storey, Matt McDaniel, David Ray, and Mike Reynolds



NEGA: Resource Location Map



NEGA: Athens depot



NEGA: Broad Street and Sanford Drive, Nicholson, Jackson County



NEGA: Along SR 98, Commerce, Jackson County



NEGA: Along SR 98, Commerce



NEGA: Along SR 59, between Commerce and Maysville, Jackson County



NEGA: Along SR 52 and Homer Street, Maysville



NEGA: Along SR 52, Maysville



NEGA: County Line Road, Gillsville vicinity, Hall County

SOUTH GEORGIA RAILWAY (SOGA)

Other names: South Georgia & West Coast Railway; Live Oak, Perry & Gulf Railroad; Live Oak, Perry & South Georgia Railway

Location: Adel, Cook County, to Greenville, Florida, via Quitman

System: Southern Railway

NR Evaluation: Eligible (Contributing)

Physical Status: Active

Current owner: Georgia & Florida Railnet

Predecessors: South Georgia Railroad



SOUTHERN RAILWAY (SOU)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

Incorporated in 1896, the South Georgia Railroad opened its 28-mile railroad between Heartpine and Quitman in March of 1897. The railroad's general offices were in Quitman. A 23-mile long extension from Quitman south to Greenville, Florida, opened in October of 1901. In 1902, the SOGA leased the West Coast Railway of Florida, which was chartered to build a line from Greenville to Perry, Florida. The combined railroads' name was changed to South Georgia & West Coast Railway. Soon afterwards, this name was dropped in a reorganization and the railroad was officially renamed the South Georgia *Railway* (SOGA). Nevertheless, the South Georgia & West Coast name continued to be used on the company's equipment for years. The 26-mile Greenville-Perry extension was completed in 1904. In the same year, the line's northern terminus was moved a few miles north from Heartpine to Adel.

The Southern Railway (SOU) acquired the SOGA in 1954. In 1971, the SOU merged the SOGA with another SOU subsidiary, the Live Oak, Perry & Gulf Railroad, a rail line in Northern Florida, to form the Live Oak, Perry & South Georgia Railway (LOP&SG), running from Adel to Perry, Florida. The new company was owned and operated as a subsidiary by the SOU. The LOP&SG was consolidated into Norfolk Southern in 1991 but then sold in 1995. It became the Live Oak, Perry & Georgia and is operated by Georgia & Florida Railnet.

DESCRIPTION

The SOGA remains intact and in operation. The line runs south southwest from Adel, in Cook County, to Quitman, in Brooks County, and then south to the Florida state line, just south of the Baden and Empress communities. In downtown Adel, the line ties into the active Georgia Southern & Florida mainline at two separate, north and south junctions commencing at West First Street and West Seventh Street. Between Adel and Quitman, the line passes through the communities of Barney and Morven. The line passes through relatively flat south Georgia countryside; for almost its entire length, its route is tracked by the current path of SR 76, which runs roughly parallel but does not maintain immediate proximity to the railroad. A single surviving depot remains at Morven, standing at its original site along the line's east side at the Gordon Street crossing. In addition to Adel's connection to the GSF, other historic but active interchanges include one to the Atlantic Coast Line's Savannah, Florida & Western line at Quitman and another at the south end in Greenville to Seaboard Air Line's mainline across northern Florida and to Jacksonville.

NATIONAL REGISTER CONTRIBUTING STATUS

The South Georgia Railroad (SOGA) is a component of the SOU system; the SOU system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce,

Community Planning and Development, Exploration/Settlement, Entertainment/Recreation, and Social History, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The SOGA, which was acquired by the SOU and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SOU system.

The SOGA was evaluated under Criterion A and appears to contribute to the SOU's historic significance in the areas of Transportation, Commerce, and Community Planning and Development. During its period of operation, the SOGA was an important SOU line serving southwest Georgia and north Florida. The SOGA would have carried goods and passengers to, from, and through the region, thus facilitating and encouraging commerce in the SOGA's area of service and along the SOU system. Junctions with the Georgia Southern & Florida mainline, the Atlantic Coast Line system in Quitman, and the Seaboard Air Line system in Florida would have further extended the SOGA's potential reach for local customers. In addition, the SOGA would have collected and distributed the various agricultural products produced in the region, such as cotton, corn, peanuts, pecans, and timber, among other foodstuffs and products. Although its comparatively late development meant the SOGA was not instrumental in creating any communities, its physical presence and economic stimulus affected existing community growth and development along the line, such as at Adel, Barney, Morven, and Quitman.

The SOGA was evaluated under Criterion C and appears to contribute to the SOU's historic significance in the areas of Engineering and Architecture. The SOGA is intact and remains in service; thus the alignment, including associated cuts, grades, and embankments, has been preserved. The SOGA is therefore representative of railroad design, including alignment, grading, and construction, from the late nineteenth century when it was constructed. In addition, a single SOGA depot remains at Morven. It is a good, intact example of late-nineteenth- to early-twentieth-century depot construction in Georgia.

EVALUATION OF INTEGRITY

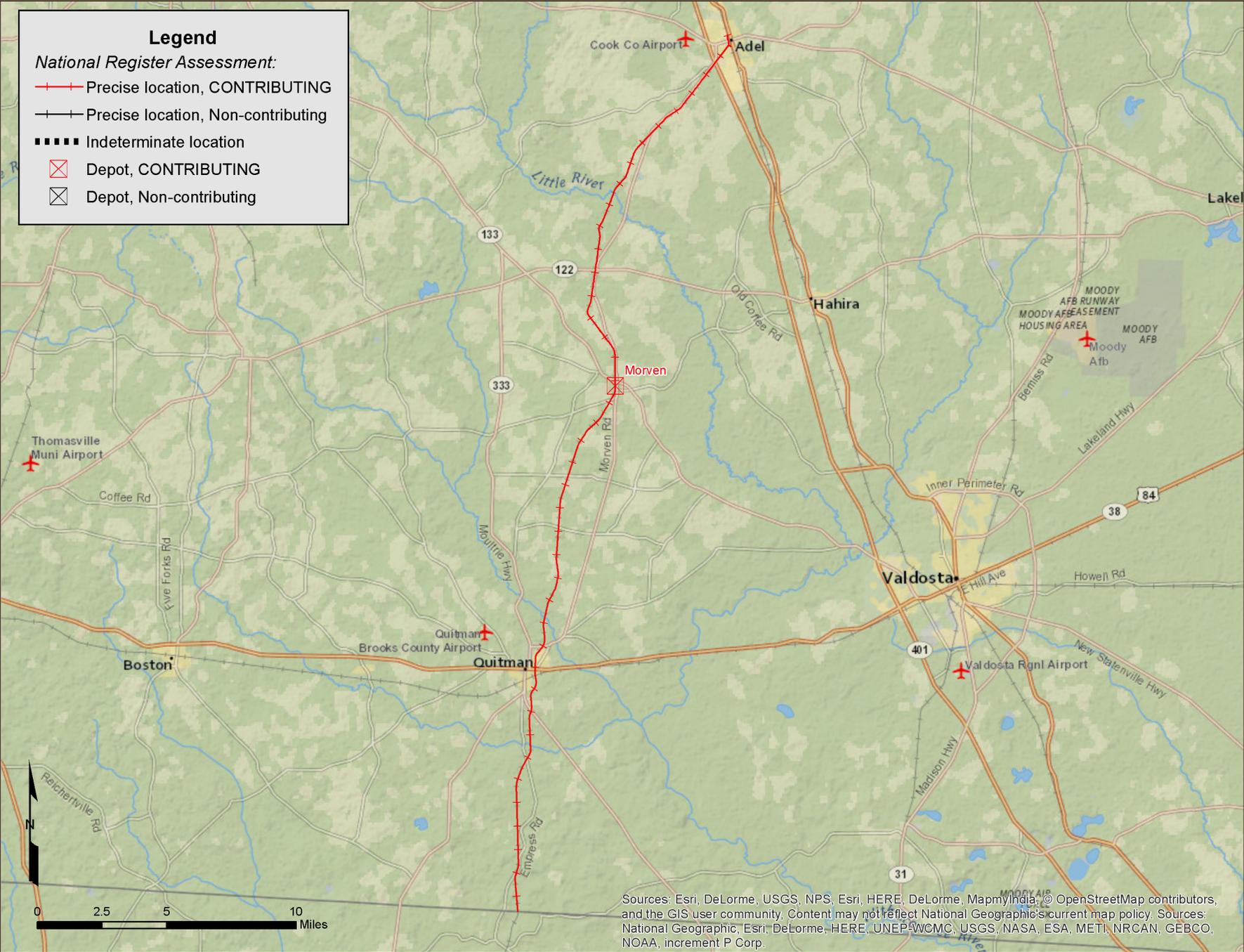
The SOGA has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains unchanged since its construction; therefore, the resource retains integrity of location and setting.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

PROPOSED NATIONAL REGISTER BOUNDARY:

The proposed National Register boundary for the SOGA corresponds to the railroad's historic rights-of-way. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts and built-up grades and embankments. The proposed boundary also projects out from the rail right-of-way, as necessary, to include the line's extant depot at Morven.

PREPARED BY

Steve Storey, Matt McDaniel, and David Ray



SOGA: Resource Location Map



SOGA: SR 76 and Antioch Road, Adel



SOGA: Ninth Street, Adel



SOGA: Morrison Creek trestle, Adel



SOGA: SR 76, Pine Valley vicinity, Cook County



SOGA: Gregg Road, Gregg, Cook County



SOGA: SR 122 crossing, Barney, Brooks County



SOGA: Morven depot, Brooks County



SOGA: Along Gordon Street, Morven



SOGA: SR 133 crossing, Morven



SOGA: Tom Lodge Road crossing, Spain, Brooks County



SOGA: Siding at Tom Lodge Road crossing, Spain



SOGA: East Courtland Avenue crossing, Quitman



SOGA: Johnson Street to ACAL, Quitman



SOGA: SOGA bridge over ACAL, Quitman



SOGA: Empress Road crossing, Quitman



SOGA: Baden Road crossing, Baden, Brooks County



SOGA: Empress Road crossing, Empress, Brooks County



SOGA: Highway 146 crossing, Lovett, Florida

TALLULAH FALLS RAILWAY (TALL)

Other names: Rabun Gap Route

System: Southern Railway

NR Evaluation: Eligible (Contributing)

Physical Status: Abandoned

Current owner: N/A

Predecessors: Northeastern Railroad of Georgia; Blue Ridge & Atlantic Railroad

Location: Lula, Hall County, to Dillard vicinity, Rabun County, and North Carolina state line



SOUTHERN RAILWAY (SOU)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

The Tallulah Falls Railway (TALL) developed from a segment of its predecessor line, the Northeastern Railroad of Georgia (NEGA). The NEGA was chartered in 1870 to build a line from Athens north to Clayton, in Rabun County; it reached Tallulah Falls in 1882. Along its route, and for a distance north and east of Lula, in Hall County, the NEGA utilized the mainline tracks of the Atlanta & Richmond Air Line, which was later renamed the Atlanta & Charlotte Air Line (ACAL) before being absorbed into the Southern Railway (SOU). The NEGA's line diverged from the mainline and turned north again at what was then known as Rabun Gap Junction, now Cornelia. NEGA stock owned by the City of Athens was purchased in 1881 by the Richmond & Danville Railroad (R&D), antecedent of the SOU; the R&D leased the full line in 1886.

The NEGA, never a conventional through route due to its reliance on use of the ACAL's trackage for its middle section, was essentially divided in two. This division conveniently and logically occurred at the ends of the ACAL section. In 1887, the NEGA's northern section from Cornelia to Tallulah Falls was sold to a newly organized company, chartered as the Blue Ridge & Atlantic Railroad. The NEGA maintained its ownership and operation of the southern end, from Lula down to Athens.

The Blue Ridge & Atlantic Railroad Company (BR&A) was chartered in 1887 for the purpose of connecting Savannah and Knoxville, by building a new railroad through the Blue Ridge Mountains of Georgia, North Carolina, and Tennessee. One of the BR&A's first actions was to purchase the existing 21-mile line between Cornelia and Tallulah Falls operated by the NEGA. In the 1889 edition of *The Official Railway List*, the BR&A reported operating 1 locomotive, 2 passenger cars, and 2 freight cars. The president was reported as W. B. Thomas of Tallulah Falls, Georgia. In the 1894 edition, it reported operating 21 miles of railroad, 2 locomotives, 2 passenger cars, and 4 freight cars. The former president's name was by then replaced with that of a receiver, W. V. Lauraine of Cornelia. The BR&A had encountered financial difficulties and had entered receivership in 1892.

The BR&A was sold under foreclosure in 1897, and the Tallulah Falls Railway was organized the next year to take over its properties. With the financial backing of the SOU, the new owners extended the line to Clayton in 1904, to the North Carolina state line in 1906, and to Franklin, North Carolina in 1907. The result was a 57-mile line from Cornelia to Franklin. In 1917, the TALL reported operating 58 miles of railroad between Cornelia and Franklin and an equipment roster including 5 locomotives, 10 passenger cars, 46 freight cars, and 6 service cars.

The TALL's nickname was the Rabun Gap Route or simply the TF (although some local people jokingly called it the "Total Failure"). The TALL was known for its trestles, since there were, over its short length of only 58 miles, 42 examples of them, ranging in length from 25 to 940 feet. In addition, the TALL was a popular means to reach resorts at Tallulah Falls and in northeast Georgia, as Georgians at lower altitudes endeavored to escape summer heat and humidity.

Passenger service on the TALL came to an end in 1946. The last freight train ran on March 25, 1961. A short section from Cornelia to Demorest remained in operation for several years longer, but was abandoned sometime before 1985.

DESCRIPTION

The TALL has been abandoned and is partially dismantled. Originally, the line ran northward from Cornelia, in Habersham County, to Demorest, then east of Clarkesville to Tallulah Falls, at the Habersham-Rabun county line, then to Clayton, in Rabun County, and exited Georgia at the North Carolina state line, just north of Dillard. Constructed in part of numerous wooden trestles, the TALL's physical imprint has been substantially reduced by the comprehensive removal of these structures. However, traces of the railbed can be located at numerous points along the route. For example, the TALL is intact at its junction point with the ACAL in and north of downtown Cornelia. The western wye commenced just south and west of the extant Cornelia depot at the Main Street crossing, and ran on an embankment along the curving eastern edge of Clarkesville Street; the eastern wye, still fully intact, ties into Norfolk Southern's ACAL line just north of First Street. Most of the trackage of the TALL's former three-way wye intersection is still in place, since it is now used to provide access to a railcar repair facility alongside the junction; the rails extend north to the Elrod Street crossing. On the north side of the city, an area of heavy commercial development has obliterated parts of the line. But, further north and into Demorest, the railbed can be detected both in the field and via aerial photography. Throughout the alignment's course, the railbed and associated cuts and grades are visible or could be detected at select

points. However, numerous areas also exist where the alignment could not be physically discerned or has been destroyed by post-abandonment development, such as in urbanized areas at Cornelia, east of Clarkesville, and at Clayton, and along the four-lane US 441 highway between Clarkesville and Tallulah Falls. The TALL tracked along US 441's east side north of Clayton, and development along that corridor has eliminated the railbed at select locations. Nonetheless, a preponderance of the railbed and its associated cuts and grades appears to be intact. Extant TALL buildings and structures include depots at Demorest and Tallulah Falls, and remnant concrete bridge piers at the TALL's Tallulah River/Tallulah Falls Lake crossing, just northwest of the Tallulah Falls community and the Tallulah Gorge. The Rabun Gap depot is a non-historic reproduction.

NATIONAL REGISTER CONTRIBUTING STATUS:

The Tallulah Falls Railway (TALL) is a component of the SOU system; the SOU system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Social History, and Entertainment/Recreation, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The TALL, which was acquired by the SOU and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SOU system.

The TALL was evaluated under Criterion A and appears to contribute to the SOU's historic significance in the areas of Transportation, Commerce, Entertainment/Recreation, Exploration/Settlement, and Community Planning and Development. During its period of operation, the TALL was an important SOU line and Georgia's first and only rail connection to the northeast mountains; following expansion, it was also the only rail connection to western North Carolina. As a result, the TALL provided passenger service to the various resorts in that area, many of which were located at Tallulah Falls and the adjacent gorge. Aside from serving this tourist function, the line would have carried local agricultural products, such as lumber, corn, and livestock. As a first rail line within a relatively

remote area, the TALL affected regional settlement patterns and physical development as the local population and enterprises adapted to its presence. Small communities grew or were developed in proximity to the line, including Rabun Junction, now Cornelia, Tallulah Falls, Lakemont, Mountain City, and Dillard.

The TALL was evaluated under Criterion C and appears to contribute to the SOU's historic significance in the areas of Engineering and Architecture. Although abandoned and partially dismantled, the TALL alignment nevertheless remains present in the landscape at numerous locations. Because it was trestle dependent and all of those structures have been removed, as well as due to intrusive or destructive development in specific areas, the TALL has essentially disappeared in several locations. However, numerous segments of the railbed, including associated cuts, grades, and embankments, can be detected in the field at select locations and can be routinely identified in aerial photography along the alignment's full length. In addition, bridge piers remain at the TALL's Tallulah River crossing. These remnant TALL features are representative of late nineteenth through early twentieth century railroad design. Further, two intact and good examples of early twentieth century depots are located at Demorest and Tallulah Falls; the depot at Rabun Gap, however, is a non-historic reconstruction. Thus, despite abandonment and the physical loss of portions of the alignment, including its extensive trestle system, the TALL still remains physically present in the landscape and conveys its former rail transportation use. Segments of intact alignment, along with the remnant bridge structures and extant depots, are important vestiges of the one and only line that provided rail service to the northeast Georgia mountains.

EVALUATION OF INTEGRITY

The TALL has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and, despite removal in select locations, its alignment remains substantially intact and unchanged since its construction; therefore, the resource retains integrity of location and setting. As numerous segments of alignment, including cuts and raised

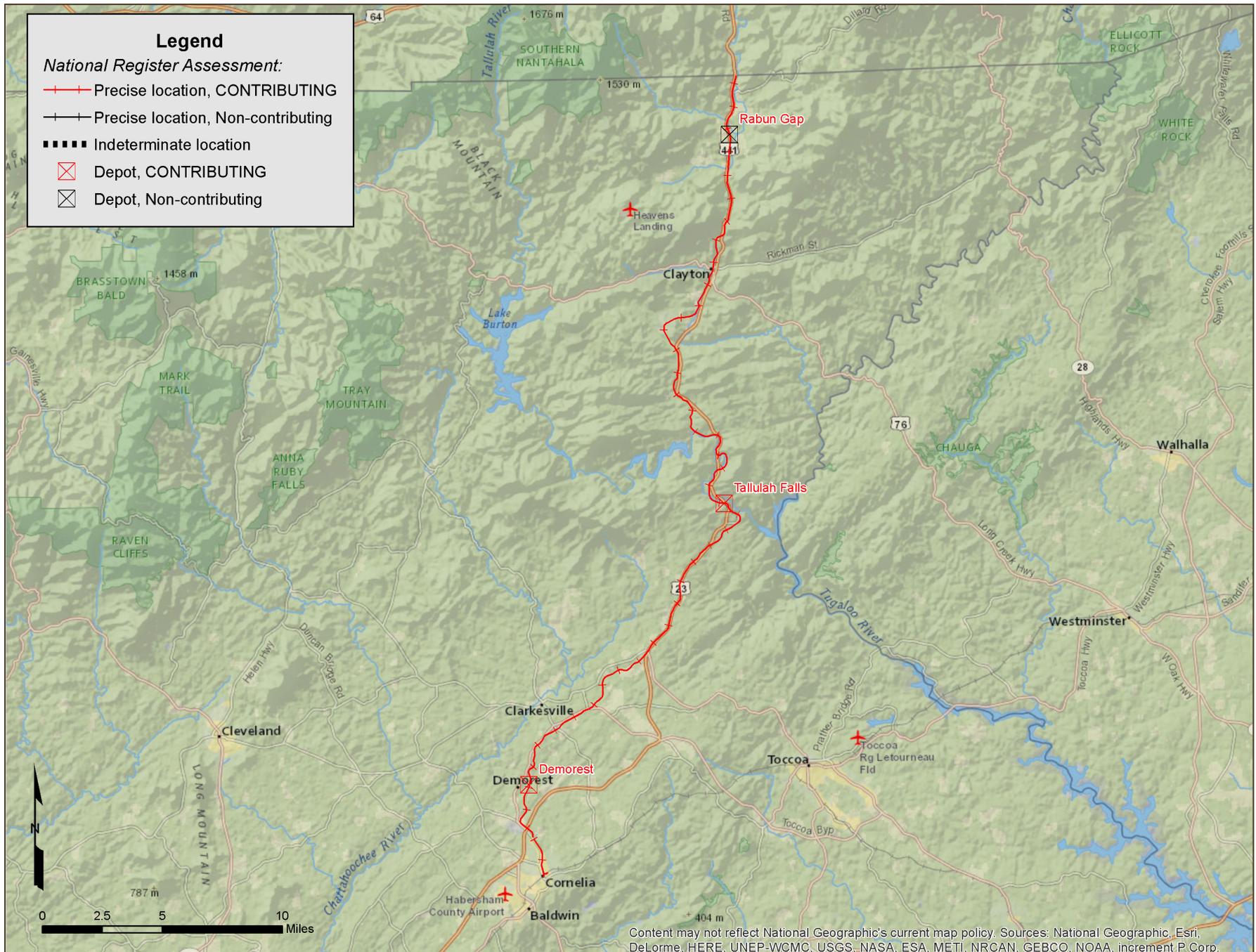
grades, remain intact, as indicated by field survey and aerial photography, and remnant bridge piers at a major river crossing and two depots are extant, the TALL was determined to maintain a substantive level of integrity of design, materials, and workmanship. The railroad retains integrity of feeling and association because it still conveys the physical characteristics of a historic railroad line.

PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the TALL corresponds to the railroad's historic rights-of-way. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's former alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts and built-up grades and embankments. Contributing structural elements include bridge piers at the Tallulah River crossing. The proposed boundary also projects out from the rail right-of-way, as necessary, to include the railroad's extant depots at Demorest and Tallulah Falls; the non-historic reconstructed depot at Rabun Gap is non-contributing.

PREPARED BY

Steve Storey, Matt McDaniel, David Ray, and Mike Reynolds



TALL: Resource Location Map



TALL: First Street crossing, Cornelia, Habersham County



TALL: Chattahoochee Street, Cornelia



TALL: Along US 441/US 23/SR 15, Cornelia vicinity, Habersham County



TALL: Demorest depot, Habersham County



TALL: Maine Street crossing, Demorest



TALL: Railbed near SR 17, Clarkesville vicinity, Habersham County



TALL: Tallulah Falls depot, Habersham County



TALL: Bridge piers, Tallulah River, Rabun-Habersham county line



TALL: Railroad berm, Wiley, Rabun County



TALL: Along US 441/US 23/SR 15, Mountain City vicinity, Rabun County



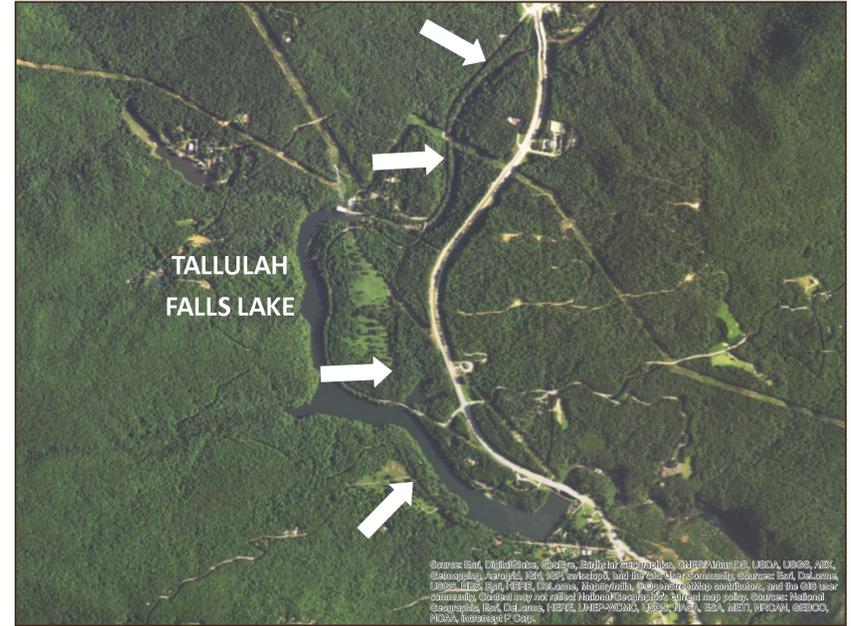
TALL: Non-historic Rabun Gap depot, Rabun County



TALL: Along US 441/US 23/SR 15, Dillard, Rabun County



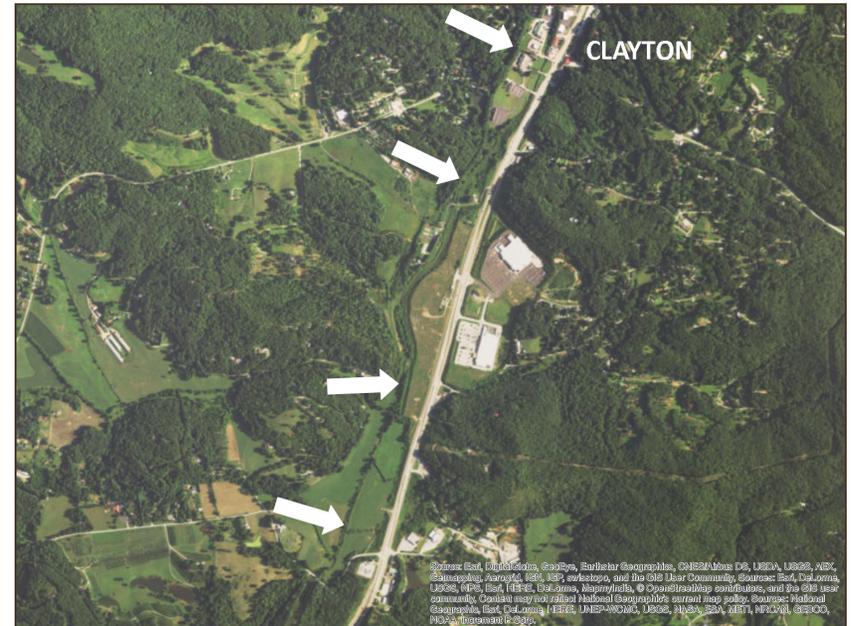
TALL: Aerial view of TALL railbed, east of Clarkesville, Habersham County



TALL: Aerial view of TALL railbed, Tallulah Falls vicinity, Rabun County



TALL: Aerial view of TALL railbed, Wiley vicinity, Rabun County



TALL: Aerial view of TALL railbed, south of Clayton, Rabun County

TENNESSEE, ALABAMA & GEORGIA RAILWAY (TALG)

Other names: Pigeon Mountain Route, TAG Route

Location: Lookout Mountain vicinity to Menlo, Walker County

System: Southern Railway

NR Evaluation: Eligible (Contributing)

Physical Status: Inactive or Abandoned

Current owner: Chattooga & Chickamauga Railway

Predecessors: Chattanooga Southern Railway; Chattanooga Southern Railroad



SOUTHERN RAILWAY (SOU)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

The now-abandoned rail line from Chattanooga to Gadsden, Alabama was first constructed in 1890-91 as the Chattanooga Southern Railway. Chartered in April of 1890, the 93-mile long line was primarily built to haul coal, iron ore, and timber out of the Lookout Mountain region. About one-half of its route was within Georgia, including several miles along the base of the scenic plateau which gave the railroad its nickname, the Pigeon Mountain Route. A substantial part of the railroad's early freight business came from iron ore mining on the west side of Pigeon Mountain. The Estelle mines located there were the main source of ore for the Chattanooga Iron & Coal Corporation's furnace at Chattanooga. At the northern edge of Pigeon Mountain, near the mining community of Estelle, the line passed through a tunnel, a rarity in Georgia. In the 1894 edition of *The Official Railway List*, the Chattanooga Southern reported operating 96 miles of railroad with 5 locomotives, 6 passenger cars, and 128 freight and miscellaneous cars.

In 1896, the Chattanooga Southern Railway entered receivership and was reorganized as the Chattanooga Southern Railroad. After another reorganization in 1911, the point-to-point rail line emerged as the Tennessee, Alabama & Georgia Railroad (TALG). Yet another receivership in 1922 resulted in the line becoming referred to as the Tennessee, Alabama & Georgia Railway. It was also known by the nickname, TAG Route. The

TALG developed a branch line from Menlo to Coe; it was abandoned in 1920. The branch left the main line at Coe Junction, about 2.5 miles south of Menlo. In 1917, the TAG had 6 locomotives, 6 passenger cars, 6 box cars, 15 flat cars, 45 coal cars, 1 stock car, 2 cabooses, and 9 service cars.

Southern Railway (SOU) purchased the entire line in 1971. The southern portion of the line, from Estelle to Menlo, was abandoned by the SOU in the early 1980s. The northern section of the line, from Estelle to Chattanooga, was operated for a time by the Chattooga & Chickamauga Railway, but it has been inactive since 2009.

DESCRIPTION

In Georgia, the TALG crosses the extreme northwest corner of the state through parts of Walker and Chattooga counties' rugged terrain. From Chattanooga, the line enters Georgia just east of Lookout Mountain, turns to the east just south of Cooper Heights, and crosses Pigeon Mountain via a tunnel in the Estelle vicinity. The line then extended southwesterly, east of Pigeon Mountain, entering Alabama west of Menlo. From Lookout Mountain to Estelle, the line is intact, including rails, ties, and ballast, having been in service through 2009; the Pigeon Mountain tunnel is also intact. South of the tunnel, the TALG has been dismantled since its 1980s

abandonment. However, along this southern segment of the alignment, the line's railbed could be routinely identified in the field and was plainly visible in aerial photography. No TALG depots are known to be extant.

NATIONAL REGISTER CONTRIBUTING STATUS

The Tennessee, Alabama & Georgia Railroad (TALG) is a component of the SOU system; the SOU system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Entertainment/Recreation, and Social History, and under Criterion C in the areas of Architecture and Engineering (see System Property Information Form). The TALG, which was acquired by the SOU and consolidated into that system, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the SOU system.

The TALG was evaluated under Criterion A and appears to contribute to the SOU's historic significance in the areas of Transportation, Commerce, Community Planning and Development, and Exploration/Settlement. During its period of operation, the TALG was principally a means to extract industrial raw materials from the Lookout Mountain region, including extreme northwest Georgia. Principal freight included coal, iron ore, and timber. In addition, the TALG would also have carried goods and passengers to, from, and through portions of Walker and Chattooga counties, thus facilitating commerce in an area of Georgia relatively isolated at the time of the line's construction. In addition, the TALG also essentially created and thereafter affected the future development of the Menlo community.

The TALG was evaluated under Criterion C and appears to contribute to the SOU's historic significance in the areas of Engineering. Although not currently in service, the TALG is intact, including rail and ties, from the Georgia state line south to Estelle; from Estelle south to the Alabama state line near Menlo, the line has been dismantled but the railbed is substantially intact. Thus, the alignment, including associated cuts, grades, embankments, and select structures, such as the Pigeon Mountain tunnel,

the line's hallmark, has been preserved. The TALG is therefore representative of railroad design, including alignment, grading, and construction, from the late nineteenth century when it was constructed. The Pigeon Mountain tunnel is a notably significant component of the line, as historic rail tunnel construction is rare in Georgia.

EVALUATION OF INTEGRITY

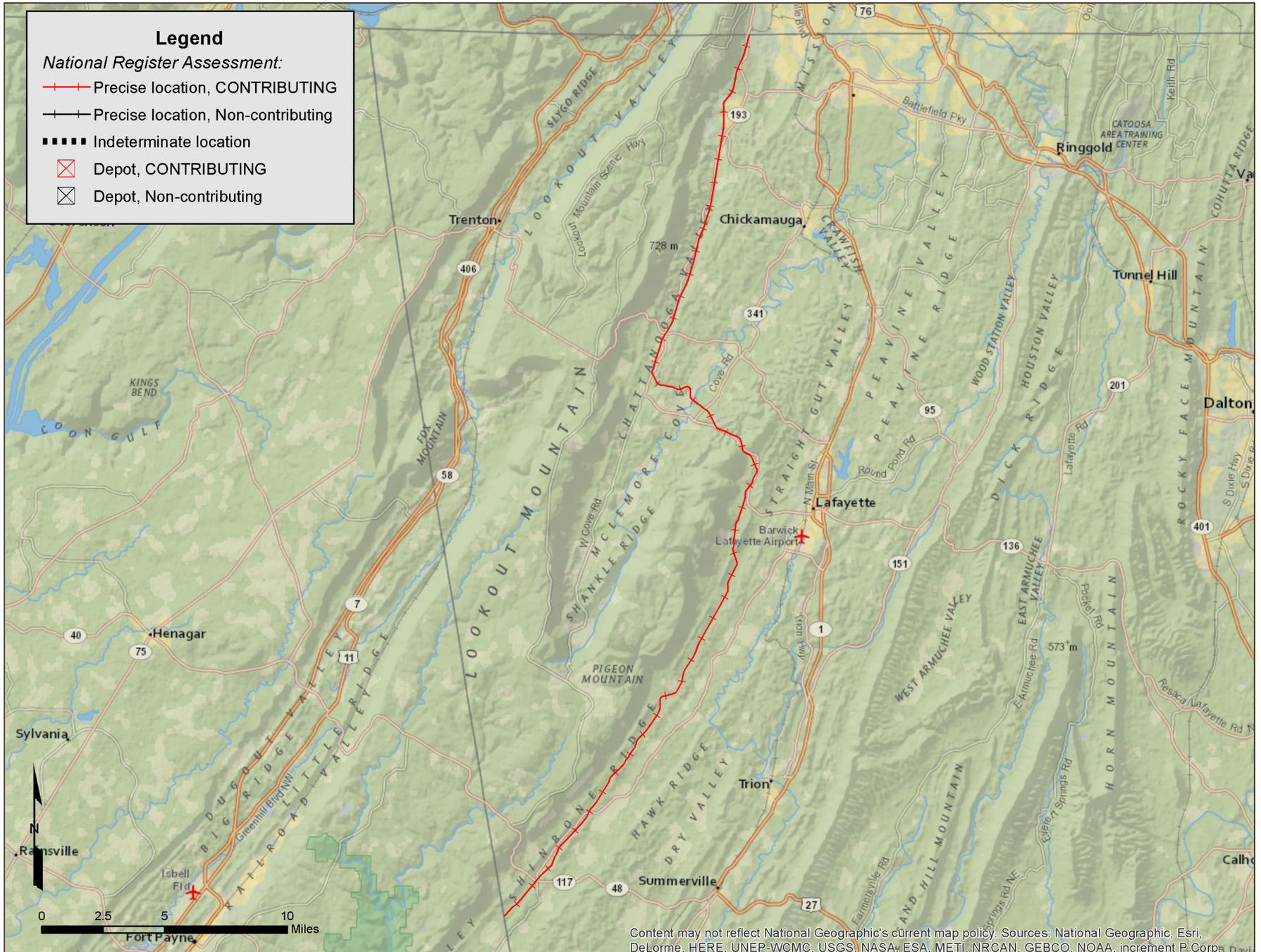
The TALG has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains unchanged since its construction; therefore, the resource retains integrity of location and setting.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

PROPOSED NATIONAL REGISTER BOUNDARY

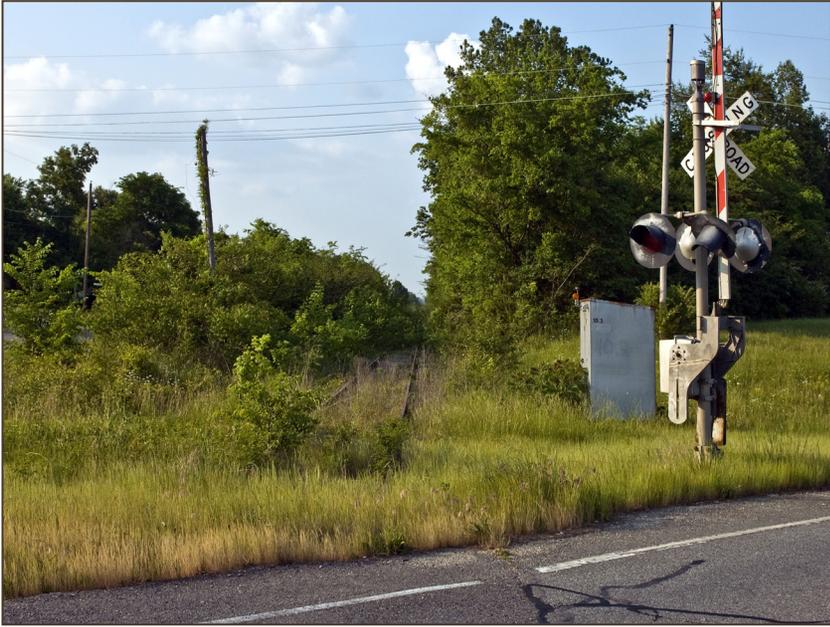
The proposed National Register boundary for the TALG corresponds to the railroad's historic rights-of-way. This proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's alignment, consisting of the railbed and other elements of the rail resource, such as any extant cuts and built-up grades and embankments. The Pigeon Mountain tunnel is a contributing element of the alignment.

PREPARED BY

Steve Storey, Matt McDaniel, and David Ray



TALG: Resource Location Map



TALG: SR 193 crossing, Chattanooga Valley, Walker County



TALG: Along Chattanooga Valley Road, Chattanooga Valley, Walker County



TALG: Flintstone Road, Flintstone, Walker County



TALG: Rock Creek Road, Flintstone



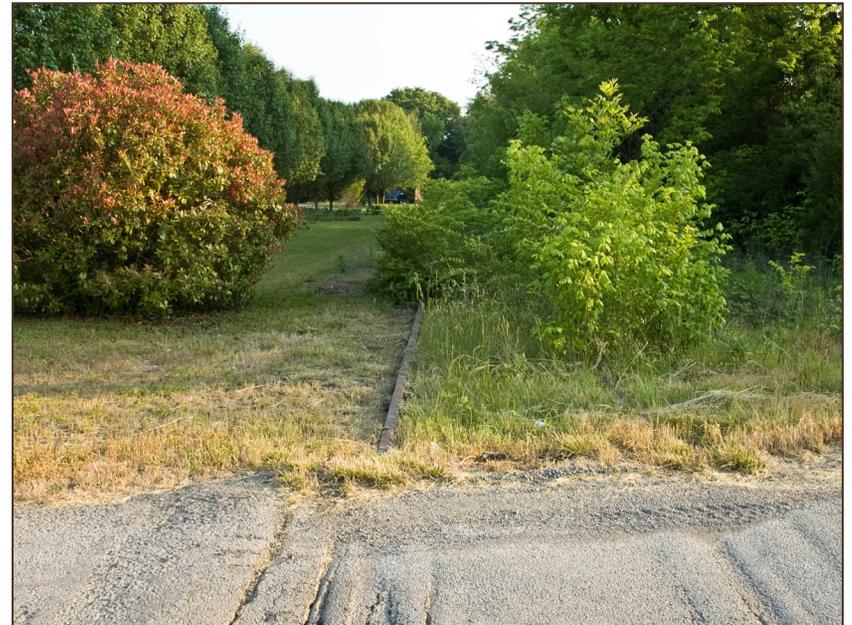
TALG: South Avenue, Flintstone



TALG: Bee Rock Road crossing, Flintstone vicinity, Walker County



TALG: Old Chattanooga Valley Road, Flintstone vicinity, Walker County



TALG: Garrett Chapel Road, Cooper Heights vicinity, Walker County



TALG: SR 136 at SR 193, Cooper Heights



TALG: SR 193 crossing, Cooper Heights



TALG: Kendrick's Switch Road, Kendrick's, Walker County



TALG: Kensington Road crossing, Kensington, Walker County



TALG: SR 341 crossing, Kensington vicinity, Walker County



TALG: Bronco Road crossing, LaFayette vicinity, Walker County



TALG: Chamberlain Road crossing, LaFayette vicinity, Walker County



TALG: Harrisburg Road crossing, LaFayette vicinity, Walker County



TALG: SR 193 crossing, St. Elmo vicinity, Walker County



TALG: ROW off Edison Street, Menlo, Chattooga County



TALG: ROW at SR 48, Menlo



TALG: ROW at SR 48, Menlo



TALG: ROW along CR 253, Menlo vicinity, Chattooga County



TALG: ROW off CR 253, Menlo vicinity, Chattooga County