

SHORT LINES

APPENDIX K

CONTENTS

APPENDIX K

Short Lines (SHO)

Americus & Atlantic
AMER

Bainbridge Northern
BBNO

Bostwick Railroad
BOST

Bowden Lithia Springs Railroad
LITH

Bowdon Railway
BOWD

East Georgia Railway
EAGA

Flovilla & Indian Springs
FLOV

Gainesville Midland
GAIN

Gainesville & Northwestern
GVNW

Garbutt & Donovan
GARB

Georgia Coast & Piedmont
GCPD

Hawkinsville & Western
HAWK

Ocilla, Pinebloom & Valdosta
OCPB

Ocilla Southern
OCSO

Pelham & Havana
PELH

Rome & Northern
ROME

St. Marys & Kingland
SMKL

Savannah, Hinesville & Western
HINE

Savannah & Southern
SVSO

Savannah & Statesboro
SVSB

Shearwood Railway
SHEA

Statenville Railway
STAT

Sylvania Central
SYLV

Talbotton Railroad
TALB

Tifton & Moultrie
TFMO

Valdosta, Moultrie & Western
VMAW

Waycross & Western
WAYW

AMERICUS & ATLANTIC RAILROAD (AMER)

Other names: Americus, Hawkinsville & Eastern Railway

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Americus, Hawkinsville & Eastern Railway

Location: Mata (Byromville vicinity), Dooly County to Methvins, Sumter County

DEVELOPMENTAL HISTORY

The Americus & Atlantic Railroad (AMER) was originally constructed as the Americus, Hawkinsville & Eastern Railway in 1915-16. The project may have been first conceived much earlier though, as far back as August 15, 1888, when, as reported in the Digest of the Railroad Laws of Georgia, the Hawkinsville, Americus & Eastman Railway Company was incorporated and chartered, with the articles filed with the Secretary of State's office. As proposed for development by this enterprise, the railroad was "to run from, at, or near the town of Hawkinsville, through the counties of Sumter and Dooly, to or near Americus in the county of Sumter; also from Hawkinsville to Eastman in Dodge County – length about 20 miles."

Nevertheless, the short line that was eventually constructed was initially developed as a logging railroad, primarily under the direction of J. S. Morton, who was the general manager of the Georgia Lumber Company in Byromville, but also served as the president of the railroad. The company was soon renamed the Americus & Atlantic Railroad and incorporated as such in 1917.

The AMER was an 11-mile line connecting the small community of Methvins, in eastern Sumter County, northeast of Americus, to a junction with the Atlanta, Birmingham & Coast mainline at Mata (a no longer extant rail stop), approximately a mile south of Byromville in Dooly County. The railroad provided freight service only, as is stated in a timetable published in January 1918. A 12-mile long extension westward to Americus was planned for construction in 1917 but was never implemented. In fact, this short line was never completed to either of its originally intended endpoints of Americus, to the west, or Hawkinsville, to the east. However, the AMER did successfully bridge the Flint River, the type of geographic obstacle that proved troubling or even insurmountable for many other similarly small railroads.

The entirety of the line was abandoned in 1926, and the tracks and ties were removed.

DESCRIPTION

At its maximum length, this single-line railroad corridor ran on a general east-west alignment from Mata (one mile south of Byromville along SR 230), in Dooly County, westward to Methvins, in Sumter County. No built evidence remains of a community at Mata, which was not likely much more than a way station name given to the junction by the railroad companies. Methvins is a small farming community at the junction of SR 195 and Upper River Road.

No extant traces of the former railroad grade are known to exist in this vicinity. The repeated plowing of agricultural fields in this continuously cultivated landscape appears to have disturbed and dismantled much, if not all, of the remnant aboveground evidence of the railroad's long-abandoned infrastructure. Moreover, aerial images indicate that the former railroad's bridge over the Flint River is no longer in place.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Americus & Atlantic Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The AMER was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning & Development, Commerce, and Transportation. No information has been found indicating that this railroad line had a notably significant impact on commercial growth in the area, even at a local level. Both Methvins and Mata, the communities at the end points of the line, existed before the construction of the AMER (Mata was initiated by the Atlanta, Birmingham & Atlantic), and neither ever achieved substantial growth. Methvins is still a small collection of houses and farmsteads at a rural crossroads, and Mata has ceased to exist. The AMER never significantly influenced the settlement, or the planning and development, of these two communities.

Perhaps because it never reached its projected terminal points of Americus and Hawkinsville, both destinations that would have allowed much greater connectivity with other rail lines, the railroad did not generate regular passenger traffic. The short corridor through which the line traveled was

so sparsely settled, as it remains to this day, that there was not sufficient populace in the vicinity for the railroad to provide accommodations for passengers. In essence, the railroad was a logging line that briefly attempted to expand in size, scope, and mission, but failed to achieve financial justification for continued operation. Its short period of service lasted just more than a decade. Therefore, the AMER is not significant in the area of Transportation, and is not considered eligible for the National Register under Criterion A.

The AMER has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the AMER is not eligible for the National Register under Criterion B.

The AMER was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys, it has been determined that this former railroad line no longer conveys historic significance in these areas, as it lacks integrity. Following its abandonment, the railroad's rails, ties, and ballast were comprehensively removed. Parts or sections of the railroad bed, in the form of grades, embankments, or cuts, may still be in place at certain (unknown) locations, but these were not discovered by the surveyors. In fact, no remnant segments of the original railbed were discerned. Thus, it appears that, on balance, the railroad alignment is no longer physically or visually present within its landscape, and its essential linear continuity is no longer intact or evident.

As a consequence, the AMER no longer readily presents its historically-significant design characteristics, and does not represent a good example of a rural, short-line railroad from the early twentieth century. Therefore, it is not considered eligible for the National Register under Criterion C.

Based on the aboveground survey, this former railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

In its present state, the former Americus & Atlantic Railroad corridor is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

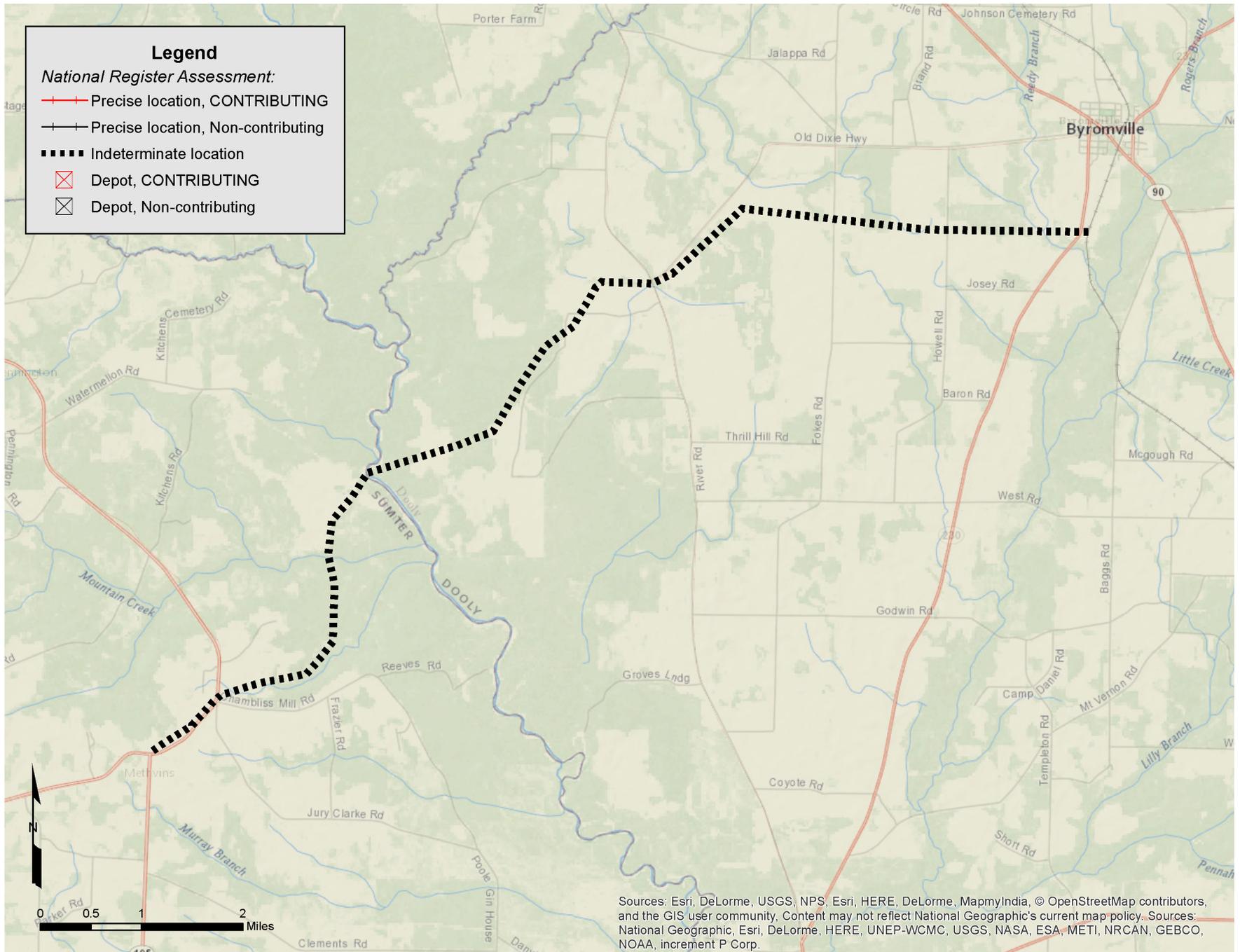
A ground-level field survey of the area of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of any of the railroad's former railbed or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the Americus & Atlantic Railroad does not retain integrity in any of the seven areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



AMER: Resource Location Map



AMER: SR 230 near Mata junction, Dooly County



AMER: SR 230 crossing, Mata



AMER: Approximate Howell Road crossing, Dooly County



AMER: Approximate Howell Road crossing, Dooly County

BAINBRIDGE NORTHERN RAILWAY (BBNO)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Bainbridge, Decatur County to Eldorado, then northeasterly to Paulina, Baker County

DEVELOPMENTAL HISTORY

Built and operated by the Flint River Lumber Company, principally as a logging line, the Bainbridge Northern Railway also served as a common carrier for a few years. The first section of track, running northwesterly from West Bainbridge to Eldorado, opened sometime between 1896 and 1899. A December, 1896 entry in the 1897 edition of the *Official Railway Guide: North American Freight Service Edition* reported that the Bainbridge Northern carried passengers on freight trains, and that the line was under construction to Colquitt. However, this originally intended destination was never reached. Instead, an early extension from Eldorado to Paulina, northeast of Eldorado near Newton, in Baker County, gave the line a total length of 32 miles. The railroad's general offices were located in Bainbridge, where connections were possible with the Savannah, Florida & Western Railway (later Atlantic Coast Line) main line, and with the Georgia, Florida & Alabama (formerly the Georgia Pine Railway). Passenger service was discontinued in 1908. All operations on the line came to an end in 1925. The railroad's nickname was "*The Lumber Line.*"

DESCRIPTION

At its southern end, and from its base of operations in Bainbridge, this approximately 32-mile long railroad followed a northwest-southeast alignment from West Bainbridge to Eldorado, passing nearby or through the Lynn community in the northwestern part of Decatur County. This segment of the Bainbridge Northern (BBNO) apparently followed a similar corridor routing as, and possibly even traveled alongside, the Georgia, Florida & Alabama Railway, which was later absorbed into the Seaboard Air Line. This long, straight stretch of Seaboard Air Line rail corridor between Colquitt and West Bainbridge is still operated by CSX, and runs along the east side of US 27.

At Eldorado, the alignment of the BBNO made a sharp bend to the northeast, turning roughly ninety degrees. According to a timetable published for 1906, the railroad made stops, north of Eldorado, in the communities of Sellers, Rosina, and Elizabeth, before reaching its northern terminus at the undocumented community of Paulina, which seems to have been located near Ichawaynochaway Creek in Baker County, to the southwest of Newton. None of these communities denoted on the timetable still exists, but it is likely that the rail line passed near the equally defunct community of Mimsville, which still appears on some current maps of Baker County. Based upon its suspected course, the BBNO constituted the only known, common carrier railroad to have once operated within Baker County.

No extant traces of the former railroad were identified in its vicinity. No physical elements of the former railroad were recognized in West Bainbridge, Lynn, Eldorado, or at select access points along either the southern or northern legs of the former line. Continued agricultural use of lands along the former railroad's alignment, particularly to the northeast of Eldorado, appears to have eliminated much, if not all, of the remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Bainbridge Northern Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The BBNO was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning & Development, Commerce, and Transportation. A development from the turn of the 20th century, this railroad was developed too late to play a role in the initial settlement of this part of Georgia, even though the area was still somewhat sparsely populated at the time of the BBNO's construction. The incorporations and town layouts of both Bainbridge and West Bainbridge preceded this particular railroad, and both were already served by much longer, better capitalized railroads, the Savannah, Florida & Western and the Alabama Midland Railway. Thus, the BBNO had little notable impact on their community planning or development.

The BBNO was undoubtedly useful as a means by which to more easily harvest and remove timber from the heavily forested areas of Decatur, Miller, and Baker counties along the Flint River Basin. However, there were also numerous other logging railroads built through this area in the same time, and no information has been found indicating that this railroad line had a notably significant impact on the growth or commercial success of the timber industry in the area, even at a local level.

Eldorado, the crossroads community that was home to a station along the route, is the only one of the named stops on the railroad that is even still extant, but it never achieved substantial growth. Still a small collection of houses and farmsteads, it never developed a commercial core. The other seven communities above West Bainbridge that are listed in the railroad's timetable for 1906 are all defunct, or have reverted to nameless settlements.

Although its connectivity with other much larger rail lines in West Bainbridge allowed potential distributions of passengers and freight supplies and products to and from almost anywhere, the BBNO never generated substantial amounts of traffic. The primarily rural corridor through which the line traveled was lightly settled, as it remains to this day. As is reflected by its short period of service, which barely achieved a quarter century, the line simply never reached a destination at its northern end that could provide sufficient traffic to sustain the economic viability of the railroad, particularly once the supply of old growth timber in the vicinity was exhausted. In essence, the railroad was a logging line that briefly attempted to expand in size, scope, and mission, but failed to achieve financial justification for continued operation. Its short period of service lasted just more than a decade. Therefore, the BBNO is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The BBNO has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, it is not eligible for inclusion in the National Register under Criterion B.

The BBNO was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys in the field, it has been determined that this former railroad line no longer possesses historic significance in these areas, as it lacks integrity. Following its abandonment, the railroad's rails, ties, and ballast were comprehensively removed. Parts or sections of the railroad bed, in the form of grades, embankments, or cuts, may still be in place at certain (unknown) locations, but these were not discovered by the surveyors. If any such sections do exist, they were inaccessible to the surveyors and were not distinguishable in reviews of available aerial imagery. In fact, no remnant segments of the original railbed were discerned. Thus, it appears that the railroad alignment is no longer physically or visually present within its landscape, and its essential linear quality and continuity is no longer intact or evident. Moreover, none of the railroad's depots are known to be extant.

As a consequence, the BBNO no longer readily presents its historically-significant design characteristics, and does not represent a good example of a rural, short-line railroad from the early twentieth century. Therefore, it is not considered eligible for the National Register under Criterion C.

Based on the aboveground survey, this former railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

In its present state, the former Bainbridge Northern Railway corridor is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

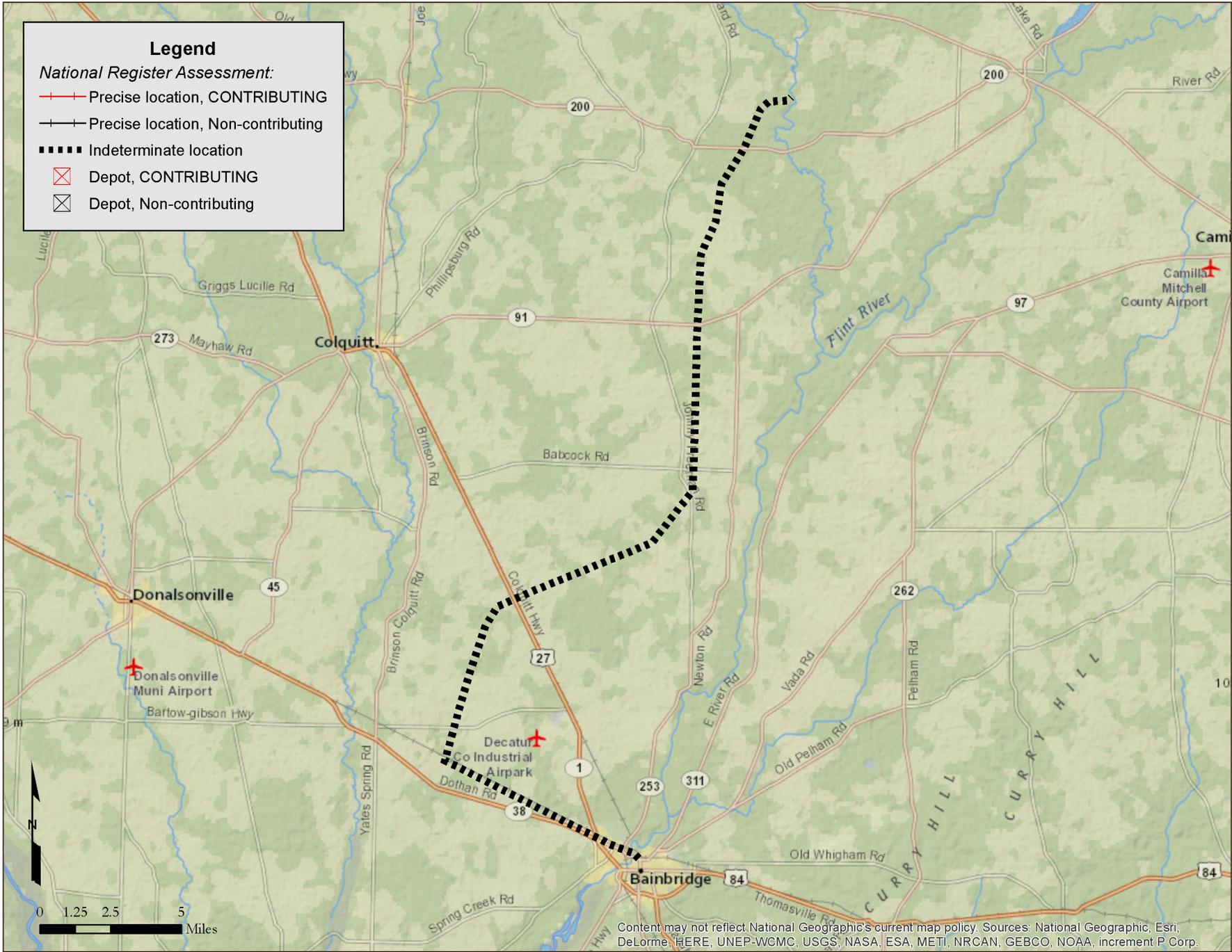
A ground-level field survey of the area of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of any of the railroad's former railbed or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the Bainbridge Northern Railway does not retain integrity in any of the seven areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WGMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

BBNO: Resource Location Map



BBNO: At SAL crossing, Pondtown Road, Decatur County



BBNO: Along possible alignment, Pondtown Road



BBNO: View along SAL, Mt. Zion Road, Lynn vicinity, Decatur County



BBNO: SAL/Old Eldorendo Road crossing, Decatur County



BBNO: US 27/SR 1 at Old Eldorendo Road, Decatur County



BBNO: Along CR 124, Mimsville vicinity, Baker County

BOSTWICK RAILROAD/GREENE COUNTY RAILROAD (BOST)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Monroe, Walton County, to Apalachee, Morgan County, via Bostwick

DEVELOPMENTAL HISTORY

In 1907, the Bostwick Railroad (BOST) constructed a short rail line from Bostwick, a small town in northern Morgan County, eastward to Apalachee, a community on the Central of Georgia Railway's (COG's) Athens-Macon line, formerly the Macon & Northern Railroad. The rail line was constructed by John Bostwick, Sr. and additional investors. Bostwick was the founder of his namesake town and also served briefly as a Georgia legislator. The following year, the Greene County Railroad, which had constructed a line from Monroe to Bostwick in 1911, purchased the BOST, which had entered receivership. Thereafter, the Greene County Railroad operated the 19 miles of consolidated track which served as a connecting line between the COG at Apalachee and both the Georgia Railroad and Gainesville Midland Railway at Monroe. Despite the railroad's name, none of its tracks ever entered Greene County, located a few miles east of Apalachee. The entirety of the line was abandoned in 1942.

DESCRIPTION

This approximately 19-mile long railroad generally followed a northwest-southeast alignment from Monroe to Apalachee, via Good Hope and Bostwick, traversing portions of Walton and Morgan counties. The Sanborn Fire Insurance map editions from June 1916 (Index and Sheet 3) show the "Green County RR" entering/exiting Monroe at the city's southeastern edge, just south of Mill Street and the former Monroe Cotton Mills. The line continued into downtown, running along the east side of the Georgia Railroad's Monroe branch. At its northern terminus, the line connected with the Gainesville Midland Railway along the middle of South Railroad Street (now called South Midland Avenue), south of its intersection with East Church Street and west of South Madison Avenue.

No traces of the former railroad were identified along the historic alignment. No physical elements of the former railroad could be discerned during the field survey in the noted communities or at select access points along the former line.

However, the name and northwest-southeast alignment of Railroad Street in Bostwick does indicate the former rail line's existence, and may utilize a portion of the former right-of-way. Urban development and extensive suburban growth southeast of Monroe, including the construction of the Monroe-Walton County Airport over the former railroad right-of-way, have destroyed most of the railbed and its linear continuity through much of Walton County. In eastern Walton County and eastward into Morgan County, general neglect and continued agricultural use along the former railroad's alignment appear to have eliminated aboveground evidence of the BOST's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Bostwick Railroad/Greene County Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The BOST was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The construction of the railroad during the early twentieth century occurred too late to play a role in the initial exploration and settlement of this part of Georgia. The incorporations and town layouts of Monroe preceded this railroad, and Apalachee served as a station stop along the COG's Macon-to-Athens line. Prior to the construction of the BOST, both communities were connected to the larger rail network by much longer, better capitalized railroads. In general, the BOST had an insignificant impact on community planning or development. Although the town of Bostwick appears to be oriented toward the rail line, which ran through the center of town, the town was settled as early as 1902, prior to the railroad's construction. Additionally, the railroad no longer possesses the features to convey its association with the development of the town due to the destruction of its alignment and lack of linear continuity.

Amongst the small communities, farms, and countryside between Apalachee and Monroe, the BOST likely served as a useful means of linking these communities with larger rail networks. However, its brief

period of service indicates that the railroad did not generate sufficient traffic to sustain the railroad's long-term viability, particularly following the development of truck transportation. Additionally, no information was obtained during background research indicating that the railroad had a significant impact on area commerce. None of the communities along the route appear to have achieved substantial growth. Therefore, the BOST is not considered eligible for listing in the National Register under Criterion A.

There are no known associations with individuals whose specific contributions to history can be identified and documented with this property. The railroad is associated with John Bostwick, Sr., the founder of Bostwick and also briefly a Georgia legislator. The railroad operated for approximately five years under the Bostwick name until its acquisition by the Greene County Railroad. Although John Bostwick led the establishment of the Bostwick Railroad in the early 1900s, the railroad operated only briefly during his productive life, and the rail line no longer possesses the features to convey a significant association due to the destruction of the railbed and the removal of its material features. Therefore, the BOST is not considered eligible for listing in the National Register under Criterion B.

The BOST was evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon field surveys, it has been determined that this former railroad line no longer possesses features to convey significance in the area of Architecture as it appears that no BOST depots, warehouses, or platforms are in existence. Additionally, following the abandonment of the railroad, the ballast, ties, and rails were removed. Although the railroad derives its primary significance from its engineered features, namely the graded railbed, the majority of this feature has been destroyed by agricultural activity and modern development. The remaining discontinuous portions of the railbed do not convey the railroad's essential linear quality and continuity. Additional segments of the railbed may still be intact although they are not readily visible from aerial photography nor were they accessible during the field survey. Therefore, the BOST is not considered eligible for listing in the National Register under Criterion C.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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 its present state, the BOST is considered not eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

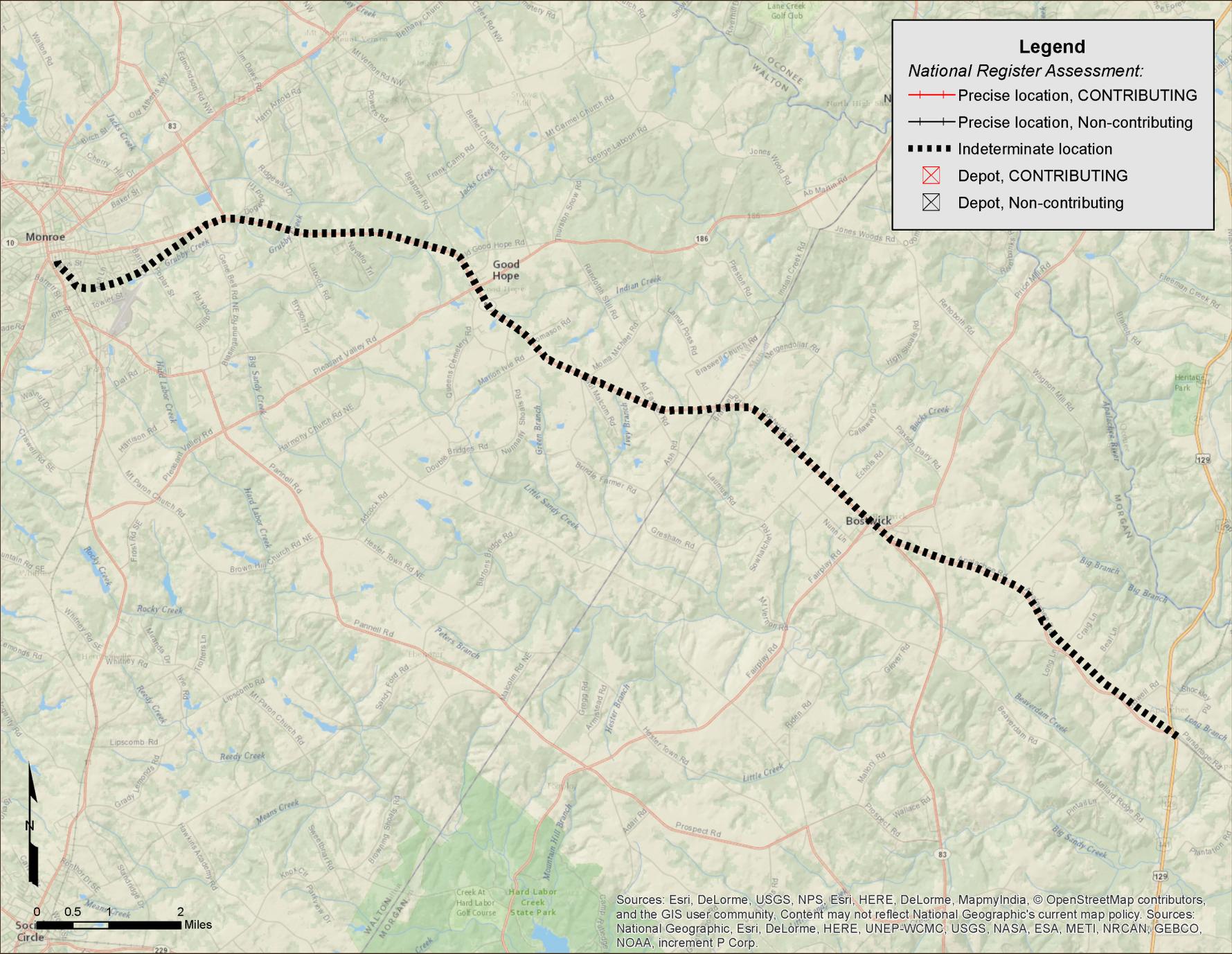
A ground-level survey of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little evidence of the railroad's infrastructure, such as raised embankments, cuts, trestles, or bridges, was found. Little evidence of the historic railbed remains intact. It appears that no depots, warehouses, or platforms that were owned or operated by the rail line are in existence. Accordingly, it has been determined that the BOST lacks integrity of location, design, setting, materials, workmanship, feeling, and association due to the discontinuity of the remnant segments of the historic rail bed.

PROPOSED NATIONAL REGISTER BOUNDARY

Not Applicable

PREPARED BY

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



BOST: Resource Location Map



BOST: SR 83/Bostwick Road, Bostwick, Morgan County



BOST: Pleasant Valley Road, Good Hope, Walton County

BOWDEN LITHIA SPRINGS RAILROAD (LITH)

Other names: Sweet Water & Bowden Lithia Railroad, Salt Springs & Bowden Lithia Railroad

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Lithia Springs, Douglas County, to Austell, Cobb County

DEVELOPMENTAL HISTORY

During the late nineteenth and early twentieth centuries, numerous resort hotels were constructed near mineral springs and other places thought to be conducive to good health. By investing in good rail connections, hotels could attract enough customers to support hundreds of rooms, even where patronage was seasonal. The 2.5-mile Bowden Lithia Springs Railroad (LITH) opened in 1885, operating between Lithia Springs in Douglas County and Austell in Cobb County. The railroad was a private endeavor to transport guests of the Sweet Water Park Hotel in Lithia Springs, located on the railroad's south side, between Sweetwater Road and Marsh Avenue. At Austell, the short, narrow-gauge 'dummy line,' operated by a dummy engine or steam-powered coach, offered connectivity to the Georgia Pacific Railway mainline, which was later merged into the Southern Railway system. The LITH operated under the Sweet Water & Bowden Lithia Railroad as well as the Salt Springs & Bowden Lithia Railroad, during its brief existence. In 1912, the Sweet Water Park Hotel burned. Shortly following the fire, the railroad was abandoned, and the rails, ties, and ballast removed.

DESCRIPTION

The LITH, a 2.5-mile long private railroad, followed a southwest to northeast alignment, connecting the Sweet Water Park Hotel and Lithia Springs in Douglas County with Austell in Cobb County. At Austell, the railroad connected with Georgia Pacific Railway mainline.

Field reconnaissance produced no evidence of the former railroad. No extant traces of the former railroad were identified in its vicinity. No physical elements of the former railroad could be discerned in Austell, Lithia Springs, or at select points along the former line. Extensive urban development along the former railroad's alignment appears to have eliminated remnant aboveground evidence of this short-line railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Bowden Lithia Springs Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The LITH was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, Transportation, and Entertainment/Recreation. The construction of the railroad during the early twentieth century occurred too late to play a role in the initial exploration and settlement of this part of Georgia. Prior to the LITH's construction, Austell had been connected to Georgia's larger rail network via the Georgia Pacific Railway. Additionally, Lithia Springs appears to have been established in 1882, prior to the construction of the railroad. As a proprietary line associated with the Sweet Water Park Hotel, the LITH likely served as a vital means of conveying freight and passengers to the area's springs. However, the demise of the hotel rendered the LITH no longer viable. No information was obtained during background research indicating that the railroad had a significant impact on commercial growth in Lithia Springs or Austell. Additionally, the railroad no longer possesses physical features to convey its association due to the destruction of its graded alignment and lack of linear continuity, as well as the removal of its rails, ties, and ballast. Therefore, the LITH is not considered eligible for listing in the National Register under Criterion A.

The LITH has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the LITH is not eligible for the National Register under Criterion B.

The LITH was evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon field surveys, it has been determined that this former railroad line no longer possesses physical features to convey significance in the area of architecture, as it appears that no LITH depots, warehouses, or platforms are in existence. Additionally, following the railroad's abandonment, the ballast, ties, and rails were removed. Although the railroad derives its primary significance from its engineered features, namely the graded railbed, no remaining portions

could be discerned during the field survey nor from aerial photography as road construction and intervening development appear to have destroyed most of this feature. Thus, the essential linear quality and continuity of the railroad cannot be conveyed. Additional segments of the railbed may still be intact although they are not readily visible from aerial photography nor were they accessible during the field survey. Therefore, the LITH is not considered eligible for listing in the National Register under Criterion C.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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 its present known condition, the LITH is not considered eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

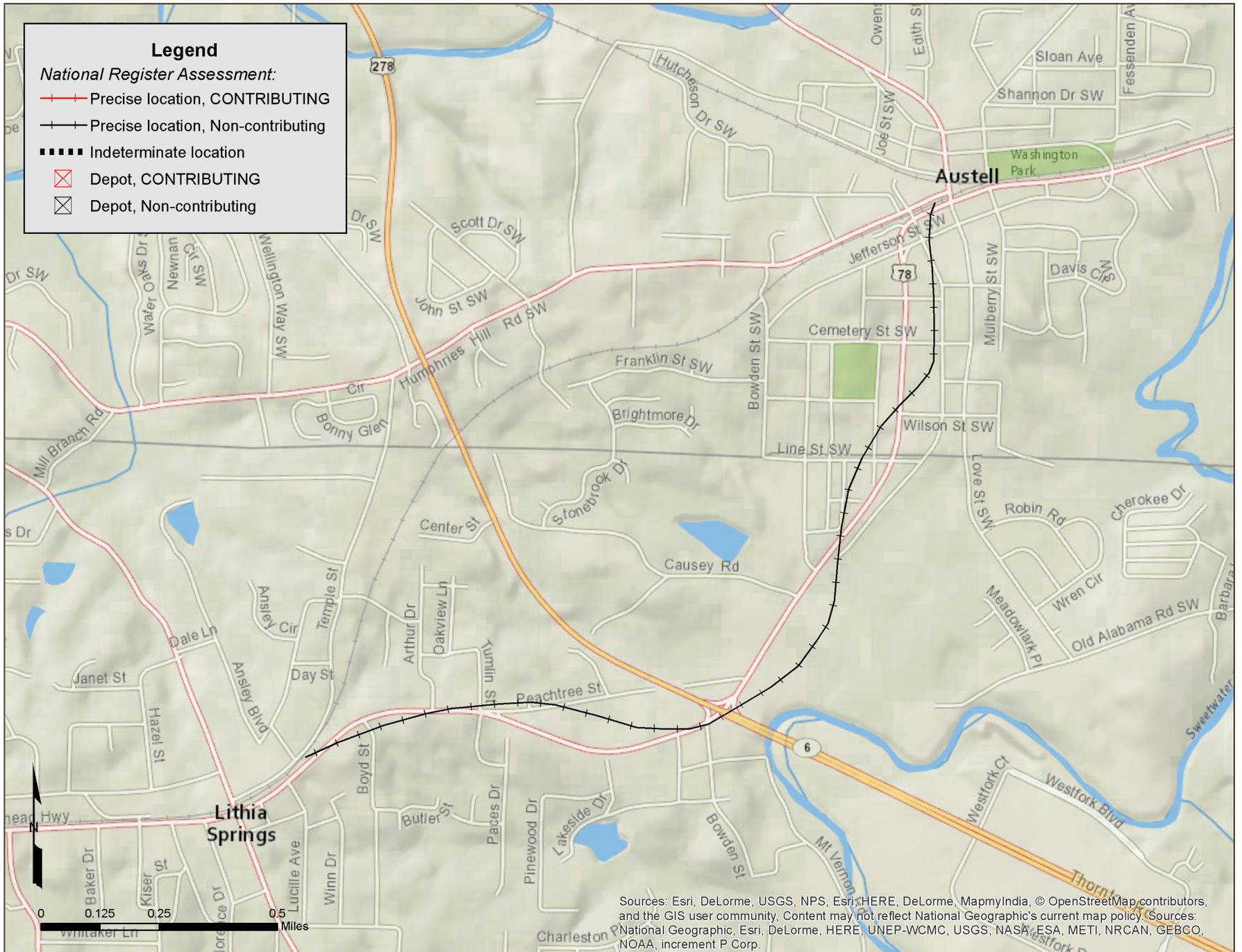
A ground-level survey of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no evidence of the railroad's infrastructure, such as raised embankments, cuts, trestles, or bridges, was found. No intact evidence of the railbed could be discerned during the field survey. It appears that no LITH depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the LITH lacks integrity of location, design, setting, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not Applicable

PREPARED BY

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



LITH: Resource Location Map



LITH: Approximate junction to SOU, Temple St., Lithia Springs, Douglas Co.



LITH: Approximate junction with SOU, US 78/SR 8 at Temple St., Lithia Springs



LITH: SOU crossing at Powder Springs Road, Austell, Cobb County



LITH: Approximate junction to SOU, Powder Springs Road, Austell

BOWDON RAILWAY (BOWD)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Bowdon to Bowdon Junction, Carroll County

DEVELOPMENTAL HISTORY

The Bowdon Railway (BOWD), incorporated in 1910, opened on January 25, 1911. The rail line followed a 12-mile course from the western Carroll County town of Bowdon to the Central of Georgia Railway (COG) at Bowdon Junction, so named for providing the former city's only rail connection. Despite its relative prosperity, which by 1906 included several businesses, a hotel, a newspaper, and Bowdon College, the City of Bowdon did not possess a rail connection. The Georgia Pacific Railway had built its east-west route 15 miles to the north, through Tallapoosa, while the COG passed 12 miles to the east, by way of Carrollton.

Within a few years after the BOWD began operation, a connection in the opposite direction came under consideration. According to the December 1, 1916 issue of *Railway Age Gazette*, the railroad was contemplating a 30-mile extension southwest to Roanoke in Randolph County, Alabama. At Roanoke, the BOWD would connect with the Atlanta, Birmingham & Atlantic Railroad, which had established its Manchester, Georgia, to Birmingham line in 1907. Ultimately, this southwestern extension would not be constructed, and Bowdon remained the terminus of a short appendage to the COG at Bowdon Junction.

In 1944, the *Official Guide of the Railways* reported the BOWD was running one train daily from Bowdon to Bowdon Junction and back. Three years later, Lucius Beebe took note of the railroad in his *Mixed Train Daily: A Book of Short-Line Railroads*, remarking that the line existed primarily to serve Roop's Grocery Store in Bowdon. A photo in the book shows the railway's motor rail car, a converted truck with a two-axle, four-steel-wheel configuration in front and a single axle with rubber tires in back. According to Beebe, the curious vehicle was the railway's only rolling stock. If a full carload of freight needed to be moved over the line, Beebe said, a locomotive borrowed from the COG was called upon.

The BOWD ceased operations in December 1963, when debts finally overwhelmed the railroad's finances.

DESCRIPTION

This approximately 12-mile railroad generally followed a northeast-southwest alignment between Bowdon and Bowdon Junction in Carroll County, passing within or near the communities of Mt. Zion, Burwell, and Jonesville. At Bowdon, evidence of the railroad was observed along City Hall Avenue and Depot Street. From Bowdon, the rail line may have run along SR 166's southeast side. Residential development and modern commercial development have destroyed portions of the graded alignment from Bowdon to Burwell.

Possible evidence of the railbed was observed during field survey near the intersection of SR 166 with Garrett Circle, as well as along Lovvorn Road in the former Burwell community. Most of the historic alignment is located on private property; therefore, inaccessibility precluded further investigation. However, these areas are discernible via aerial imagery. Likewise, from Burwell to Bowdon Junction, much of the former railbed, though visible from aerial photography, is located on private property. From Bowdon Junction to the COG, the former railroad roughly followed the course of Bowdon Junction Road, which is currently lined with modern residential development. No evidence of the former rail line was located in the vicinity of the junction with the COG.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Bowdon Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The BOWD was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad began operation in 1911, subsequent to the initial period of exploration and settlement of Carroll County. Bowdon, founded in the 1840s, appears to have achieved its greatest period of growth prior to the BOWD's construction. Although the BOWD likely served as an important connection between Bowdon and the COG at Bowdon Junction, the rail line did not generate sufficient traffic to sustain the railroad's long-

term viability, especially given the increasing importance of trucks as a means of transport during the mid-twentieth century. Additionally, no information was obtained during background research indicating that the railroad had a significant impact on local commerce. None of the listed stops along the route appear to have achieved substantial growth following the rail line's construction. Therefore, the BOWD is considered not eligible for listing in the National Register under Criterion A.

The BOWD has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the BOWD is not eligible for the National Register under Criterion B.

The BOWD was evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon the field survey, it has been determined that the former railroad no longer possesses features to convey significance in the area of Architecture as no BOWD depots, warehouses, or platforms are known to be extant. Additionally, following the abandonment of the rail line, the ballast, ties, and rails were removed. Although the railroad derives its primary significance from its engineered features, namely the graded railbed, the majority of this feature has been lost to development, road construction, and agricultural activity. The remaining few discontinuous portions of this feature that were identified do not convey the railroad's essential linear quality and continuity. Additional segments of the graded railbed may still be intact, although they are not readily visible in aerial photography nor were they accessible during the field survey. Therefore, the BOWD is considered not eligible for listing in the National Register under Criterion C.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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 its present known state, the BOWD is not considered eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

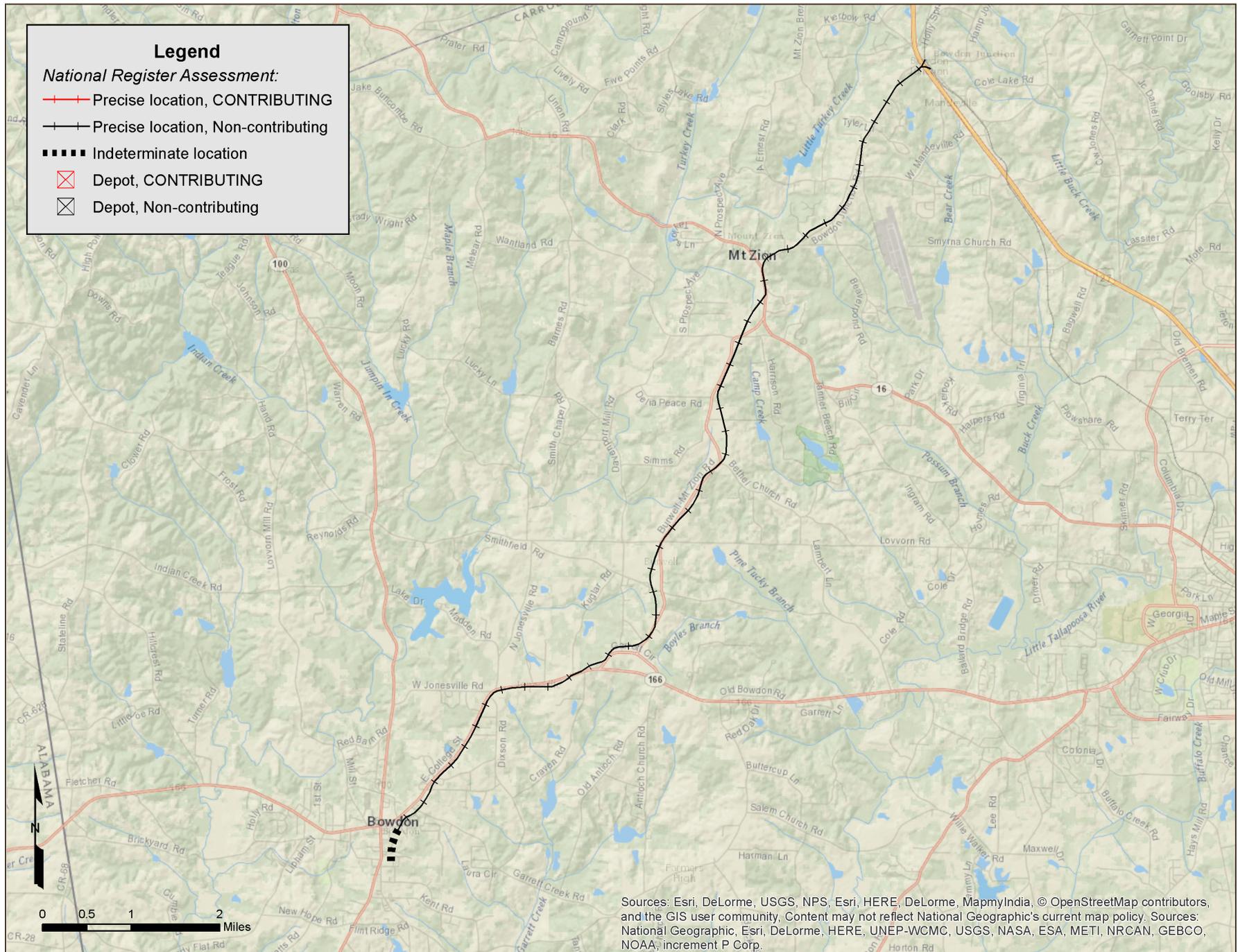
A ground-level survey of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little evidence of the railroad's infrastructure, such as raised embankments, cuts, trestles, or bridges, was found. Little evidence of the railbed remains intact. It appears that no BOWD depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the BOWD lacks integrity of location, design, setting, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not Applicable

PREPARED BY

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



Sources: Esri, DeLorme, USGS, NPS, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community, Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

BOWD: Resource Location Map



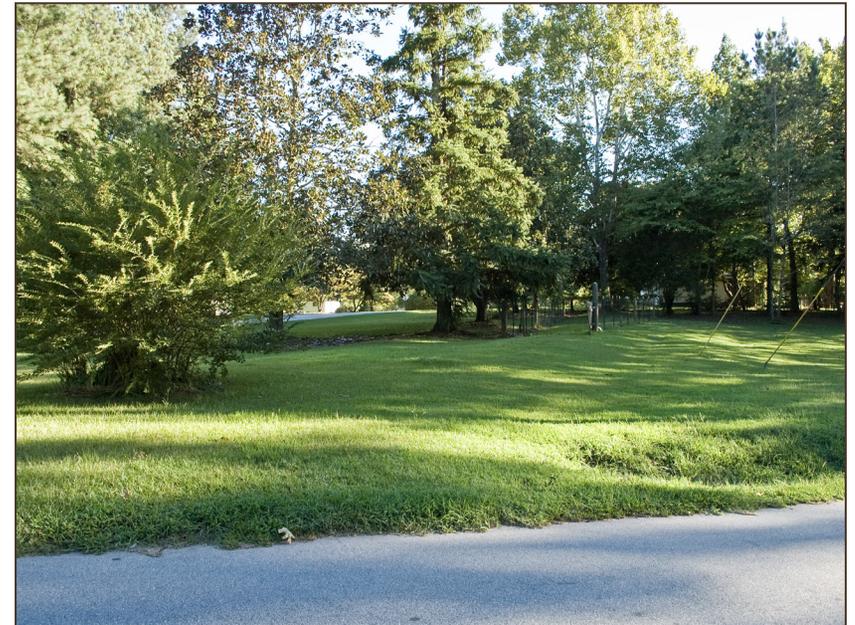
BOWD: Depot Street, Bowdon, Carroll County



BOWD: Depot Street, Bowdon



BOWD: Burwll Road crossing, Burwell, Carroll County



BOWD: Mitchell St. at Bowdon Junction Rd, Mt. Zion vicinity, Carroll County



BOWD: Burwell-Mt. Zion Road crossing, Mount Zion, Carroll County



BOWD: US 27/SR 1, Bowdon Junction, Carroll County

EAST GEORGIA RAILWAY (EAGA)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Perkins Lumber Company, Register & Glennville Railroad

Location: Register, Bulloch County, to Glennville, Evans County

DEVELOPMENTAL HISTORY

The rail line that would eventually become the East Georgia Railway (EAGA) began in 1895 as a logging road constructed and owned by the Perkins Lumber Company. In 1902, the line was converted into a common carrier and named the Register & Glennville Railroad. The 35-mile long line offered numerous points of connection to other railroads at both Register and Glennville. After entering receivership in 1914, the Register & Glennville Railroad was renamed the East Georgia Railway. However, the EAGA shortly failed, and the line was finally abandoned between 1918 and 1919.

DESCRIPTION

This approximately 35-mile railroad generally followed a north-south alignment between Register and Glennville; the line passed through portions of Tattnall, Evans, and Bulloch counties. It allowed connection to the larger rail network on the northern end of the line via the Central of Georgia's Bruton & Pineora Railroad at Register. At Hagan, the EAGA connected to, and crossed over, the Seaboard Air Line Railway's former Georgia & Alabama Railway mainline. At its southern end in Glennville, the railroad connected to the Georgia Coast & Piedmont Railroad from 1906 until the dissolution of both railroads in 1919. Thus, for a short time, the EAGA served as a link between the communities it served and Brunswick.

Few physical elements of the former railroad could be discerned from the field survey at Register, Hagan, or Glennville. Despite the availability of USGS maps from 1918 that illustrate the railroad grade as that of the "East Georgia R.R. (abandoned)," little definitive evidence of the route was located. At Hagan, the field survey yielded evidence of the southbound spur toward Glennville from the Georgia & Alabama mainline. No evidence was discovered of the EAGA's junction point into the Central of Georgia Railway's Bruton & Pineora Railway line at Register. It is possible that the EAGA ran along Main Street; however, this

could not be confirmed. South of Register at the Dink community, Dink Station Road may possibly follow the former rail line. Nonetheless, the EAGA's historic rail corridor has been bisected by Interstate 16.

Northward from the Seaboard Air Line Railway in Hagan to approximately US 129, the line may have run west of Cemetery Road and then continued north along the current CR 188/Firetower Road; however, no proof could be visually determined at ground level. Aerial imagery suggests that new cemetery plots in Brewton Cemetery may have been sited within the former rail right-of-way. Areas of cleared, level fields to the east of Hodges Street in the vicinity of Pine Avenue may indicate the location of the curving wye connection to the Seaboard Air Line Railway; however, no visual evidence of the historic railbed was discernable from ground survey.

Between Register and Undine, the railroad traveled to the southwest, roughly parallel to the present alignment of CR 199/Kennedy Bridge Road. The line crossed the Canoochee River between the communities of Adabelle and Undine. After crossing over the Canoochee, the railbed turned back to the southeast, to hug the river's western bank to Hagan. Due to the relatively light settlement of Evans and Tattnall counties, short segments of East Georgia Railway railbed between Hagan and Glennville can be discerned from current aerial imagery. At the defunct community of Jennie, aerial views provide a trace of raised bed running along the south side of CR 67/Jennie Station Road, and then crossing Georgia SR 250. Evidence of the historic alignment was also observed along Railroad Street in Glennville.

Although the historic railbed may be intact in select places, it appears that no EAGA depots, warehouses, or platforms are in existence. Despite the presence of these few disconnected segments, neglect, agricultural use, and reforestation along the former railroad's alignment appear to have eliminated or obscured most of the EAGA's historic graded alignment.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The East Georgia Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The EAGA was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad was constructed in 1895 as a logging railroad by the Perkins Lumber Company. The incorporations and town layouts of Hagan, Claxton, and Glennville preceded this particular railroad. As such, the EAGA's development occurred too late to play a role in the initial settlement of the southeastern region of Georgia, nor is the rail line likely to have significantly impacted the planning and development of these communities. The rural corridor through which this short line traveled was sparsely populated during the railroad's period of operation and remains so to this day. The EAGA also served as connector line linking communities with the larger rail network at Register and Hagan. However, its brief period of service indicates that the railroad did not generate sufficient traffic to sustain its long-term viability. Additionally, no information was obtained during background research indicating that the railroad had a significant impact on local commerce. None of the four small cities along the route appear to have achieved substantial growth, and none of the other intermediate station stops, such as the aforementioned Adabelle, Undine, or Jennie, are still extant as active communities. Therefore, the EAGA is not considered eligible for listing in the National Register under Criterion A.

The EAGA has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the EAGA is not eligible for the National Register under Criterion B.

The EAGA was evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon field surveys, it has been determined that this former railroad line no longer conveys significance in the area of Architecture as it appears that no EAGA depots, warehouses, or platforms are in existence. Additionally, following the abandonment of the railroad, the ballast, ties, and rails were removed. Furthermore, the EAGA's engineered features, including the graded railbed, have been substantially destroyed due to agricultural activity, reforestation, and intervening development. Thus, the few identified remnant and discontinuous portions of the railbed do not convey the EAGA's essential linear quality and continuity. Additional segments of the graded railbed may possibly still be

intact, but they are not readily visible in aerial photography nor were they accessible during the field survey.

There are no indications that the property is likely to yield information on important research questions in history or prehistory. This property 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 its known condition, the EAGA is not considered eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

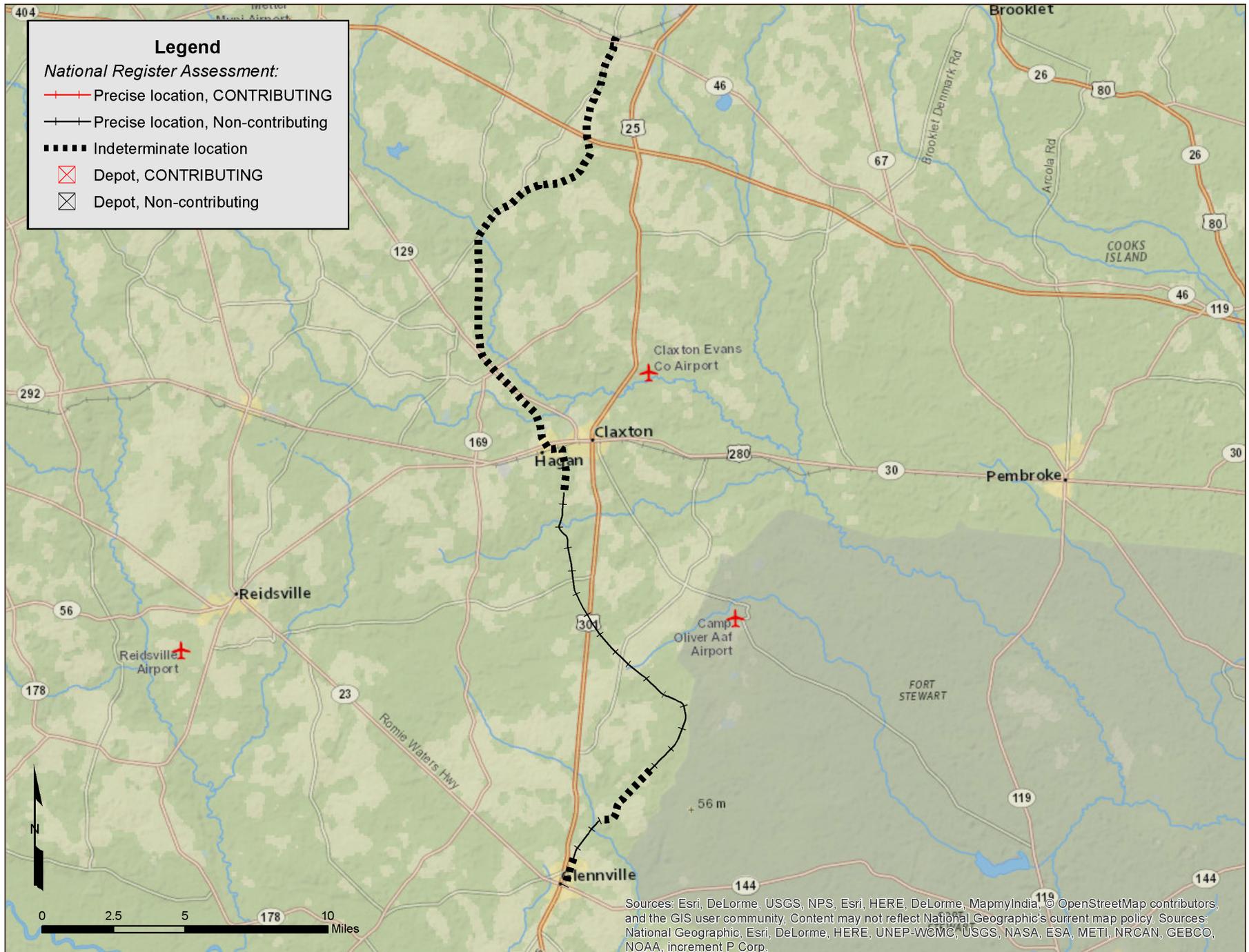
A ground-level survey of the rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little evidence of the railroad's infrastructure, such as raised embankments, cuts, trestles, or bridges, was found. Only small, discontinuous segments of the EAGA's historic graded railbed appear to be intact. Further, no depots, warehouses, or platforms that were owned or operated by the EAGA are known to be extant. Accordingly, it has been determined that the EAGA lacks integrity of location, design, setting, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not Applicable

PREPARED BY

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



EAGA: Resource Location Map



EAGA: Central of Georgia Railway at Main Street, Register, Bulloch County



EAGA: Along COG from Main Street to possible EAGA wye, Register



EAGA: CR 181/Dink Station Road, New Hope, Bulloch County



EAGA: CR 617 from CR195 intersection, Adabelle, Bulloch County



EAGA: Possible crossing location, A.D. Eason Road, Undine, Evans County



EAGA: From SR 169 along possible route, Hagan vicinity, Evans County



EAGA: Junction at Seaboard Air Line, Hodges Street, Hagan, Evans County



EAGA: Brewton Cemetery, Hagan



EAGA: Old State Route 250 at Jennie Station Road, Jennie, Evans County



EAGA: Railroad Street, Glennville, Tattnall County

FLOVILLA & INDIAN SPRINGS RAILROAD (FLOV)

Other names: Indian Springs & Flovilla Railroad

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Indian Springs Railroad Company; Indian Spring & Flovilla Railroad

Location: Flovilla to Indian Springs, Butts County

DEVELOPMENTAL HISTORY

Located in Butts County, between Atlanta and Macon, Indian Springs State Park is a state reserve established in the 1800s to protect a mineral spring, long thought to have healing qualities. In its early days, the Indian Springs community was a resort of some note, with inns, picnic grounds, and various opportunities for recreation and relaxation.

Hoping to provide a rail connection between the springs and the East Tennessee, Virginia & Georgia Railroad's Atlanta-Macon main line, which was about three miles to the east, a group of local businessmen formed the Indian Springs Railroad Company in 1881. Despite the short distance to be covered, however, the line did not open until 1890.

The following year, the company changed its name to the Indian Springs & Flovilla Railroad Company. The change may have related to the station stop along the ETV&G (later acquired by Southern Railway), which was also called Indian Springs, a circumstance that likely confused arriving visitors unaware that the springs were actually several miles from the mainline railroad. The problem was solved in the mid-1880s when the name of the station and the community around it was changed to Flovilla.

The Indian Springs & Flovilla Railroad was sold under foreclosure in 1897. A new company, the Flovilla & Indian Springs Railway (FLOV) was organized as its successor the same year, on April 11, 1897. In 1917, the FLOV reported operating 2.62 miles of standard-gauge railroad with two locomotives and six cars. The Flovilla & Indian Springs ceased operations in December of 1918.

DESCRIPTION

This approximately three-mile long, branch line railroad generally followed a northeast-southwest alignment through Butts County, between Flovilla and Indian Springs. No extant traces of the former railroad were confirmed in its vicinity; a relatively large cut between the communities may possibly represent a portion of the corridor, but its provenance is uncertain. No physical elements of the former railroad could be discerned at the line's historic junction at Flovilla or at Indian Springs. Neglect appears to have obscured or even eliminated much, if not all, of the remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Flovilla & Indian Springs Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The FLOV was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, Transportation, and Entertainment/Recreation. A development from the end of the 19th century, this railroad was too late to play a role in the initial settlement of this part of Georgia, and Indian Springs itself had been first developed as a recreational attraction as early as 1823, when the Indian Springs Hotel was first opened. Thus, the basic layout of the Indian Springs community and resort, centered about the natural springs, long preceded the development of the FLOV, which had little notable impact in terms of community planning or development.

However, in a conceptual or hypothetical sense, the FLOV does have the potential to offer significance in the areas of Commerce, Transportation, and Entertainment/Recreation. Although functionally a railroad enterprise, the FLOV was essentially an endeavor to promote and grow local tourism, by facilitating and thus increasing visitation to the springs and the businesses that surrounded it. This short, branch-line had a very specific and focused purpose, and it essentially served as a tourist railroad, in which Commerce, Entertainment/Recreation, and Transportation were directly intertwined. The FLOV more expeditiously transported larger numbers of visitors

from the mainline at Flovilla than would then have been possible with reliance on wagons; it did so with the express aim of improving access for the public to the recreational lures of the springs, with the attendant goal of expanding the commercial success of the community's inns and other business establishments. If it were intact, the FLOV corridor would also be representative of the tourist railroads and excursion trains that were established at numerous places around the state and throughout the greater region during the time period around the turn of the 20th century. Other similar examples of such rail operations in Georgia were the Bowden Lithia Springs Railroad and the Tallulah Falls Railway.

The FLOV has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, it is not eligible for inclusion in the National Register under Criterion B.

The FLOV was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys, it has been determined that this former railroad line no longer conveys historic significance in these areas, as it lacks integrity. Following its abandonment, the railroad's rails, ties, and ballast were comprehensively removed. Some parts or stretches of the railroad bed, in the form of grades, embankments, or shallow cuts, may be extant at certain distinct locations (see Description). Other segments also may still be in place, but if any such sections do exist, they were inaccessible to the surveyors and were not distinguishable in reviews of available aerial imagery. In the full context of the original length of the line, only a minor percentage of the original railbed was discovered or was discernable. Thus, it appears that the railroad alignment is no longer physically or visually evident within its landscape, and its essential linear quality and continuity is no longer intact or unbroken. Moreover, none of the railroad's depots are known to be extant.

As a consequence, the FLOV no longer readily presents its historically-significant design characteristics, and does not represent a good example of a rural, short-line tourist railroad from the late nineteenth and early twentieth centuries. Therefore, it is not considered eligible for the National Register under Criterion C.

Based on the aboveground survey, this former railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

As indicated above, the FLOV corridor indicates significance under Criterion A in the areas of Commerce, Transportation, and Entertainment/ Recreation, but its current, largely disturbed physical condition and disrupted, disjointed state does not convey this significance because it lacks sufficient integrity, as described above and hereafter. Due to its diminished integrity, the FLOV is not eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

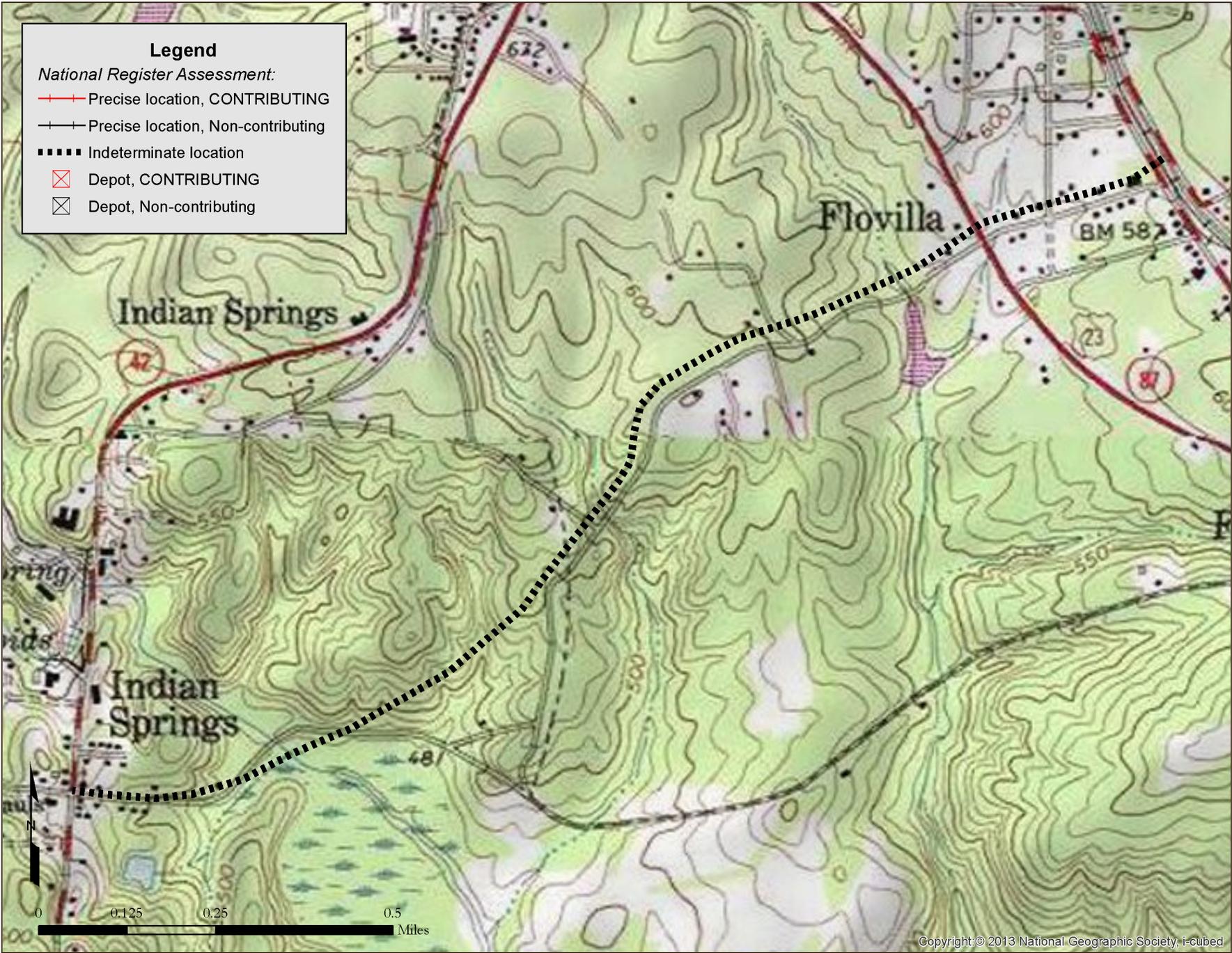
A ground-level field survey of the area of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little remaining evidence of the railroad's former railbed or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the FLOV does not retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



FLOV: Resource Location Map



FLOV: Beaty Street at SOU, Flovilla, Butts County



FLOV: Beaty Street at US 23/SR 42, Flovilla



FLOV: Cut near Beaty Circle at Cenie Road, Indian Springs vicinity



FLOV: McIntosh House, Indian Springs

GAINESVILLE MIDLAND RAILWAY (GAIN)

Other names: N/A

NR Evaluation: Eligible

Physical Status: Mixed (Active, Abandoned, and Repurposed segments)

Current owner: CSX Transportation

Predecessors: Gainesville, Jefferson & Southern Railroad

Location: Gainesville to Monroe, Walton County, via Jefferson and Winder, branch to Athens vic.

DEVELOPMENTAL HISTORY

The railroad that eventually evolved into the Gainesville Midland Railway (GAIN) was initially chartered on August 23, 1872 as the Gainesville, Jefferson & Southern Railroad (GJ&S). For several years, the GJ&S existed as a railroad only on paper as promoters struggled to attract investors. By 1883, the company had constructed a narrow gauge line from Gainesville to Hoschton in Jackson County. A branch from Florence (now Belmont) in Hall County to Jefferson, the seat of Jackson County, soon followed. By September 1883, the western line had been extended south to Jug Tavern (now Winder) in Barrow County. By spring 1884, the line extended to Monroe, the seat of Walton County.

Prior to its construction in 1883, the lessees of the Georgia Railroad acquired a controlling interest in the GJ&S, along with a majority of the stock of the 10-mile Walton Railroad, which was constructed in 1880 and ran from Monroe to Social Circle. The GJ&S and the Walton Railroad consolidated on March 11, 1884. The consolidation resulted in a 52-mile line from Gainesville, on the Richmond & Danville Railroad (later Southern Railway), to Social Circle on the Georgia Railroad. Additionally, the consolidated railroad included a 13-mile branch from Florence (now the Belmont community) to Jefferson. By 1894, the GJ&S reported operating 65 miles of railroad.

The GJ&S entered receivership in March 1897. The new Gainesville Midland Railway was chartered in 1904, and purchased most of the trackage and property of the GJ&S under a foreclosure sale the same year. In so doing, it acquired a two-pronged, narrow-gauge line connecting Gainesville, Jefferson, and Monroe.

Excluded from the sale was the former Walton Railroad, which was instead sold to the Georgia Railroad. Following its sale, the Walton Railroad reorganized as the Monroe Railroad and returned to operating as a short branch line off the Georgia Railroad main line.

In 1906, the GAIN constructed an extension from Jefferson south to a connection with the Seaboard Air Line Railway (SAL) at Fowler Junction, two miles west of Athens. From Fowler Junction, GAIN trains continued to Athens through a trackage rights agreement with the SAL.

Although the Athens extension utilized a standard gauge rail, the rest of the line utilized narrow-gauge rails. Conversion of the tracks began in 1908, beginning with the Jefferson to Gainesville line. The conversion of the Monroe branch did not occur until 1913. The abandonment of this branch from Belmont to Monroe took place during 1947 and 1948, resulting in the loss of rail service to Braselton, Hoschton, and Bethlehem.

In 1959, the GAIN's 40-mile line from Gainesville to Athens was sold to the SAL.

Two intact historic alignments remain in use: the northern trunk section of the original Gainesville to Monroe route, running south from Gainesville to Belmont; and the eastern branch from Belmont to Athens, which originally consisted of the GJ&S's branch line to Jefferson.

DESCRIPTION

The GAIN consisted of 52 miles of rail line originating in Gainesville and two separate branches diverging at Belmont. From Belmont, the railroad continued in a southeasterly direction to Athens traversing portions of Hall, Jackson, and Clarke Counties. At Athens, the rail line connected with the SAL. The branch to Monroe also ran in a southeasterly direction, traversing portions of Hall, Barrow, and Walton Counties. Depots along the former route remain intact at Gainesville, Hoschton, Pendergrass, and Talmo.

The GAIN segment from Gainesville to Belmont remains active except for a small section in Gainesville from the Southern Railway corridor north to the former GAIN depot at the corner of West Academy Street and Spring Street. However, most of this abandoned section of rail corridor is part of a completed Rails to Trails project. The former GAIN depot is now an arts center.

The segment from old Belmont (Florence) to Monroe has been abandoned; most of the corridor is no longer discernable. However, small intact segments of railbed remain along SR 60 just north of Old Cut Road and at Whites Bottom Road. The cut is eroded and overgrown with vegetation in many areas. No tracks or crossties are present. A portion of Whites Bottom Road may utilize the former railroad corridor.

No evidence of the rail line could be identified along the corridor from Belmont to Braselton in Jackson County. However, the Hoschton depot is still extant and is used as a community center. Between Hoschton and Winder, a section of the graded railbed is visible on SR 53's west side, south of Bill Watkins Road. No tracks or crossties are present in this area.

South of Winder, intact railbed is visible along SR 11's west side near the Walton County line as well as near the Campton community. However, no rails, ties, or ballast are intact between Winder and Monroe. In Monroe, a segment of track remains adjacent to the depot.

The former GAIN line from Belmont to Athens remains an active rail corridor. At Talmo, the historic depot has been removed from its historic location on SR 332/Main Street to Talmo Trail. From Talmo, the rail line continues to Pendergrass, which still retains its depot. From Pendergrass, the line continues to Jefferson, crossing underneath I-85 and US 29. The rail line bypasses downtown Jefferson, passing through the city's west side along Hoschton Street and crossing SR 11/Lee Street in the vicinity of Railroad Street. From Jefferson, the line roughly parallels US 129/SR 15/ Old Jefferson Highway into Clarke County. At the Athens Perimeter Highway/US 129, the GAIN connects with the Georgia, Carolina & Northern Railway, later part of SAL and now operated by CSX Transportation.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Gainesville Midland Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The GAIN was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. Based upon background research, construction of the GAIN's rail lines began during the late nineteenth century, following the initial period of exploration and settlement of this area of Georgia. The founding of towns along the route, such as Jefferson, Winder, and Monroe, preceded the construction of the railroad, and the principal cities along the route such as Athens and Gainesville were already established and connected to Georgia's larger rail network via the Georgia Railroad and Richmond & Danville Railroad, respectively.

However, several towns and smaller communities along the GAIN's routes, including Braselton, Hoschton, Bethlehem, Talmo, and Pendergrass, appear to have been established in large part due to the railroad's construction and operation. Further, the cities and communities along the route benefited economically from the connection to the larger rail network provided by the GAIN. The GAIN essentially served as a small regional system in northeast Georgia and would have carried various goods and passengers to, from, and through the region, thus facilitating and encouraging commerce in its area of service. Although not a critical component to either Gainesville's or Athens's rail connectivity or commercial viability, the GAIN would nonetheless have played a supportive role in moving people, products, and commodities to and from these regional centers. Its former connections to the Georgia Railroad and the SAL systems would have further extended the GAIN's potential reach for area customers. The GAIN would also have collected and distributed the various agricultural products produced in the northeast Georgia region, including cotton, corn, timber, and livestock, among other foodstuffs and products. Thus, the GAIN's physical presence and economic stimulus affected, to some degree, Gainesville's and Athens's growth and development in the late nineteenth century and well into the twentieth, and had a similar effect on smaller communities along its lines. Portions of the line remain economically viable, as evident by the ongoing operation of the Gainesville to Athens line. Therefore, the GAIN appears to be locally significant in the areas of Community Planning and Development,

Commerce, and Transportation, and is considered eligible for listing in the National Register under Criterion A.

The GAIN has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the GAIN is not eligible for the National Register under Criterion B.

The GAIN was evaluated under Criterion C and appears to possess local significance in the areas of Architecture and Engineering. The GAIN alignment from Gainesville to Belmont to Athens is intact and remains in service; thus, these portions of the GAIN's alignment, including associated cuts, grades, and embankments, have been preserved. The GAIN is therefore representative of railroad design, including alignment, grading, and construction, from the late nineteenth century through the early twentieth century when these lines were constructed. Based on field survey and aerial imagery review, the abandoned Belmont to Monroe segment has substantially deteriorated and is not physically or visually present within the landscape; as such, this segment's essential linear quality and continuity cannot be conveyed. Therefore, the Belmont-to-Monroe segment has been determined to no longer retain integrity and is not considered a contributing component of the GAIN. However, multiple GAIN depots remain, including Gainesville, Hoschton, Pendergrass, and Talmo. Collectively, these are good, intact examples of late-nineteenth-through mid-twentieth-century depot architecture in Georgia, and all contribute to the GAIN's significance in the area of Architecture, even if no longer contiguous to an intact GAIN alignment.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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.

As indicated, the GAIN is therefore considered eligible for listing in the National Register of Historic Places under Criterion A in the area of Community Planning and Development, Commerce, and Transportation.

EVALUATION OF INTEGRITY

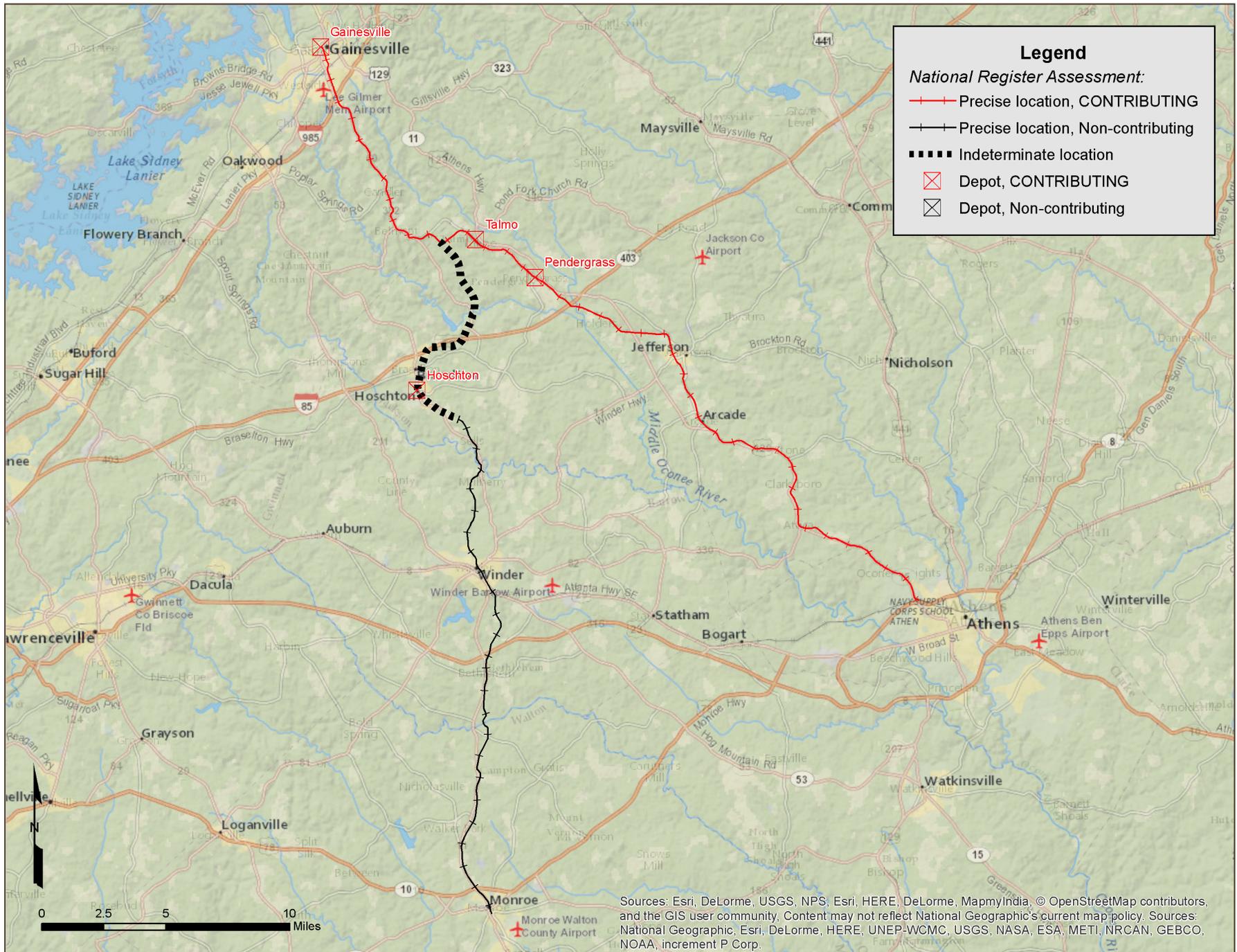
A ground-level survey of the rail corridors was conducted, as was a review of available historic and current aerial imagery. The GAIN alignment from Gainesville to Belmont to Athens remains substantially unchanged since its construction; therefore, along this alignment, the resource retains integrity of location and setting. Likewise, as these segments are intact and retain several depots, the GAIN 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 Gainesville-Athens segment because it still conveys the physical characteristics of a historic railroad line. However, the GAIN's long-abandoned Belmont to Winder to Monroe segment is no longer intact and does not retain integrity. This portion of the GAIN has been substantially destroyed due to a combination of the removal of rails and ties, neglect and deterioration in rural areas, and obliteration in developed areas in and around Winder and Monroe. Although the now discontinuous Hoschton depot has lost integrity of setting due to the railbed's loss in that community, it nonetheless substantially retains integrity of design, materials, workmanship, feeling, and association as an otherwise intact historic rail depot.

PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the former GAIN corresponds to the historic rights-of-way for the Gainesville to Athens segment that also passes through the communities of Talmo, Pendergrass, and Jefferson; the segment from Belmont to Winder to Monroe is non-contributing. The proposed boundary generally contains all National Register-qualifying characteristics and features of the resource and includes the railroad's former alignment, consisting of the rail bed and other elements of the rail resource, including extant cuts and built-up grades. The proposed boundary also projects out from the rail right-of-way, as necessary, to include the railroad's extant depots at Gainesville and Pendergrass. The building footprints of the discontinuous but contributing depots at Talmo and Hoschton are also included within the boundary.

PREPARED BY

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



GAIN: Resource Location Map



GAIN: Gainesville depot



GAIN: Railbed at Martin Luther King Jr. Boulevard, Gainesville



GAIN: Industrial Boulevard at GAIN and Southern Railway, Gainesville



GAIN: SR 60 at Roy Parks Road, Candler, Hall County



GAIN: Monroe Branch railbed along SR 60 at New Cut Road, Jackson County



GAIN: Hoschton depot



GAIN: Monroe branch, railbed along SR 60 at New Cut Road, Jackson County



GAIN: Gainesville Midland Engine No. 208, Winder, Barrow County



GAIN: Along SR 11, near George Williams Road, Campton, Walton County



GAIN: Davis Street crossing, Monroe, Walton County



GAIN: Athens branch, Talmo depot, Jackson County



GAIN: SR 332 at Church Street, Pendergrass, Jackson County



GAIN: Pendergrass depot



GAIN: Lee Street crossing, Jefferson, Jackson County



GAIN: US 129/SR 11 at Galilee Church Road, Jefferson



GAIN: US 129/SR 11 at Wyatt Street, Arcade, Jackson County

GAINESVILLE & NORTHWESTERN RAILROAD (GVNW)

Other names: Nacoochee Valley Route

NR Evaluation: Mixed (Ineligible and eligible features)

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Gainesville, Hall County, to Helen vicinity, White County

DEVELOPMENTAL HISTORY

The Gainesville & Northwestern Railroad (GVNW), chartered in 1912, was a short line railroad founded by timber industry interests. By 1913, the railroad had constructed a rail line from Gainesville, in Hall County, north to Cleveland, in White County. In 1915, the railroad extended its line to the Robertstown community, located approximately two miles west of Helen. The line departed from the Gainesville area and the Gainesville Midland Railway at New Holland Junction. The GVNW eventually gained trackage rights from the Gainesville Midland Railway to travel the additional two miles into Gainesville.

The 35-mile long line, nicknamed the Nacoochee Valley Route, served the lumber mills of Helen and Robertstown, as well as Cleveland, Clermont, and other communities along its route. Chief amongst these lumber company clients was the Byrd-Mathews Lumber Company, whose large mill, later purchased and operated by Morse Brothers Lumber, was located near Helen. The Byrd-Mathews Investment Company controlled the GVNW through complete ownership of the company's capital stock, and was affiliated with the Unicoi Gap Construction Company, which constructed the railroad bed and infrastructure. With the decline of the lumber business during the 1920s, shippers along the line could not provide enough freight shipments to keep the railroad in operation. In 1928, the railroad abandoned the 1.5 mile section between Helen and Robertstown. By June 1934, the company abandoned the remainder of the rail line.

DESCRIPTION

This GVNW followed an approximately 35-mile long route from Gainesville, north to Robertstown via the communities of New Holland, Brookton, Clermont, Nacoochee, and Helen.

No evidence of the line could be located between the Gainesville depot and Clarks Bridge Road/SR 284, which crosses Lake Lanier. Lake Lanier, constructed during the 1950s, has inundated a portion of the railbed. When the lake level is low, part of the old railbed is visible in the lakebed. It is also possible that parts of old railroad bridge supports also remain under the lake.

From Lake Lanier, the railroad continued north toward Clermont, in Hall County. Evidence of the old railbed appears to be located just north of Clermont, approximately 250 feet west of Main Street/SR 254, between Shoal Creek Road/SR284 and Concord Church Road. This portion of the railbed is approximately 1,100 feet in length, possesses no visible tracks or railroad ties, and is overgrown with vegetation. The former line runs along the property lines of residential housing north of downtown Clermont in a semi-rural setting. A dirt road extends north from Concord Church Road west of the Concord Church cemetery, which may utilize the former rail bed. The road does not extend north beyond the cemetery, and there is no evidence of a railbed north of the road.

Between Clermont and Cleveland, in White County, a segment of earthen railroad berm was observed north of SR 115, south of Cleveland. The berm runs along the property lines of residential housing and agricultural fields in a semi-rural setting for approximately 1,400 feet. In Nacoochee, the altered depot remains along the west side of the Unicoi Turnpike/SR 75. North of the depot, a section of the railbed was identified along that road's west side. Between Nacoochee and Robertstown, the line's northern terminus, remnants of the railbed were identified.

Few physical elements of the former railroad could be discerned in the noted communities or at select access points along the former line. Urban development in and around Gainesville, continued agricultural use along portions of the former railroad's alignment, and general neglect appear to have eliminated most remnant aboveground evidence of this railroad's long-abandoned infrastructure. A small depot remains at Nacoochee; however, only a section, including the waiting room, office, and bay window, remain intact. The formerly attached freight room has been removed.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Gainesville & Northwestern Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The GVNW was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad began in 1912 subsequent to the founding of Hall County in 1818 and White County in 1857. Thus, the development of the railroad occurred after the initial period of exploration and settlement of northeastern Georgia. Cleveland was established in 1857, and the village of New Holland was founded in the 1890s, prior to the construction of the railroad. Therefore, the rail line does not appear to have played a historically significant role in local community planning and development. The town of Helen, officially named in 1913, appears to have been established around the Byrd-Matthews Saw Mill, which constructed the rail line. However, the historic rail line lacks features to convey a significant association with the planning and development of the town due to the destruction of its graded railbed and the removal of the rails, ties, and ballast. Additionally, background research indicates that the GVNW had little significant impact on commercial growth in the area. Communities along the rail line did not achieve substantial growth during the peak years of the timber industry in the area.

Although the GVNW provided a means of transporting the raw materials of the area's nascent timber industry via its connectivity with Georgia's larger rail network at Gainesville, the relatively short period of service suggests the rail line did not generate sufficient traffic to sustain its long-term viability, particularly following the depletion of timber during the 1920s. Therefore, the GVNW is considered not eligible for listing in the National Register under Criterion A.

The GVNW has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the GVNW is not eligible for the National Register under Criterion B.

The GVNW was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys in the field, it has been determined that this former railroad line no longer conveys historic significance in the area of Engineering due to its lack of integrity. Much of the historic railbed has been lost to modern development, road construction, and general neglect associated with its long abandonment. Although remnant sections of the historic alignment are discernable at select locations, these segments comprise a small percentage of the rail line's full length. As such, the essential linear quality and continuity of the historic railbed are no longer intact. A single frame GVNW depot survives at Nacoochee. Although altered due to the removal of its freight room, it nonetheless still conveys its historic use as a rail depot and is the most conspicuous physical remnant of the otherwise substantially vanished GVNW. The depot is therefore a relatively intact and rare example of frame depot architecture in the northeast Georgia mountains and, as such, it is eligible for the National Register under Criterion C.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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.

Therefore, the GVNW alignment is not considered eligible for listing in the National Register of Historic Places, although the Nacoochee depot is considered eligible under Criterion C.

EVALUATION OF INTEGRITY

A ground-level survey of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little evidence of the railroad's infrastructure, such as raised embankments, cuts, trestles, or bridges, was found. Little evidence of the historic graded railbed remains intact. Accordingly, it has been determined that the GVNW corridor lacks integrity of location, design, setting, workmanship, feeling, and association.

Although altered, the remaining GVNW depot at Nacoochee remains substantially intact and, as far as is known, in its approximate original location. This building thus retains integrity of location, design, materials, and workmanship. Because the associated GVNW railbed is not discernable at the depot's location, the depot's integrity of setting has been diminished. However, its integrity of feeling and association are substantially intact as its appearance readily conveys the building's former use as a railroad depot.

PROPOSED NATIONAL REGISTER BOUNDARY

The GVNW rail corridor has been determined not eligible for the National Register; however, a lone remnant GVNW depot at Nacoochee has been determined eligible. The Nacoochee depot's proposed National Register boundary corresponds to that building's physical footprint.

PREPARED BY

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GVNW: Clarks Bridge Road, Gainesville, Hall County



GVNW: Along Shoal Creek Road, Clermont, Hall County



GVNW: Along SR 115, Cleveland vicinity, White County



GVNW: Nacoochee depot, Sautee-Nacoochee, White County

GARBUTT & DONOVAN SHORT LINE (GARB)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Lyons, Toombs County, to Oak Park, Emanuel County

DEVELOPMENTAL HISTORY

R. M. Garbutt and W. O. Donovan, joint owners and operators of the Garbutt & Donovan saw mill in Lyons, built their 14-mile line from Lyons north to Selma, Georgia in 1904, calling it the Garbutt & Donovan Short Line Railway. They perhaps hoped to bring to Lyons some of the traffic on the new Millen & Southwestern Railroad extension from Stillmore, traffic that would otherwise go to nearby Vidalia. The Millen & Southwestern was merged into the Georgia & Florida Railway in 1906.

In 1910, Garbutt and Donovan extended their railroad about a mile north to Oak Park, which was a station stop below Stillmore on the Georgia & Florida's Millen to Pendleton branch line (the former Millen & Southwestern). However, their financial situation was worsening, and they were forced to abandon the line altogether in 1911.

DESCRIPTION

This approximately 15-mile railroad generally followed a north-south alignment between Lyons and Oak Park in Toombs and Emanuel counties. The line began in Lyons, running westerly alongside the Seaboard Air Line main line, to the defunct community between Lyons and Vidalia called Alpine (also Stacey). There, it turned north toward Oak Park, where it could connect to the Millen & Southwestern, which was to become a branch of the Georgia & Florida Railway. No extant traces of the former railroad were identified in its vicinity. No physical elements of the former railroad were recognized at Lyons, Oak Park, or at select access points along the former line. Urban development at and between Lyons and Vidalia, continued agricultural use and pine tree harvesting along the former railroad's alignment, and general neglect appear to have eliminated much, if not all, remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Garbutt & Donovan Short Line Railway (GARB) was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The GARB was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning & Development, Commerce, and Transportation. No information has been found indicating that this railroad line had a notably significant impact on commercial growth in the area. A development from the first decade of the 20th century, this railroad was developed too late to play a role in the initial settlement of this part of Georgia. The incorporations and town layouts of Lyons and Oak Park preceded this particular railroad, and both were already served by much longer, better capitalized railroads. Lyons' initial development was spurred by its location on the Savannah, Americus & Montgomery main line, which was extended east from Abbeville to Lyons in 1890, 14 years before Garbutt and Donovan began their short line rail project.

The short line's brief, seven-year period of operation contributed nothing to the initial planning and development of either Lyons or Oak Park, and little to impact the growth of the two cities, which has never been substantial. Although its connectivity with other larger rail lines in Lyons and Oak Park allowed potential distributions of passengers and freight supplies and products to and from almost anywhere, the GARB never generated substantial amounts of traffic, simply because there was not a large population base in its vicinity, and not enough customers, particularly since it closely paralleled the route of the Georgia & Florida Railway.

Although it offered connections at both its north and south ends, it essentially functioned as a short spur line; it constituted a truly local line, primarily operated for the benefit of those citizens, businesses, and industries residing between the two endpoints. However, the primarily rural corridor through which the line traveled was then lightly settled, as it remains to this day. The five named stops (Alpine/Stacey; Poor Boy; Ozona; Wheeler; and Selma) between Lyons and Oak Park that were listed in the railroad's timetable for 1906 remained so small, and achieved such little growth, that they are all defunct, or have reverted to nameless settlements.

As is reflected by its short period of service, the line simply never generated sufficient traffic to sustain the economic viability of the railroad. In essence, the railroad was a logging line that attempted to expand in size, scope, and mission, but quickly and clearly failed to achieve financial justification for continued operation. Therefore, the GARB is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The GARB has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, it is not eligible for inclusion in the National Register under Criterion B.

The GARB was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys, it has been determined that this former railroad line no longer conveys historic significance in these areas, as it lacks integrity. Following its abandonment, the railroad's rails, ties, and ballast were comprehensively removed. Parts or sections of the railroad bed, in the form of grades, embankments, or cuts, may still be in place at certain (unknown) locations, but these were not discovered by the surveyors. If any such sections do exist, they were inaccessible to the surveyors and were not distinguishable in reviews of available aerial imagery. In fact, no remnant segments of the original railbed were discerned. Thus, it appears that the railroad alignment is no longer physically or visually present within its landscape, and its essential linear quality and continuity is no longer intact or evident. Moreover, none of the railroad's depots are known to be extant.

As a consequence, the GARB no longer readily presents its historically-significant design characteristics, and does not represent a good example of a rural, short-line railroad from the early twentieth century. Therefore, it is not considered eligible for the National Register under Criterion C.

Based on the aboveground survey, this former railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

In its present state, the former Garbutt & Donovan Short Line Railway corridor is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

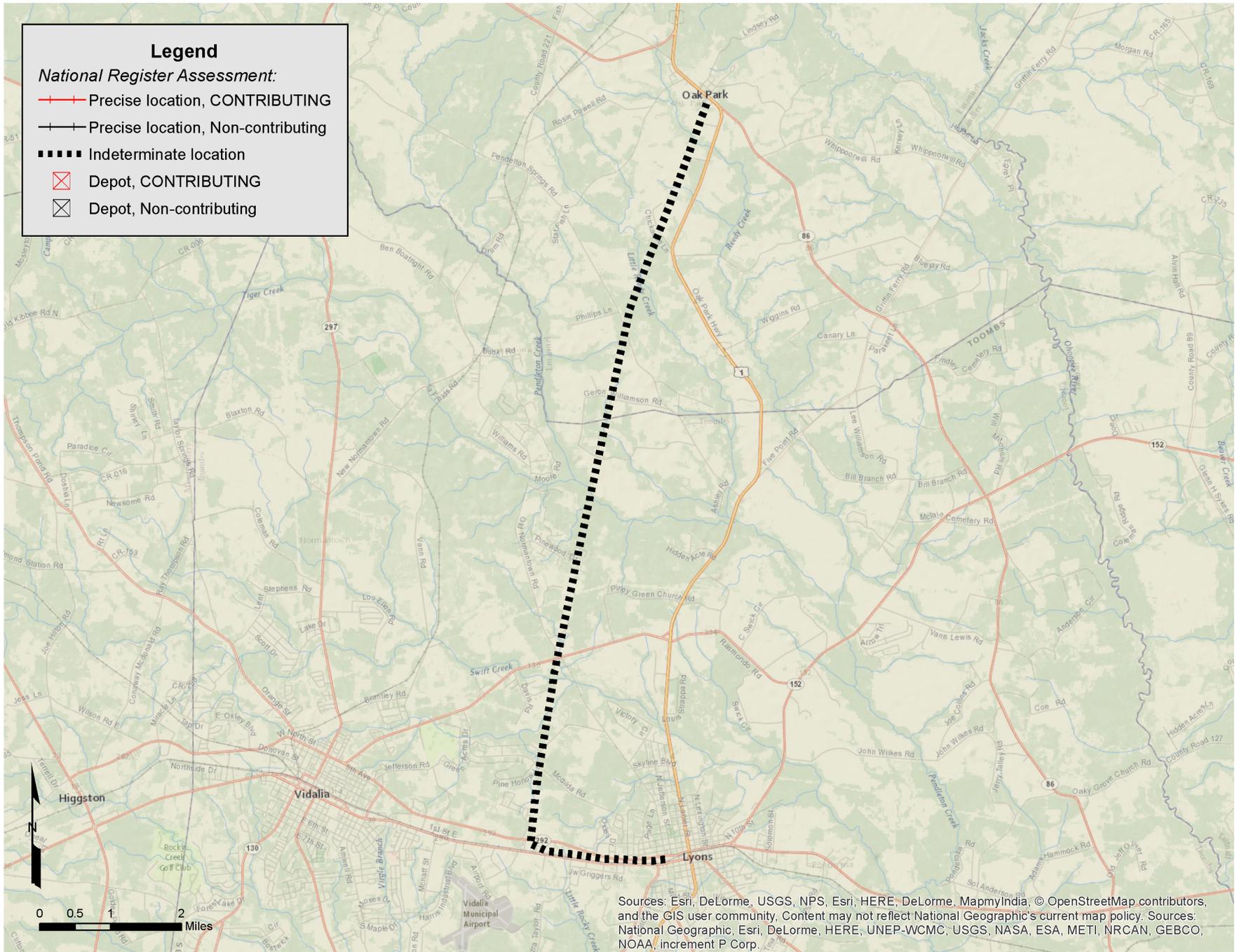
A ground-level field survey of the area of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of any of the railroad's former railbed or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the Garbutt & Donovan Short Line Railway does not retain integrity in any of the seven areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



Sources: Esri, DeLorme, USGS, NPS, Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community, Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

GARB: Resource Location Map



GARB: US 280/SR 30 at SAL Lyons depot, Toombs County



GARB: View from SAL Lyons depot



GARB: US 280/SR 30 at Courthouse Square, Lyons



GARB: US 280/SR 30 along SAL, east of Vidalia

GEORGIA COAST & PIEDMONT RAILROAD (GCPD)

Other names: Collins & Ludowici Railroad, Collins & Glennville Railroad

NR Evaluation: Eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Collins & Reidsville Railroad, Reidsville & Southeastern Railroad, and Darien & Western Railroad, Darien Short Line

Location: Collins, Tattnall County, to Brunswick, via Reidsville, Glennville, Ludowici, and Darien

DEVELOPMENTAL HISTORY

The Georgia Coast & Piedmont Railroad (GCPD) was a 1906 consolidation of three existing short lines: the Collins & Reidsville Railroad, the Reidsville & Southeastern Railroad, and the Darien & Western Railroad. The principal offices of the combined company were placed in Darien, in McIntosh County.

In 1896, the Collins & Reidsville Railroad constructed a seven-mile long railroad in Tattnall County from Reidsville, the county seat, to the Georgia & Alabama Railroad at Collins. At Collins, the Collins & Reidsville Railroad also offered connection to the Stillmore Air Line Railway. The Collins & Reidsville Railroad was the first railroad to serve Reidsville, which had been established some six decades earlier. Reidsville gained a second railroad in 1905-06 when the Reidsville & Southeastern Railroad, incorporated in 1905, constructed a 36-mile line to Ludowici in Long County. The Darien & Western was chartered in May 1894 as successor to the Darien Short Line, which had been sold under foreclosure. In 1904, the railroad was extended to Ludowici.

All three of these initially separate short lines were merged into the Georgia Coast & Piedmont Railroad in 1906. In March 1914, the railroad system was extended 18 miles south from Darien to Brunswick, a project that included the construction of steel truss bridges over the Darien and Altamaha rivers. After the route was completed, the railroad formed a link in the new Quebec-Miami International Highway, a marked auto trail established in 1911. The Quebec-Miami International Highway, a precursor to US 1, sometimes utilized rail flatcars to haul automobiles across rivers and marshes.

Nonetheless, the GCPD's primary purpose was to haul sawn logs from the abundant forests in southeast Georgia, although it would certainly have carried passenger and freight during the small system's brief period of service. The railroad had three branches, including a three-mile dedicated freight line from Eulonia to Fairhope in McIntosh County, a two-mile long branch from Crescent to Belleville, and a three-mile long branch from Hilton Junction to Foxtown.

The GCPD entered receivership in 1915 and began to be sold off in 1919. The Brunswick-Darien-Ludowici section (which traversed Glynn, McIntosh, and Long counties, respectively) was abandoned the same year, while the line north of Ludowici remained in operation as the Collins & Ludowici Railroad, traversing portions of Tatnall and Long counties. Although the southern part of the line, from Ludowici to Darien and Brunswick, was abandoned, the northern segment retained enough traffic to continue operating. However, within a short time, the section from Glennville to Ludowici was also abandoned.

The northern part of the line left in service entered reorganization once again on February 7, 1921 as the Collins & Glennville Railroad. The railroad operated the remaining 23 miles of intact railroad between the two towns until the system was completely abandoned in 1941. The tracks, rails, and ballast were subsequently removed.

DESCRIPTION

Following its consolidation, the GCPD was an approximately 75-mile long rail corridor connecting Collins to Brunswick via the extant communities of Reidsville, Glennville, Ludowici, Crescent, Meridian, and Darien. The line followed an essentially northwest-southeast alignment between Collins and Darien before continuing south to Brunswick. Minor spur lines provided additional access: Hilton Junction to Foxtown (two miles); Crescent to Bellville (three miles); and Eulonia to Fairhope (three miles). Although the rails, ballast, and ties have been removed since the abandonment of the line, segment of the historic alignment and grade are visible intermittently throughout the known alignment and at accessible points. In the interior and closer to the coastal marshlands, the line has been frequently utilized for power transmission easements, unpaved local roadways, and private roads and driveways. In general, this reuse appears to have preserved the railbed in many locations, as it was either left intact or not substantially regraded or widened for vehicle use. Based on aerial imagery review, it also appears that considerable intact alignment may be located in areas inaccessible to the surveyors, and some unpaved rural roads may represent the alignment although this could not be confirmed through background research.

Along the coast, the line's original grade appears to have substantially been repurposed as SR 99 and US 17. Disrupted alignment was most frequent in cities and towns where the long-abandoned right of way had been repurposed as city streets (or the GCPD was street-running), built over, or otherwise disappeared. Thus, although the GCPD's could not be identified or confirmed in various locations, substantial portions of the alignment do in fact remain intact. No depots were discovered during the field survey. A brick vault is located at the defunct Warsaw community in McIntosh County and is purportedly a remnant of the GCPD office there, as well as the lone remnant of what was once a thriving logging community.

NATIONAL REGISTER EVALUATION/DETERMINATION OF ELIGIBILITY

The Georgia Coast & Piedmont Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The GCPD was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad emerged in 1906 out of a consolidation of three existing short line railroads which were constructed in the late 1890s and early 1900s. As such, the development of this railroad occurred too late to play a role in the initial settlement of this portion of the southeastern region of Georgia. The rural corridor through which this short line traveled was sparsely populated during the railroad's period of significance and remains so to this day. The GCPD's brief period of service did not make a notable impact on the communities it served or the surrounding region in terms of its physical planning or development. In addition, although the line likely hauled freight and passengers, its purpose was to haul timber, and, again, its short period of operation would not have made a considerable historical commercial impact. The line's brief but novel use as part of the Quebec-Miami International Highway, in which portions of the GCPD carried automobiles on flatcars through Georgia's marshlands is notable, but this portion of the alignment, primarily between Darien and Brunswick, may be its most disturbed, having apparently been repurposed as highways. However, as a relatively intact and long-abandoned lumber

line, the GCPD is locally significant in the area of Commerce for its use in the silviculture industry. Its primary purpose, the line enabled the relatively quick extraction and transport of felled trees and lumber from its service area to local sawmills and to the ports at Darien and Brunswick for further processing or export.

The GCPD has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the GCPD is not eligible for the National Register under Criterion B.

The GCPD was also evaluated under Criterion C for potential significance in the area of Engineering. No buildings related to the GCPD are known to be extant. Although disrupted, the relatively long GCPD still retains numerous segments of intact railbed. The line's repurposing as power line easement and for unpaved local roads, private access roads, and driveways, appears to have substantially preserved relatively large segments of railbed along its alignment. Furthermore, based on aerial imagery, it appears that additional intact segments may be located in otherwise inaccessible locations. Numerous instances exist where the line has disappeared beneath later or modern development, particularly within cities, and along SR 99 and US 17 between Darien and Brunswick. But it appears that, because large segments of alignment are intact, despite, along most of the GCPD's length, almost a century of abandonment and neglect, the GCPD is still substantially physically present in the landscape and can still convey its historically significant features. As such, despite the routine interruptions noted, the GCPD is representative of railroad design, including alignment, grading, and construction, from the late nineteenth century through the early twentieth century, when it was constructed. It is a notable example of an early twentieth century, multipurpose logging line and is considered locally significant in the area of Engineering. The period of significance is 1890, the earliest developmental date related to the GCPD's predecessor lines, to 1941, when the last segment, between Collins and Glennville, was taken out of service.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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.

Therefore, the GCPD is considered eligible for listing in the National Register under Criterion A in the areas of Commerce and under Criterion C in the area of Engineering.

EVALUATION OF INTEGRITY

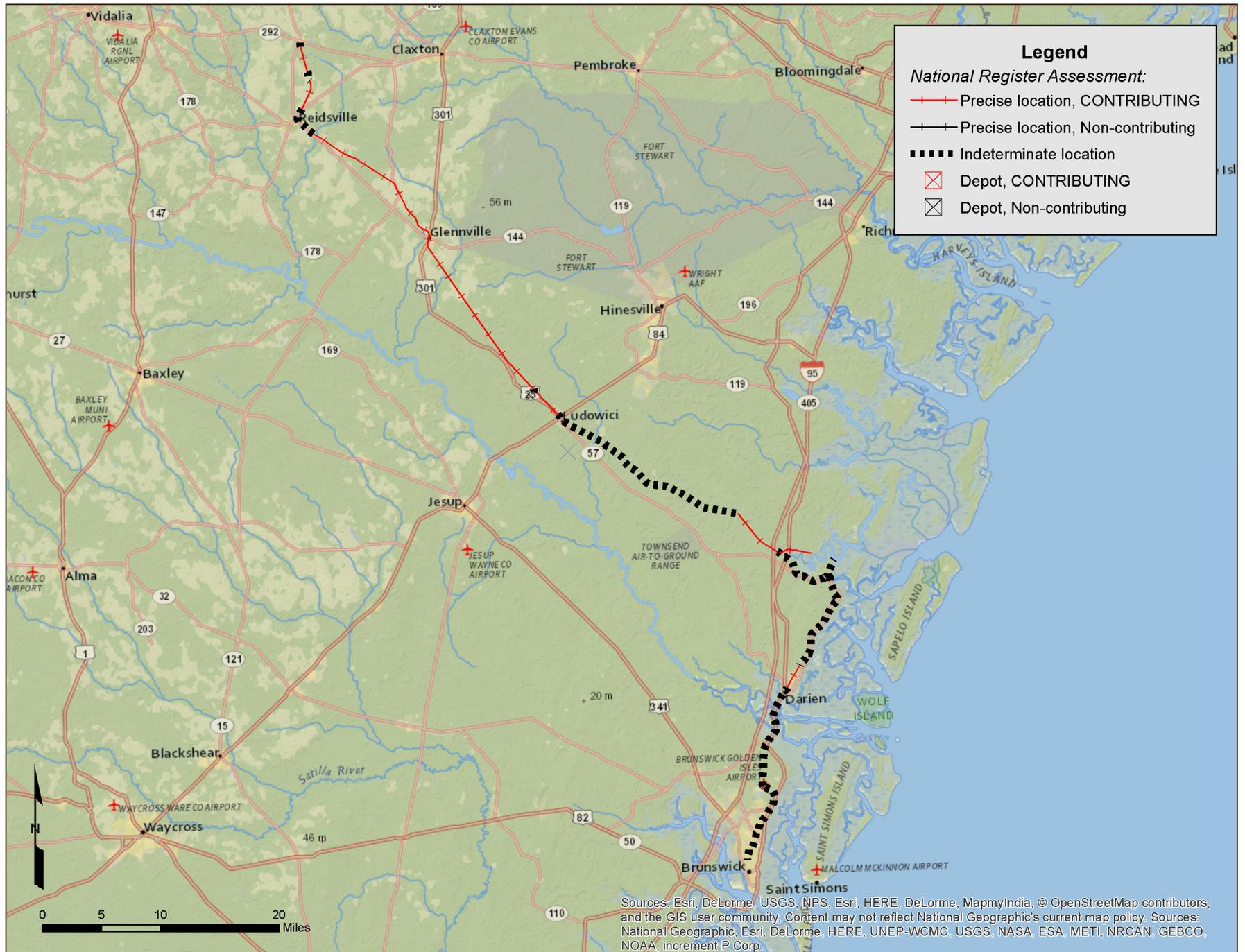
Despite its long abandonment and deterioration, the GCPD has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains unchanged since its construction; therefore, the resource retains integrity of location and setting. As considerable segments of alignment and railbed, including cuts and raised grades, remain intact, despite the abandonment of the line's entire 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 GCPD corresponds to the railroad's historic rights-of-way; areas where the line has been obliterated due to development, including use as paved highways, are non-contributing. This proposed boundary 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.

PREPARED BY

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



GCPD: Resource Location Map



GCPD: Pearl Street at Seaboard Airline Railway, Collins, Tattnall County



GCPD: Railbed, Jordan Road crossing, Lynn, Tattnall County



GCPD: Railroad Street, Glennville, Tattnall County



GCPD: Donald Road crossing, Donald, Long County



GCPD: Railbed along Bacon Holland Road, Donald



GCPD: SR 57 and approximate alignment, Ludowici, Long County



GCPD: Hugh Casterling Road, Warsaw vicinity, McIntosh County



GCPD: Approximate alignment, Columbus Square, Darien, McIntosh County



GCPD: Along US 17/SR 25, Butler Island, McIntosh County



GCPD: Possible railbed, Grants Ferry Road at SR 99, Broadfield, Glynn County

HAWKINSVILLE & WESTERN (HAWK)

Other names: Ocilla Southern Railroad

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Oconee & Western Railroad

Location: Hawkinsville, Pulaski County, to Perry, Houston County

DEVELOPMENTAL HISTORY

A 23-mile rail line from Hawkinsville to Perry was finally completed by the Hawkinsville & Western Railroad (HAWK) in 1914. The grading between Hawkinsville and Grovania, however, may have been completed as early as 1897 by the Oconee & Western Railroad, the successor company to the Empire & Dublin Railroad that was later merged into the Wrightsville & Tennille Railroad. Although these 13 miles of railbed construction had been partially accomplished, the trackage was never installed, and efforts at westward extension were abandoned, at least until the upstart HAWK later resumed the endeavor.

The Hawkinsville to Perry line was controlled and operated by the Ocilla Southern Railroad for much of its existence. Incorporated in December of 1908, the Ocilla Southern built a line from Ocilla to Alapaha in 1910, leased a line between Ocilla and Fitzgerald in 1911, extended its rails south from Alapaha to Nashville in 1912-13, and built an extension north from Fitzgerald to Rochelle in 1914.

In 1917, the Ocilla Southern continued its expansion to the north by building an extension from Rochelle to Pope City and by leasing rights on the Hawkinsville & Florida Southern Railway's main line between Pope City and Hawkinsville. Upon gaining access to Hawkinsville, it then leased operational rights on the HAWK.

According to the 1923 edition of Poor's Manual of Railroads, the Ocilla Southern was attempting to build a line from Atlanta to Jacksonville. At its peak mileage, however, it only covered about one third of that distance.

Despite the combined efforts and resources of the HAWK and the Ocilla Southern, the entire line from Hawkinsville through Grovania to Perry was abandoned in 1920 and sold for salvage on April 6, 1920.

DESCRIPTION

This approximately 23-mile long railroad generally followed a southeast-to-northwest alignment between Hawkinsville and Perry in Pulaski and Houston counties; the line also passed through the extant community of Grovania, the line's approximate midpoint. A few extant traces of the former railroad were identified at various points along the route, but these traces were broken into segments. Between its original endpoints, the railbed's course no longer displays uninterrupted linear continuity.

The Sanborn Map Company's Fire Insurance maps of Hawkinsville from May of 1912 (Sheets 2 and 3) show the eastern end of the HAWK entering/exiting Hawkinsville along 3rd Street, west of its intersection with North Lumpkin Street. There is no visible evidence of a rail right-of-way to either the north or south side of 3rd Street, so the tracks seem to have run within the street right-of-way, as the maps indicate. Regardless, at its eastern end, it would have connected directly to the Southern Railway's Cochran branch line, the Wrightsville & Tennille's branch to Dublin, and the northern end of the Hawkinsville & Florida Southern's main line, all of which came together at Hawkinsville's railroad yard area, on the north side of downtown. The wyes, junctions, and commingled interchanges of the four lines occupied the space north of 3rd Street, between North Lumpkin Street and the Ocmulgee River. This land is now covered by metal-framed cotton and peanut warehouses; only the circa 1900 Southern Railway passenger depot is still extant on the site to represent the former confluence of these railroads, although it has been turned ninety degrees and moved approximately one block west to a new site; it now stands on the east side of the intersection of 3rd Street and North Lumpkin Street. Despite its minor relocation, the depot would always have been within direct view and proximity of the HAWK, and may well have been used by its passengers.

The railbed traveling westbound through the western edges of Hawkinsville is no longer intact, having been disturbed by 20th century housing developments, commercial buildings, and the construction of US 129/SR 11. In general, the route runs on an alignment parallel to but midway between Klondike Road, to the north, and SR 26/Columbus Highway to the south. A short, northwest-southeast aligned section of Houston County's unpaved CR 254/Newberry Road has adopted and used the former rail

right-of-way. From this section of remnant rail alignment, the railroad ran in a straight line to Grovania, and its crossing there of the Georgia Southern & Florida main line. This crossing of the two railroads took place right at the intersection of Klondike Road and Grovania Road, and, to the southeast of here, a short segment of the HAWK is still faintly visible crossing Ellis Road; this trace is most discernable on aerial images.

Otherwise, intensive and continuous cultivation of fields for row crops has, for the most part, disturbed and disrupted the railbed along its way past the former Browndale community and on to Grovania, as has some new suburban housing on the eastern side of Grovania.

Between Grovania and the approach to Perry, no evidence of the former railbed could be recognized. The landscape between Grovania and Perry's southeastern outskirts is still mostly undeveloped, but is now largely utilized for pine plantations, which have obscured evidence of the bed. The HAWK connected directly to the eastern end of the Central of Georgia's branch from Fort Valley. The Central's line is still intact and in service, and, in Perry, continues east to a saw-mill located along the south side of Jernigan and Ball streets, near their intersection with Tucker Road. It is not known precisely where the transition between the rail properties of the two companies took place, but it was probably in this general vicinity. Until late in the 20th century, an active rail line continued south from Ball Street to a mine and processing plant that was sited alongside CR 267/Plant Road, now a short distance south of SR 224/Larry Walker Parkway/Golden Isles Parkway. Although the rails have been removed, the bed is still visible on the north and south sides of SR 224 and along the east side of Plant Road. Parcel maps indicate that the recently constructed Ball Street Extension from downtown Perry, across Big Indian Creek to SR 224 may have used the former railroad right-of-way. This short section from Perry south to SR 224 and Plant Road is still shown on Georgia DOT's 2007 edition of the General Highway Map for Houston County; it probably constituted the last remainder of the former HAWK to stay in service.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Hawkinsville & Western Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The HAWK was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning & Development, Commerce, and Transportation. A development from the second decade of the 20th century, this railroad was too late to play a role in the initial settlement of this part of Georgia, and numerous other railroads already ran through the area. The incorporations and town layouts of Hawkinsville, Perry, and even Grovania all preceded this particular railroad, and all were already served by much longer, better capitalized railroads; Grovania began as a station stop along the Georgia Southern & Florida Railway, which was completed in 1889. Thus, the HAWK had little notable impact on their community planning or development. Likewise, no information has been found indicating that this railroad line had a significant impact on commercial growth in the area. Grovania never achieved substantial growth, and none of the other intermediate station stops denoted in the railroad's timetable for 1918, namely Coates, Browndale, Garnett, and Duncan, are still extant.

Although its connectivity with other much larger rail lines in Hawkinsville and Perry allowed potential distributions of passengers and freight supplies and products to and from almost anywhere, the HAWK never generated substantial amounts of traffic. The primarily rural corridor through which the line traveled was lightly settled - as it remains to this day. As is reflected by its short period of service, lasting only approximately six years, the line simply was never able to develop or successfully market its utility or usefulness, or create enough demand for its services to sustain economic viability or at least to amortize its construction costs. Therefore, the HAWK is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The HAWK has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, it is not eligible for inclusion in the National Register under Criterion B.

The HAWK was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys, it has been determined that this former railroad line no longer conveys historic significance in these areas, as it lacks integrity. Following its abandonment, the railroad's rails, ties, and ballast were comprehensively removed. Some parts or stretches of the railroad bed, in the form of grades, embankments, or shallow cuts, are still extant at certain distinct locations (see Description). Other segments may still be in place, particularly between Grovania and Perry, but if any such sections do exist, they were inaccessible to the surveyors and were not distinguishable in reviews of available aerial imagery. In the full context of the original length of the line, only a minor percentage of the original railbed was discovered or was discernable, even with benefit of some lengths of its route being marked on USGS Topographic Maps. Thus, it appears that the railroad alignment is no longer physically or visually evident within its landscape, and its essential linear quality and continuity is no longer intact or unbroken. Moreover, none of the railroad's depots are known to be extant.

As a consequence, the HAWK no longer readily presents its historically-significant design characteristics, and does not represent a good example of a rural, short-line railroad from the early twentieth century. Therefore, it is not considered eligible for the National Register under Criterion C.

Based on the aboveground survey, this former railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

In its present state, the former Hawkinsville & Western Railroad corridor is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

A ground-level field survey of the area of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little remaining evidence of the railroad's former railbed or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the HAWK does not retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



HAWK: Resource Location Map



HAWK: Third Street at Carter Street crossing toward Hawkinsville depot



HAWK: SR 26 at Depot Road, Browndale, Pulaski County



HAWK: CR 254/Newberry Road, Browndale vicinity, Pulaski County



HAWK: Approximate GSF crossing, Pitts Rd, Klondike vicinity, Houston County



HAWK: Grovania Road crossing, Grovania, Houston County



HAWK: GSF/Grovania Road crossing, Grovania



HAWK: Remnant railbed along CR 267/Plant Road, Perry, Houston County



HAWK: Old SR 224 crossing, Perry

IRWINTON RAILWAY (IRWN)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: McIntyre to Irwinton, Wilkinson County

DEVELOPMENTAL HISTORY

A short-lived, short line railroad, the Irwinton Railway connected Irwinton, the Wilkinson County seat, with the Central of Georgia main line at McIntyre. When laid out, the Central of Georgia bypassed the existing town of Irwinton. Instead, the local station stop was established at McIntyre, located nearby to the north on lower, more level ground. Incorporated in 1909, the Irwinton Railway (IRWN) opened around 1911. It consisted of a short spur line, approximately three miles long, that ran south from the Central of Georgia main line into downtown Irwinton. However, this locally financed operation was quickly discontinued, in 1913.

DESCRIPTION

This approximately three-mile railroad generally followed a north-south alignment between Irwinton and McIntyre in Wilkinson County. No extant traces of the former railroad were identified in its vicinity. No physical elements of the former railroad could be discerned at Irwinton or McIntyre. Construction of buildings between McIntyre and Irwinton, as well as continued agricultural use and reforestation of other parcels in the vicinity of the former spur line, appear to have eliminated much, if not all, of the remnant aboveground evidence of this railroad's short-lived and long-abandoned infrastructure. It may be the case that an expedient, make-do nature and quality of this rail line's original, poorly-funded construction has also contributed to its effective reversion to the surrounding landscape. As a small, independent short line, the railroad may have minimized the depth of cuts and the heights of any needed embankments, thereby giving up some speed, safety, and efficiency of train operation in favor of lowering construction costs, but also diminishing the lasting imprint of the railbed on its surroundings.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Irwinton Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The IRWN was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning & Development, Commerce, and Transportation. No information has been found indicating that this railroad line had a notably significant impact on commercial growth in the area, even at a local level; this spur was only in operation for approximately two years.

Irwinton was founded as the seat of Wilkinson County in 1816, nearly a full century before the development of the IRWN. Accordingly, the IRWN's brief period of operation contributed nothing to the settlement of the area, or to Irwinton's planning and development, and the enterprise accomplished little to benefit Irwinton's growth. In essence, the railroad was a poorly-funded and perhaps ill-considered attempt to provide rail connectivity to Irwinton. The railroad's short duration of service apparently proved that it was not necessarily needed, or that there was simply not enough populace or business in Irwinton to support and financially sustain its continued operation. Therefore, the IRWN is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The IRWN has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, it is not eligible for inclusion in the National Register under Criterion B.

The IRWN was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys, it has been determined that this former railroad line no longer conveys historic significance in these areas, as it lacks integrity. Following its abandonment, the railroad's rails, ties, and ballast were comprehensively removed. Parts or sections of the railroad bed, in the form of grades, embankments, or cuts, may still be in place at certain (unknown) locations, but these were not discovered by the surveyors. If any such sections do exist, they were

inaccessible to the surveyors and were not distinguishable in reviews of available aerial imagery. In fact, no remnant segments of the original railbed were discerned. Thus, it appears that the railroad alignment is no longer physically or visually present within its landscape, and its essential linear quality and continuity is no longer intact or evident. Moreover, no depots affiliated with the railroad are known to be extant.

As a consequence, the IRWN no longer readily presents its historically-significant design characteristics, and does not represent a good example of a rural, short-line railroad from the early twentieth century. Therefore, it is not considered eligible for the National Register under Criterion C.

Based on the aboveground survey, this former railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

In its present state, the former Irwinton Railway corridor is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

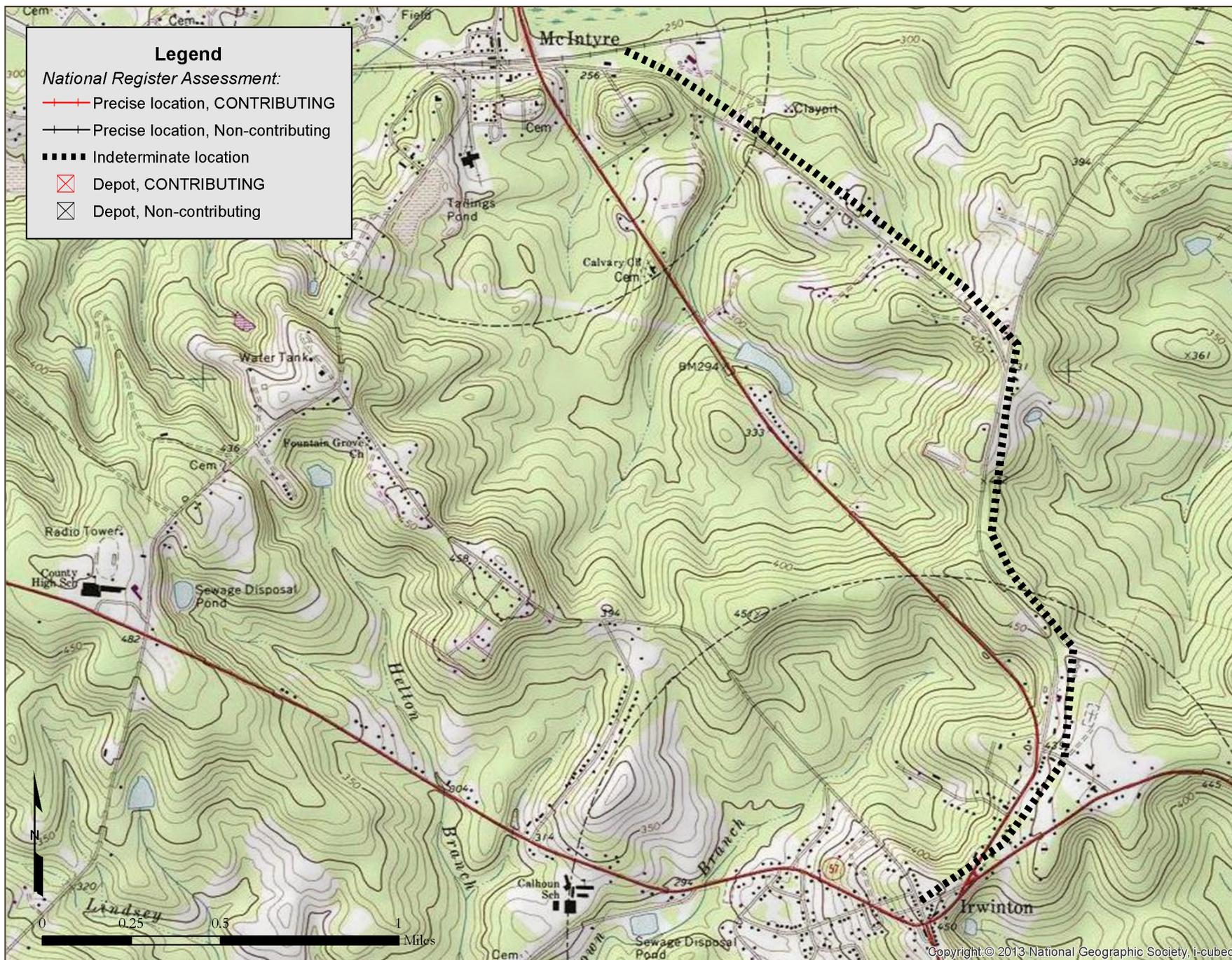
A ground-level field survey of the area of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of any of the railroad's former railbed or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the Irwinton Railway does not retain integrity in any of the seven areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



IRWN: Resource Location Map



IRWN: COG mainline at McIntyre, Wilkinson County



IRWN: Main Street at COG mainline, McIntyre

OCILLA, PINEBLOOM & VALDOSTA (OCPB)

Other names: Ocilla, Pinebloom & Valdosta Railroad; Willacoochee & DuPont Railroad

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Fitzgerald, Pinebloom & Valdosta

Location: Gladys, Berrien County to Willacoochee vicinity, Atkinson County

DEVELOPMENTAL HISTORY

The Ocilla, Pinebloom & Valdosta Railway (OCPB), originally called the Fitzgerald, Pinebloom & Valdosta, was a logging road and occasional common carrier that was developed and owned by the Gray Lumber Company. The lumber company's sawmill was located in Pinebloom, a flag station stop along the Atlantic Coast Line's former Brunswick & Albany main line, approximately one mile east of Willacoochee. The Gray family's saw mill was the largest enterprise in Pinebloom, which had a population of about 200 in 1896.

The 52-mile long Lax-Pinebloom-Nashville line was completed in 1901-03. The railroad never directly reached either Ocilla or Fitzgerald; instead, an eight-mile long segment was eventually constructed from the small community of Lax westward to the crossroads community of Gladys. There, the OCPB offered connection to the Ocilla Southern Railroad, which itself ran north to Ocilla and Fitzgerald, and south to Alapaha and Nashville.

In 1906, the OCPB sold the section south of Pinebloom, leading to Nashville, to the Douglas, Augusta & Gulf Railway (which was controlled by and was soon after absorbed into the Georgia & Florida Railway). It continued to operate the tracks north of Pinebloom.

The line was then renamed the Ocilla, Pinebloom & Valdosta Railroad in 1910. In 1915, the Henderson Lumber Company gained control, after the Gray Lumber Company went bankrupt.

In 1915, when the Henderson Lumber Company acquired the OCPB, it ran from Gladys to Shaw's Still, as described by the 1918 Report of the Georgia Railroad Commission. This report listed the OCPB as a 27-mile line between Gladys and Shaw's Still, the latter now a defunct community about nine miles southeast of Willacoochee.

In 1918, a newly organized company called the Willacoochee & DuPont Railroad (W&D) purchased the line and reportedly abandoned the tracks between Gladys and Willacoochee the following year (or reverted to using them only for logging). It continued to operate the eastern/southern section of track from Willacoochee to Shaw's Still, but was not able to extend the line past Shaw's Still to either Sirmans on the Waycross & Western (as was projected on an OCPB company map in 1917) or to DuPont. If it had done so, the W&D would have connected with another main line of the Atlantic Coast Line, but such a project to create a bridge line between the two ACL main lines would have constituted a significant expansion to the south. Instead, in 1922, this short remnant length of the former OCPB was also abandoned.

DESCRIPTION

At its greatest extent, comprising approximately 60 miles in total combined length, this railroad followed a generally northwest-southeast alignment between Gladys in Berrien County and Willacoochee in Atkinson County, and a northeast-southwest alignment between Willacoochee and Nashville, also in Berrien County. The line also eventually included an eastern segment connecting Willacoochee to stops at the defunct communities of Leliaton and Shaw's Still. The Willacoochee-Nashville branch survives intact and in light service as a remnant segment of the Georgia & Florida Railroad; rail service over this southernmost section of the former Georgia & Florida is now maintained over the 43-mile distance between Willacoochee and Valdosta by a small, local operator called Cater-Parrott Railnet. Of the long-abandoned alignment, between Gladys, Lax, Willacoochee, and Shaw's Still, no extant traces of the former railroad were identified in its vicinity. No physical elements of the former railroad could be discerned at those communities and towns or at select access points along the approximate route of the former line. Continued agricultural use along the former railroad's alignment, in the form of cultivation of pecan groves, cotton fields and other row crops, as well as planted pine plantations, have combined with many decades of general neglect to eliminate much of the remnant aboveground evidence of the remainder of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Ocilla, Pinebloom & Valdosta Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4. As is common with railroads which have often expanded, contracted, or changed ownership and affiliations over time, the OCPB itself went through several iterations. As described above, the name was even changeable, since the OCPB originated as the Fitzgerald, Pinebloom & Valdosta and was finally abandoned in the guise of the Willacoochee & DuPont Railroad. For the purposes of this survey, it has been determined that the entity evaluated here will reflect the longest period of uninterrupted, continuous rail service, as judged after review of the total chronology of this linked railroad organization.

Bearing this guidance in mind, the rail resource evaluated here consists of that assemblage of connected rail segments from Gladys eastward to Lax, and then southeasterly from Lax through Willacoochee to Shaw's Still. These component sections made up the greatest extent of the OCPB. The section that was built from Willacoochee to Nashville between 1901 and 1903 by the Fitzgerald, Pinebloom & Valdosta, but sold in 1906, became a much more important and integral part of the Georgia & Florida Railway, and is most fully and effectively evaluated as a critical component of that much larger rail system.

The OCPB was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning & Development, Commerce, and Transportation. A development from the beginning of the 20th century, this railroad was too late to play a role in the initial settlement of this part of Georgia, even though the area was still sparsely populated at the time of the railroad's construction. The founding and layout of the town of Willacoochee preceded this particular railroad. Instead, Willacoochee was developed along the Brunswick & Albany Railroad (predecessor to the ACL), a much longer, better capitalized railroad that was completed through the area in 1870. Thus, the OCPB had little notable impact on its community planning or development. Likewise, no information has been found indicating that this railroad line had a significant impact on commercial growth in the area. Lax, a tiny crossroads community along the route, has never achieved substantial growth, and none of the other

station stops denoted in the railroad's timetable for 1918 are of any size or note; Gladys, for example, is now only a place name on a map, denoting the intersection of US 129 and SR 158.

Although its connectivity with other larger rail lines in Gladys and Willacoochee allowed potential distributions of passengers and freight supplies and products to and from almost anywhere, the OCPB never generated substantial amounts of traffic. The primarily rural corridor through which the line traveled was lightly settled, as it remains to this day. As is reflected by its short period of service, which barely achieved two decades, the line simply was never able to develop or market its utility or usefulness, or create demand for its services to sustain the economic viability of the railroad. Therefore, the OCPB is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The OCPB has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, it is not eligible for inclusion in the National Register under Criterion B.

The OCPB was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys, it has been determined that this former railroad line no longer conveys historic significance in these areas, as it lacks integrity. Following its abandonment, the railroad's rails, ties, and ballast were comprehensively removed. Parts or sections of the railroad bed, in the form of grades, embankments, or cuts, may still be in place at certain (unknown) locations, but these were not discovered by the surveyors. If any such sections do exist, they were inaccessible to the surveyors and were not distinguishable in reviews of available aerial imagery. In fact, no remnant segments of the original railbed were discerned. Thus, it appears that the railroad alignment is no longer physically or visually present within its landscape, and its essential linear quality and continuity is no longer intact or evident. Moreover, none of the railroad's depots are known to be extant.

As a consequence, the OCPB no longer readily presents its historically-significant design characteristics, and does not represent a good example of a rural, short-line railroad from the early twentieth century. Therefore, it is not considered eligible for the National Register under Criterion C.

Based on the aboveground survey, this former railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

In its present state, the former Ocilla, Pinebloom & Valdosta Railway corridor is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

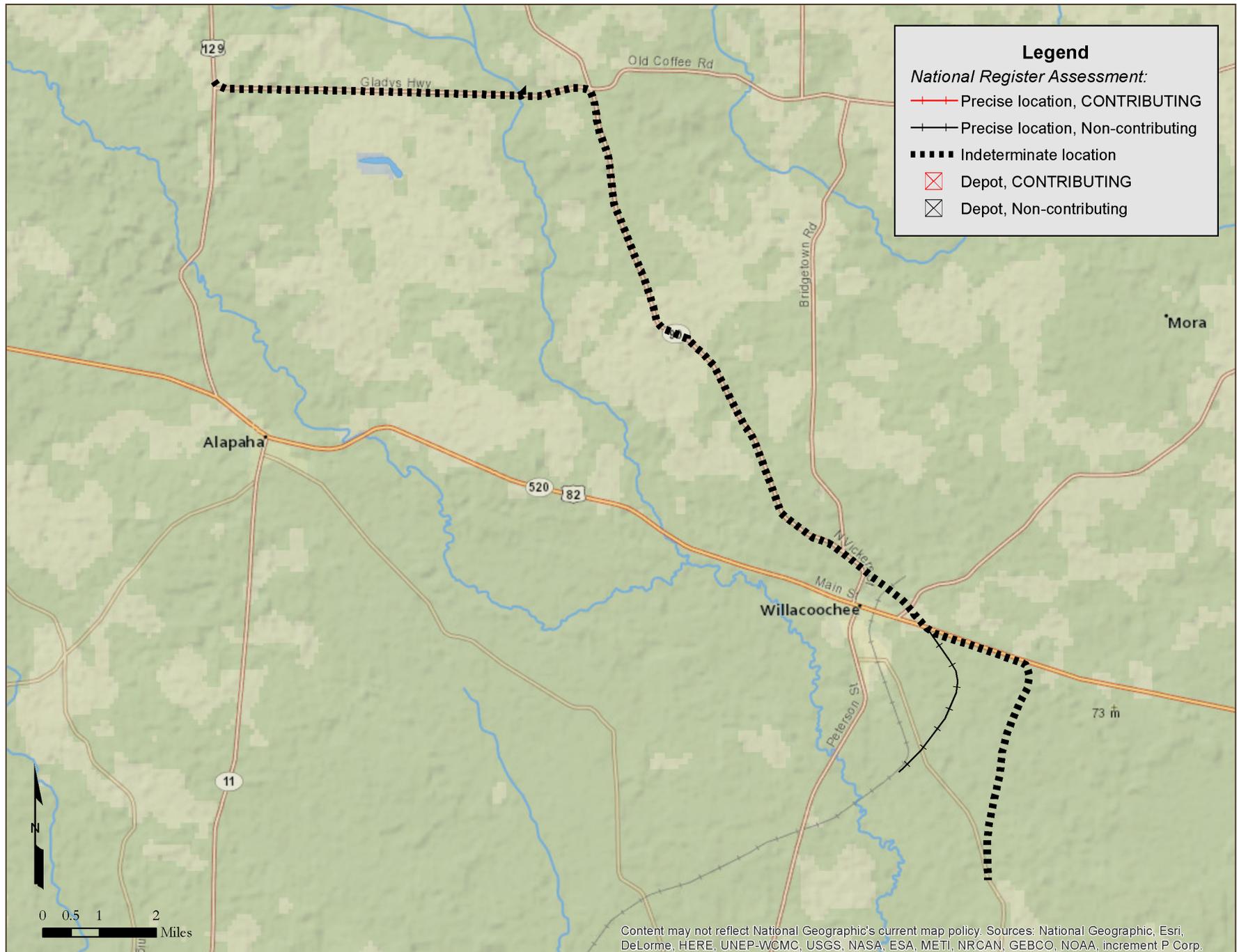
A ground-level field survey of the area of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of any of the railroad's former railbed or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the Ocilla, Pinebloom & Valdosta Railway does not retain integrity in any of the seven areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



OCPB: Resource Location Map



OCPB: SR 90 at CR 286, Coffee County



OCPB: SR 90 at CR 286, Coffee County



OCPB: SR 158 at Lax, Coffee County



OCPB: SR 158 between Lax and Gladys, Berrien County

OCILLA SOUTHERN RAILROAD (OCSO)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Fitzgerald, Ocilla & Broxton Railroad (lease); Hawkinsville & Florida Southern Railway; Hawkinsville & Western Railroad

Location: Perry, Houston County, to Nashville, Berrien County

DEVELOPMENTAL HISTORY

The Ocilla Southern Railroad (OCSO) was incorporated in December of 1908 and, like the recently formed Georgia & Florida Railway (GAF), which was traversing much of the same general area of the state, developed its route primarily by acquiring existing short lines or by leasing trackage rights from them. In the same manner as the GAF, the OCSO usually only constructed new track where there was a gap in their envisioned alignment that was not already served by an already extant railroad line.

According to the 1923 edition of Poor's Manual of Railroads, the OCSO was ultimately attempting to build a line from Atlanta to Jacksonville, Florida. At its peak mileage, however, its route only covered about one third of that distance, traveling between Perry in Houston County, where it connected to the Central of Georgia's branch from Fort Valley to Perry, and Nashville in Berrien County, where it connected to both the GAF's main trunk line between Augusta, Valdosta, and Madison, Florida, and its branch line to Moultrie. In between, the OCSO also offered numerous other points of connection to several other railroads, including the Georgia Southern & Florida (GSF), the Southern Railway (SOU), the Central of Georgia's Wrightsville & Tennille (WRTN) subsidiary, the Seaboard Air Line (SAL), the Atlanta, Birmingham & Atlantic (later to become the Atlantic, Birmingham & Coast, or ABC), the Ocilla, Pinebloom & Valdosta (OCPB), and the Atlantic Coast Line (ACL).

The Ocilla Southern Railroad began its efforts, and justified its name, by building its own new line from Ocilla south to Alapaha in 1910. Next, in 1911, it leased an existing line between Ocilla and Fitzgerald from the Fitzgerald, Ocilla & Broxton Railroad (FO&B). This railroad line between its three namesake communities was itself an evolution of two previous railroad companies in the area, the Fitzgerald, Ocmulgee & Red Bluff Railway, and the Ocilla & Valdosta Railroad.

The Fitzgerald, Ocmulgee & Red Bluff (FO&RB) was initially chartered in 1901, and built a 13.7-mile long rail line the following year from Fitzgerald northeast to Garbutt's Landing on the Ocmulgee River. Between Fitzgerald and Queensland, the FO&RB ran parallel to the Abbeville-Fitzgerald branch (formerly the Abbeville & Waycross) of the Seaboard Air Line Railway. A 35-mile extension of the line to Red Bluff, on the Oconee River near present-day Soperton, may have been planned, but the Ocmulgee remained the end of the line. In 1906, the FO&RB was absorbed into the Ocilla & Valdosta Railroad, which abandoned it the following year.

The Ocilla & Valdosta Railroad (O&V) was originally chartered in 1903 to build a railroad from Macon to Valdosta. By 1906, the O&V had completed a line from Broxton to Ocilla and was constructing a line from Ocilla to Fitzgerald. It had acquired a Broxton-to-Hazlehurst line in a 1905 agreement with the Broxton, Hazlehurst & Savannah Railroad and had begun steps to absorb the Fitzgerald, Ocmulgee & Red Bluff Railway.

By 1906, the O&V had completed rail lines between Fitzgerald, Ocilla, and Broxton, but it was already failing financially. The FO&B was formed in 1907 to take over the O&V's lines, and the Broxton-Hazlehurst route was sold to the Douglas, Augusta & Gulf Railway. Sometime later, the FO&B acquired a third line out of Ocilla by leasing the former Ocilla & Irwinville Railroad, which had been built in 1900 and sold to the Brunswick & Birmingham (later the Atlanta, Birmingham & Atlantic) soon afterwards, in 1903.

After the OCSO leased operation of the FO&B's Ocilla to Fitzgerald line in 1911, it then engaged in more new construction, adding more track to the south from Alapaha to Nashville in 1912-13, and building its own line from Fitzgerald north to Rochelle in 1914.

In 1917, the OCSO continued its expansion to the north by constructing an extension from Rochelle to Pope City and then by leasing trackage rights from the Hawkinsville & Florida Southern Railway (HKFS) over its section of line between Pope City and Hawkinsville. Upon thereby gaining access to Hawkinsville, it also leased from the Hawkinsville & Western Railroad (HAWK) the line between Hawkinsville and Perry, where it could connect to the Central of Georgia's branch from Fort Valley to Perry.

Despite or perhaps because of this push to expand service, the OCSO, in June of 1918, entered receivership, a status it was to maintain for several years. In 1920, the route from Hawkinsville to Perry was ended by the receivership and sale for salvage of the HAWK, thus ending the OCSO's operational lease. Similarly, the Georgia Southern & Florida's HKFS subsidiary was abandoned in 1923, thereby removing from the OCSO's system the segment from Pope City north to Hawkinsville. At almost the same time, in 1923, the OCSO then abandoned its own tracks from Pope City south to Fitzgerald. The final remaining section from Fitzgerald to Nashville was abandoned the following year, in 1924.

DESCRIPTION

At its greatest extent of operation, the Ocilla Southern spanned a significant portion of middle Georgia via its approximately 100-mile, north-south route between Perry and Nashville. Incorporating the sections of trackage leased from other lines, the route also passed through and connected the extant communities of Grovania, Hawkinsville, Rochelle, Fitzgerald, Ocilla, and Alapaha. Few extant traces of the former railroad were identified in its vicinity. A couple of railbed segments are discernable near Perry and Grovania, although they would not be readily recognizable as such to the general public or uninformed passersby; these are discussed in the description for the HAWK, from which the OCSO leased this section of track. A short section of the northern reach of the OCSO built track is visible on aerial images, to the west of SR 112, a short distance north of Rochelle. This northwest-southeast alignment, which was not accessible on the ground to the survey team, crosses a field just south of the intersection of Wilcox County roads CR 5 and CR 38, which was the site of the defunct community of Pope City, junction point of the OCSO and the HKFS. South of Rochelle, running parallel to and along the east side of SR 233, just south of its intersection with Wilcox County CR 61, project surveyors found a short section of the OCSO's raised bed.

Within downtown Rochelle, the clearest evidence of the OCSO's former existence is the plan of Rochelle's union passenger depot, which was built in 1916, just as the OCSO was being completed through the area (see the 2007 nomination for the Rochelle Historic District to the National Register of Historic Places). It was built in the southeast corner of the

crossing of the OCSO and the Seaboard Air Line's former Savannah, Americus & Montgomery route, and the traditional projecting bay at the building's northwest corner extends out on both the north and west sides, thereby allowing the station master the opportunity to view trains approaching along both sets of tracks. This depot's site, immediately east of the right-of-way of SR 112/Ashley Street, clearly indicates that the OCSO tracks ran within the Ashley Street right-of-way, to both the north and south of downtown.

The Sanborn Map Company's Fire Insurance map editions for the city of Ocilla from January, 1912 show that the OCSO tracks similarly ran down the middle of Elm Street's north-south right-of-way. The wye junction point of a connector siding from the Seaboard Air Line's Fitzgerald to Ocilla branch to the OCSO main line can still be discerned at the intersection of South Elm Street and East Third Street. The connector cuts through a property on the northwest corner of the intersection, and the cut corners of a couple of historic, metal-clad warehouses displays its path. Ocilla's union passenger depot formerly stood within this same block on the south side of East 4th Street, and the OCSO's small freight depot is illustrated on the map as standing along Elm Street, on the north side of East 4th Street. Three blocks south, at the intersection of the far southern end of Elm Street and East 1st Street, the former right-of-way of the OCSO can be discerned heading south, running alongside a modern, steel-framed warehouse, and then trailing off into now dense woods.

South of Ocilla, only one other recognizable, confirmed section was located by the survey team, a stretch of raised bed running north from Alapaha to what would have been the line's crossing of the Alapaha River. This built-up embankment is aligned roughly parallel to and runs along the east side of US 129/SR 11, a short distance north of its intersection with US 82/SR 520. For a brief span, it is visible from the declining slope of this section of US 129. However, like many miles of the other former sections of the OCSO railbed, this particular remnant trace soon disappears into the open, level landscape of plowed and cultivated fields on the north side of US 82.

For this reason, as well as the railroad's nine decades of abandonment, few physical elements of the alignment formerly developed or controlled by the OCSO could be discerned within the communities noted or at select

access points along the former line. Continued agricultural use along and over the former route of the railbed and general neglect appear to have eliminated much, if not all, of the remnant aboveground evidence of this railroad's long-abandoned infrastructure. Apart from Rochelle's union depot, formerly shared by the SAL and the OCSO, no other depots once used by the OCSO are known to be extant.

With regard to the small, short-lived progenitors of the OCSO, no remaining physical evidence of either the Fitzgerald, Ocilla & Broxton, the Ocilla & Valdosta, or any other of their successive permutations was identified by surveyors. Moreover, no depots, warehouses, or platforms utilized in their operations were discovered.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Ocilla Southern Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The Ocilla Southern was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning & Development, Commerce, and Transportation. A development from the second decade of the 20th century, this railroad was too late to play a role in the initial settlement of this part of Georgia, even though the area was still somewhat sparsely populated at the time of the OCSO's construction. The incorporations and town layouts of almost all of its station stops preceded this particular railroad, and Hawkinsville, Rochelle, Fitzgerald, Ocilla, Alapaha, and Nashville were all already served by existing railroads, most of which were longer and better capitalized. Thus, the OCSO had little notable impact on their community planning or development.

Likewise, and for much the same reason, no information has been found indicating that this railroad line had a notably significant impact on commercial growth in the area. The aforementioned cities along the route undoubtedly received some new economic benefit from the OCSO's operations, but they did not experience new business activity or substantial growth in excess of what was initially introduced by the coming of the earlier railroad connections. Few new communities grew up along the

OCSO's alignment; most of these are no longer extant. Other remaining small communities that had no other rail connections, such as Owensboro, south of Rochelle, no longer possess any buildings that reflect any impact of the railroad on the built environment or architectural development.

Although its connectivity with multiple other larger rail lines in Perry, Hawkinsville, Rochelle, Fitzgerald, Ocilla, Alapaha, and Nashville allowed potential distributions of passengers and freight supplies and products to and from almost anywhere, the OCSO apparently never generated substantial amounts of traffic. The primarily rural, north-south corridor through which the line traveled, through the middle part of southern Georgia, was lightly settled, as it remains to this day. As is reflected by its short period of service, which did not even achieve fifteen years, the line simply was never able to develop or market its utility or usefulness, or create enough demand for its services to sustain economic viability or at least to amortize its significant construction costs.

Despite its comparatively short lifespan and its ultimate failure, however, the OCSO does indicate significance in the area of Transportation. As a railroad enterprise, the OCSO is perhaps representative of the last gasp of enthusiastic but ultimately overly ambitious railroad construction. As a onetime component of the state's vast web of railroads, the OCSO's development premise is also illustrative of the comprehensiveness and breadth of coverage that the rail networks in Georgia once reached at the peak of their expansiveness, soon before the industry's consolidation, contraction, and decline.

The OCSO was essentially conceived and developed throughout much of the second decade of the twentieth century, at the height of the railroad building boom in the state and even the nation. The OCSO's fullest and farthest extent, although nowhere near the ultimate goals of its directors, was reached just before the climax of the industry, in the decade before the onset of the Great Depression. As its relatively humble and restrained name reflected, the Ocilla Southern was repeatedly grown in scope and length from its initially short and modest origins as a feeder line or branch between Ocilla and the ACL's Brunswick & Western/Brunswick & Albany mainline at nearby Alapaha. The large number of major, east-west oriented mainlines that crossed through this part of the state must have

made the idea of the expansion of the OCSO as a bridge connector between these mainlines seem a reasonable proposition and an attractive business model. When enumerated, the number of connections once offered by this comparatively long regional system in the middle to southern part of Georgia is impressive, and shows the OCSO's logic and purpose. As the downfall of the OCSO and its adjacent partner to the west, the HKFS, would appear to indicate, there was likely not enough business demand available to sustain not only these smaller, north-south bridge lines, but also the longer and better capitalized GSF and GAF systems, which served much the same roles through the same general areas of the state. However, because the rail line is no longer substantially intact and does not retain physical integrity, it cannot convey significance under Criterion A in the area of Transportation.

The OCSO has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, it is not eligible for inclusion in the National Register under Criterion B.

The OCSO was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys, it has been determined that this former railroad line no longer conveys historic significance in these areas, as it lacks integrity. Following its abandonment, the railroad's rails, ties, and ballast were comprehensively removed. Some parts or stretches of the railroad bed, in the form of grades, embankments, or shallow cuts, are still extant at certain distinct locations (see Description). Other segments may still be in place, but if any such sections do exist, they were inaccessible to the surveyors and were not distinguishable in reviews of available aerial imagery. In the full context of the original length of the line, only a minor percentage of the original railbed was discovered or was discernable. Thus, it appears that the railroad alignment is no longer physically or visually evident within its landscape, and its essential linear quality and continuity is no longer intact or unbroken. Moreover, none of the railroad's own, proprietary depots are known to be extant (Rochelle's depot was established primarily for the Seaboard Air Line's use).

As a consequence, the OCSO no longer readily presents its historically-significant design characteristics, and does not represent a good example of

a rural, short-line railroad from the early twentieth century. Therefore, it is not considered eligible for the National Register under Criterion C.

Based on the aboveground survey, this former railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

The OCSO once had the potential to present significance under Criterion A in the area of Transportation, but its current, largely disturbed physical condition and disrupted, disjointed state do not convey this significance because the line lacks sufficient integrity, as described above and hereafter. Due to its diminished integrity, the OCSO is not eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

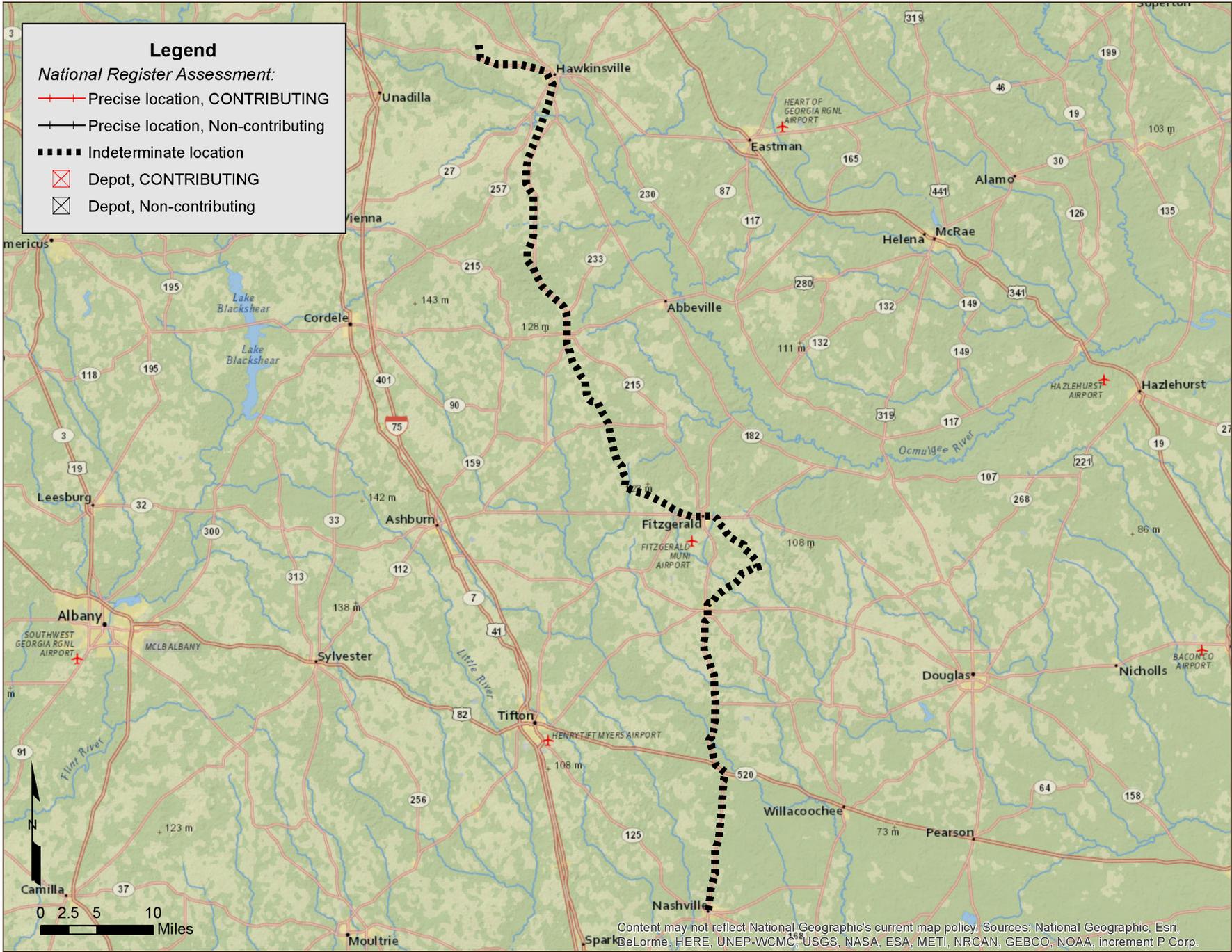
A ground-level field survey of the area of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little remaining evidence of the railroad's former railbed or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the OCSO maintains only a low level of integrity in the areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



Content may not reflect National Geographic's current map policy. Sources: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

OCSO: Resource Location Map



OCSO: Rochelle depot, Wilcox County



OCSO: SR 233/Ashley Street at US 280/SR 30, Rochelle



OCSO: SR 233/Ashley Street at Sixth Avenue, Rochelle



OCSO: SR 233 south of Rochelle



OCSO: Railbed, SR 233 near CR 61, Wilcox County



OCSO: CR 232 at Owensboro, Wilcox County



OCSO: East Third Street at Elm Street, Ocilla, Irwin County



OCSO: East First Street crossing, Ocilla



OCSO: US 129/SR 11, Gladys vicinity, Berrien County



OCSO: Possible alignment, north bank Alapaha River, Berrien County



OCSO: US 129/SR 11 near US 82/SR 520, Alapaha vicinity, Berrien County



OCSO: US 129/SR 11, south of Alapaha

PELHAM & HAVANA (PELH)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Cairo, Grady County, to Havana, Florida

DEVELOPMENTAL HISTORY

The Pelham & Havana Railroad (PELH) was incorporated March 21, 1908 to build a rail line from Pelham, Georgia, to Havana, Florida. The railroad's general offices were in Cairo, Georgia. The line between Cairo and Calvary was built first, in 1910. By 1914 the railroad had been extended to Darsey, Florida, just south of the boundary between the two states. In 1918, it reached Havana, approximately 25 miles southwest of Cairo.

In 1917, it reported ownership and operation of 2 locomotives and 3 cars, but by 1922, use of only 1 locomotive and 2 cars.

The part of the line from Cairo north to Pelham was never built. The entirety of the PELH that was built, south from Cairo, was abandoned in 1924, only six years after its completion to Havana.

DESCRIPTION

This approximately 25-mile long railroad generally followed a northeast-southwest alignment through Grady County, between Cairo and the Georgia state line, near Calvary, and onward to its southern terminus at Havana, Florida. At its fullest extent, the PELH served the role as a bridge line or cutoff between the Atlantic Coast Line's east-west main line (formerly the Savannah, Florida & Western) in Cairo and the Georgia, Florida & Alabama Railway's main line, which ran on a roughly north-south axis from Richland through Bainbridge and Havana, Florida to Tallahassee, and then on to the Gulf Coast at Carrabelle.

The 1912 edition of the Sanborn Map Company's Fire Insurance Maps for Cairo show the PELH diverging from the ACL's main line at a point a few blocks east of Broad Street; it ran on a north-south alignment just east of Mitchell Street, then turned southwest between South 5th and 6th streets. An elementary school appears to have been constructed over the rail

corridor near downtown, and other parts of the bed in Cairo have been built over by both commercial buildings and residential subdivisions. Historic aerial imagery from 1952 indicates that a section of Grady County CR 154/Hadley Ferry Road (an extension of Cairo's South Broad Street) may now utilize the former railbed, or run alongside it, from south of its intersection with Pine Park Road. Current aerial imagery still reveals an intact segment of the curving course of the railbed, marked by a distinctive treeline, at the southwestern edge of Cairo, between South Broad Street and Parkers Mill Creek.

According to a local resident of the Princes Still (or Pumphreys) community who is knowledgeable about the PELH, it continued on a general southwesterly course to cross both Tired Creek and Turkey Creek, and adopted a twisting alignment that roughly follows the route of CR 319/Cranford Road. (The defunct Cranford community is listed as one of the station stops in a 1918 PELH timetable.) He imparted his understanding that the railroad generally ran parallel to and sometimes closely alongside the present route of SR 111, from south of its intersection with CR 319.

Despite or perhaps in part because of this proximity to SR 111, no physical elements of the former railroad could be discerned within the existing community footprints of Reno or Calvary, two small extant towns that offered station stops along the railroad's route.

Only a few extant traces of the former railroad were identified in its vicinity, or at select access points along the former line. One shallow cut was located that was clearly distinguishable as a remnant part of the railbed, crossing the unpaved surface of CR 189/Johnson Road, just south of Calvary. Construction of buildings along the east side of SR 111, as well as continued agricultural use along sections of the former railroad's alignment, appear to have disturbed or perhaps even eliminated much remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Pelham & Havana Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The PELH was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning & Development, Commerce, and Transportation. A development from the second decade of the 20th century, this railroad was too late to play a role in the initial settlement of this part of Georgia, even though the area was still sparsely populated at the time of the Pelham & Havana's construction. The incorporations and town layouts of both Cairo and Havana preceded this particular railroad, and both were already served by much longer, better capitalized railroads. Thus, the PELH had little notable impact on their community planning or development. Likewise, no information has been found indicating that this railroad line had a significant impact on commercial development in the area. Reno and Calvary, the two small towns along the route that were the largest within Georgia south of Cairo, have never achieved substantial growth, and none of the other intermediate station stops denoted in the railroad's timetable for 1918, such as the aforementioned Cranford, are still extant.

Although its connectivity with other much larger rail lines in Cairo and Havana allowed potential distributions of passengers and freight supplies and products to and from almost anywhere, the PELH never generated substantial numbers or amounts of traffic. The primarily rural corridor through which the line traveled was lightly settled, as it remains to this day. As is reflected by its short period of service, which achieved only sixteen years, the line simply was never able to develop or market its utility or usefulness, or create demand for its services to sustain the economic viability of the railroad, or at least to amortize its construction costs. Therefore, the PELH is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The PELH has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, it is not eligible for inclusion in the National Register under Criterion B.

The PELH was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys, it has been determined that this former railroad line no longer conveys historic significance in these areas, as it lacks integrity. Following its abandonment,

the railroad's rails, ties, and ballast were comprehensively removed. Some parts or stretches of the railroad bed, in the form of grades, embankments, or shallow cuts, are still extant at certain distinct locations (see Description). Other segments may still be in place, but if any such sections do exist, they were inaccessible to the surveyors and were not distinguishable in reviews of available aerial imagery. In the full context of the original length of the line, only a minor percentage of the original railbed was discovered or was discernible. Thus, it appears that the railroad alignment is no longer physically or visually evident within its landscape, and its essential linear quality and continuity is no longer intact or unbroken. Moreover, none of the railroad's depots are known to be extant.

As a consequence, the PELH no longer readily presents its historically-significant design characteristics, and does not represent a good example of a rural, short-line railroad from the early twentieth century. Therefore, it is not considered eligible for the National Register under Criterion C.

Based on the aboveground survey, this former railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

In its present state, the PELH is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

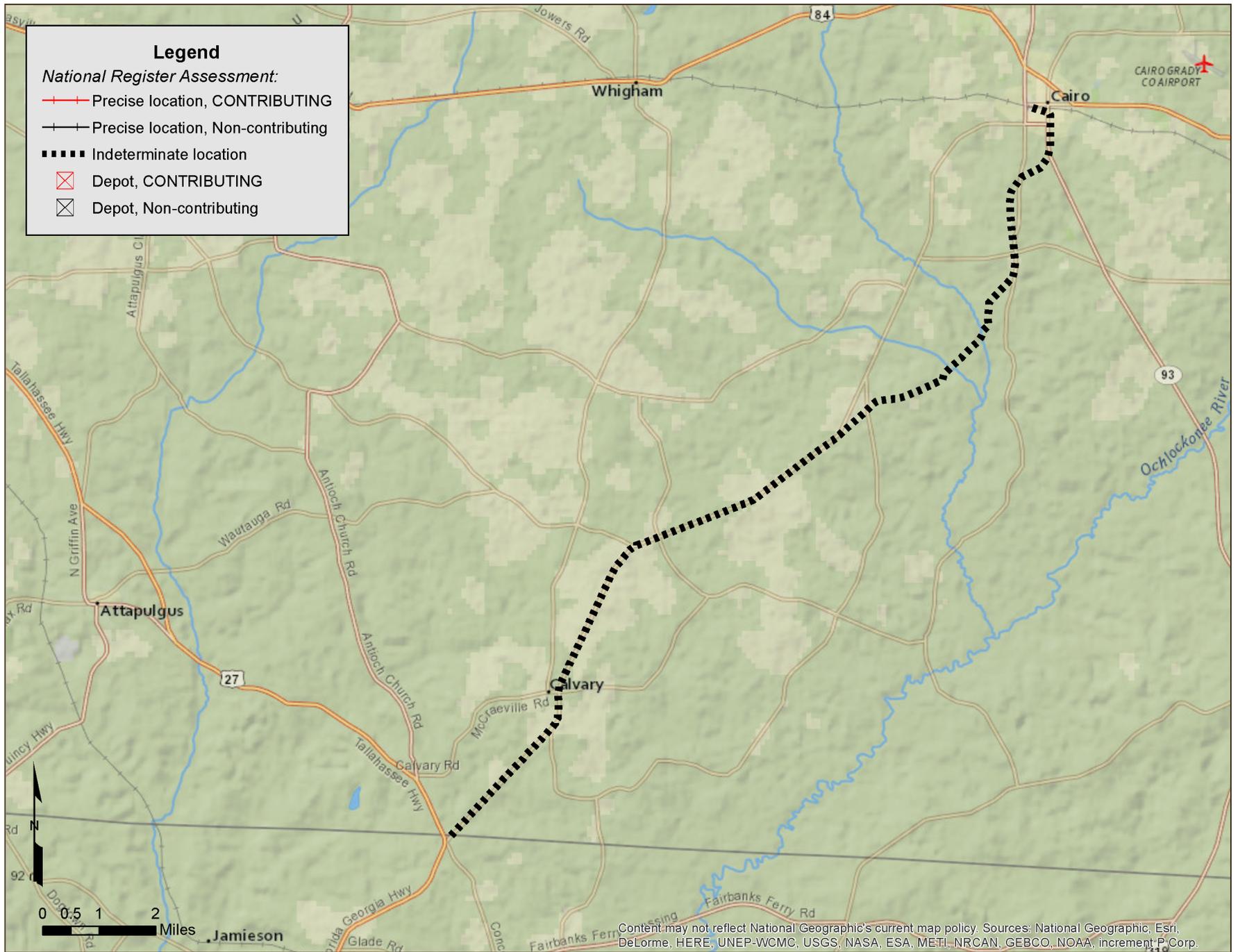
A ground-level field survey of the area of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little remaining evidence of the railroad's former railbed or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the PELH no longer retains integrity in the areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



PELH: Resource Location Map



PELH: ACL at Cairo, Grady County



PELH: SR 93/SR 111/Broad Street, Cairo



PELH: CR 319 at Cranford Road, Princes Still, Grady County



PELH: Railbed along SR 111 below CR 319, Reno vicinity, Grady County



PELH: CR 189 crossing, Calvary vicinity, Grady County



PELH: Along CR 189, south of Calvary, Grady County

ROME & NORTHERN RAILROAD (ROME)

Other names: N/A

NR Evaluation: Eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Rome, Floyd County, to Gore, Chattooga County

DEVELOPMENTAL HISTORY

R. G. Peters, a businessman from Manistee, Michigan constructed the 19-mile Rome & Northern Railroad (ROME) during 1909-1910 to haul iron ore from his mines in Chattooga, Walker, and Whitfield Counties. The completed line would have connected the Southern Railway at Rome, in Floyd County, with the Western & Atlantic Railroad at Tunnel Hill, in Whitfield County.

During its construction, the ROME served as a spur line, from Rome and the Southern Railway. Difficulty arose early in the project when Martha Berry, founder of Berry Schools, voiced objections to the railroad crossing that institution's property, possibly disrupting its operations. Railroad representatives assured her that the railroad would be a first-class, standard-gauge, passenger-carrying line, not merely a mining tramway. Berry reportedly sought \$250,000 for the right-of-way, but later agreed to a line relocation and a \$495 settlement.

Despite the planned connection of the Southern Railway with the Western & Atlantic Railroad at Tunnel Hill, the ROME only reached as far as the Gore community in Chattooga County. After several years of financial struggle, the line was abandoned in 1923. Following its abandonment, the rails, ballast, and ties were removed.

DESCRIPTION

The ROME followed an approximately 19-mile long, north-south route from Rome north to Gore. At Rome, substantial portions of the graded rail alignment remain intact. In the vicinity of Decatur Street and Center Street, the connection to the Southern Railway is clearly visible from aerial imagery. Significant portions of the graded railbed were observed during field survey at former rail crossings at John Davenport Road. Between John Davenport Road and Redmond Road, modern residential and commercial development has occurred along the graded railbed. From Redmond Road north to the Berry College campus, large portions of the graded railbed remain intact approaching Victory Lake. North of Victory Lake, the rail line continues

through private property and was thus not accessible. Evidence of the historic alignment is nevertheless visible on aerial imagery, continuing northward and crossing the Stonebridge Subdivision recreation center near the intersection of Stonebridge Drive and Legend Cove.

At Armuchee, the graded railbed is visible at the New Armuchee Baptist Church and Depot Street, on the west side of US 27/SR 1. From Armuchee, US 27/SR 1 appears to follow the historic rail alignment toward the Crystal Springs community. In the vicinity of Crystal Springs, evidence of the rail line was observed at Silver Hill Road, which appears to follow the historic railbed, running northwest to Foster Manning Road. Little modern development has occurred between the Crystal Springs community and the terminus of the rail line at Gore. The majority of the historic alignment in this area is located on private property and thus inaccessible. However, the field survey yielded evidence of the railbed along Storey Mill Road and Unity Church Road in Chattooga County, just south of US 27/SR 1. At Gore, portions of the railbed are visible in the vicinity of the Grace Baptist Church and an adjacent lumber yard.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Rome & Northern Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The ROME was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad began operation in 1910, subsequent to the initial period of exploration and settlement of Floyd, Chattooga, and Whitfield Counties. The City of Rome, founded in 1834, predates the construction of the rail line, and already possessed rail service via the Southern Railway prior to the development of the Rome & Northern Railway. Additionally, the communities of Armuchee, Crystal Springs, and Gore, also appear to predate the construction of the rail line according to USGS topographic maps, and therefore do not reflect the influence of the railroad on community planning. Although the ROME briefly served as a connection for these communities to the larger rail network and a means of transporting iron ore and timber, the rail line did

not generate sufficient traffic to sustain the railroad's long-term viability. Background research yielded no information indicating that this railroad line had a notably significant impact on commercial development in the area. None of the listed stops along the route appear to have achieved substantial growth following the ROME's construction. Therefore, the ROME is not considered eligible for listing in the National Register under Criterion A.

The ROME appears to have been developed primarily by the efforts of R. G. Peters, who owned several mining companies throughout the United States. However, background research yielded no evidence of any important contributions of R. G. Peters to history that are associated with the ROME. Therefore, the ROME is not considered eligible for inclusion in the National Register under Criterion B.

The ROME was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys in the field, it has been determined that this former railroad line lacks significance in the area of architecture. No depots, warehouses, or platforms formerly owned and operated by the railroad were identified during the field survey. However, the ROME derives its primary significance from its engineered features, namely the graded railbed. Based on the field survey and review of aerial imagery, the former railroad retains a substantial portion of its historic graded alignment which still conveys the railroad's essential linear quality and continuity. Numerous segments of intact railbed were observed in Rome and north to the Berry College campus. North of Berry College, the alignment is located almost wholly on private property and could not be field verified, although apparent railbed traces were identified in select areas, as described. Given the relatively intact condition of the rail alignment in and between Rome and the Berry College campus, and the lack of development north of Berry College, it is reasonable to assume that considerable additional railbed segments are likely still intact between Berry College and the line's northern terminus, although they are not readily visible from aerial photography nor were accessible during the field survey. The ROME is thus a relatively intact and locally significant example of a rural, short-line railroad related with northwest Georgia mining operations from the early twentieth century and

is considered eligible for the National Register under Criterion C in the area of Engineering. The period of significance is 1910 to 1923, spanning the ROME's active operations.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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.

As indicated, the ROME is considered to be eligible for listing in the National Register of Historic Places under Criterion C.

EVALUATION OF INTEGRITY

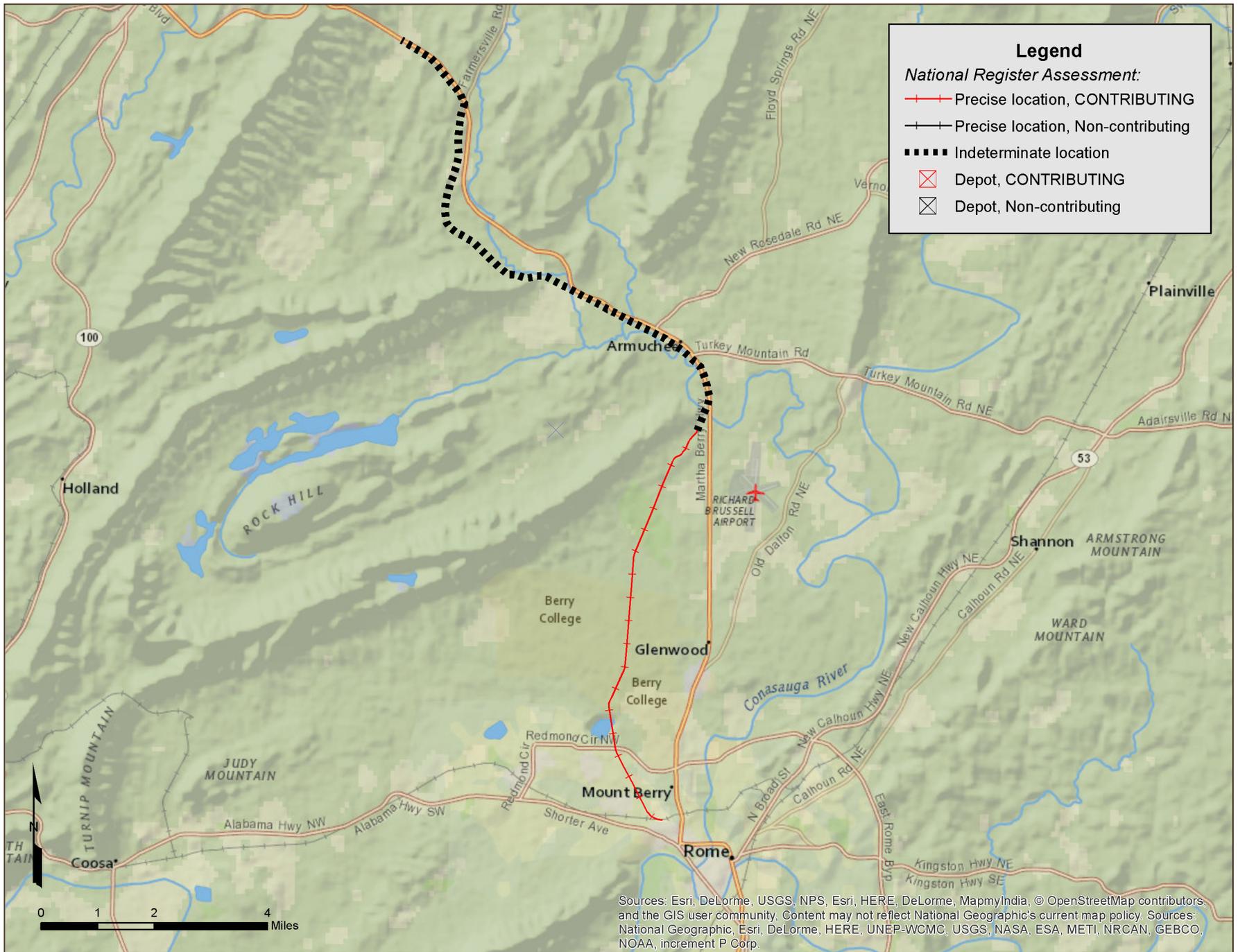
A ground-level survey of the rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no evidence of the railroad's infrastructure, such as rails, ties, and ballast was found. However, much of the historic graded railbed remains intact and is visible in aerial imagery as well as ground reconnaissance. It appears that no depots, warehouses, or platforms that were owned or operated by the ROME are in existence. Accordingly, it has been determined that the ROME retains substantive integrity of location, design, setting, workmanship, feeling, and association due to the continuity of the remaining sections of the historic railbed.

PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the ROME corresponds to the historic right-of-way. The proposed boundary 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, including extant cuts and built-up grades.

PREPARED BY

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



ROME: Resource Location Map



ROME: Charlton Street crossing, Rome



ROME: John Maddox Road crossing, Rome



ROME: Along railbed at Redmond Circle, Rome



ROME: Redmond Road crossing, Rome



ROME: US 27/SR 1 crossing, Rome



ROME: Railbed west of US 27/SR 1, Armuchee vicinity, Floyd County



ROME: Railbed at Little Texas Valley Road, Armuchee, Floyd County



ROME: Silver Hill Road, Armuchee vicinity, Floyd County



ROME: Big Texas Valley Rd at Silver Hill Rd, Armuchee vicinity, Floyd County



ROME: Railbed at Storey Mill Road, Armuchee vicinity, Floyd County



ROME: Silver Hill Road at Storey Mill Creek, Gore vicinity, Chattooga County



ROME: Railbed at north terminus, along US 27/SR 1, Gore, Chattooga County

ST. MARYS & KINGSLAND (SMKL)

Other names: Atlantic, Waycross & Northern Railway; St. Marys Railroad

NR Evaluation: Eligible

Physical Status: Active

Current owner: St. Marys Railroad

Predecessors: N/A

Location: Kingsland to St. Marys, Camden County

DEVELOPMENTAL HISTORY

The St. Marys & Kingsland Railroad (SMKL), incorporated in 1906, completed the tracks between its two namesake Camden County towns soon thereafter. At Kingsland, the railroad connected with the Seaboard Air Line Railway main line, while the other, eastern end provided coastal shipping opportunities at the port city of St. Marys.

In 1911, the 11-mile long short line was reorganized as the Atlantic, Waycross & Northern Railway, with ambitious plans to build well beyond Kingsland to Fort Valley in central Georgia, some two hundred miles to the northwest. The proposed route would have passed through Waycross, Broxton, Abbeville, and Unadilla.

The planned extension was never realized. In 1924, the line was reorganized again and named, more modestly this time, as the St. Marys Railroad.

In 1940, the railroad was purchased by Gilman Paper Company to service the new Kraft paper mill it was constructing at St. Marys. During Gilman's period of ownership, a three miles long branch was constructed to connect the railroad's main line to the Kings Bay Naval Base, located a short distance north of St. Marys.

Gilman Paper Company was sold in 1999 to Mexico-based Grupo Industrial Durango, which closed the St. Marys paper mill in 2002. The mill facility's buildings have been subsequently demolished. In 2007, the St. Marys Railroad was sold to Boatwright Companies, which continues to operate both the main line and the Kings Bay branch.

DESCRIPTION

This approximately 14-mile long railroad system runs southeast from its junction along Seaboard Street in downtown Kingsland with the Seaboard Air Line (now CSX) main line. It continues to St. Marys in an almost straight line, except for a dogleg section around its midpoint. For almost the entire, 11-mile length of the railroad's main line from Kingsland to St. Marys, SR 40 runs either closely or directly alongside, to the north side of the tracks. Operating solely within Camden County, the railroad includes an approximately three-mile long spur line to the northeast, to provide service to the Kings Bay Naval Base.

Most of the railroad's historic alignment is intact, including upgraded rails and ties, and remains in use. A combination depot, shop, and railroad office building, two-stories tall and flat-roofed, with an Art Moderne-influenced exterior of brick veneer and glass block, is located at the east end of the line in St. Marys, along SR 40/Osborne Street and adjacent to the former site of the Gilman Paper Company mill. Its siting, its style, and its material makeup indicate that the building was contemporary to the circa 1940 construction of the mill and the company's concomitant takeover of the railroad.

Only the southern tail of the former spur line to the riverside docks in downtown, along the St. Marys River, has been taken out of service. The wye junction to the spur is still intact and in use, and the rails continue south to West Ashley Street. South of there, they previously continued along the west side of Dilworth Street, then followed a sweeping curve (through ninety degrees) onto St. Marys Street, for its end run within the street right-of-way down to its foot at the docks, adjacent to the core of downtown. The grassed right-of-way running parallel to Dilworth Street is still intact, with tracks still embedded within the pavement of some crossing streets.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The St. Marys & Kingsland Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The SMKL was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development,

Commerce, and Transportation. A development from the first decade of the 20th century, this railroad was too late to play a role in the settlement of this coastal part of Georgia. St. Marys was first sited and laid out as a river port between 1787 and 1802, while Kingsland, although not chartered until 1908, was first established as a base stop along the Florida Central & Peninsular Railroad's line between Savannah and Jacksonville, which first opened in January of 1894. Kingsland's downtown is centered along this north-south aligned rail corridor, which was absorbed into the Seaboard Air Line system in 1903. Thus, in both cases, the SMKL had little notable impact on the community planning or development of its two terminal cities, which remain its principal stops.

However, the SMKL was undoubtedly useful and important as a means to import and exports goods into and out of St. Marys, creating a link between this coastal port and all the inland destinations afforded by the connectivity to the Seaboard Air Line main line. It undoubtedly played a significant role in maintaining St. Marys economic competitiveness after railroads began to overtake boat travel as the preferred and most rapid mode for transportation of people and goods. Also, the SMKL provided, for over six decades, critical rail service to St. Marys' largest industrial employer, the Gilman Paper Company paper mill, which operated from 1940 to 2002. Moreover, it continues to operate the only rail service to another major local employer, the Kings Bay Naval Base, home to a submarine fleet. Therefore, it has and certainly continues to present a local level of significance in the areas of Commerce and Transportation.

The long-standing commercial viability of the SMKL is still proven by its continued operation as the St. Marys Railroad today. Therefore, this short line railroad is considered eligible under Criterion A, at a local level of significance, for its contributions to the commercial and industrial development of coastal Georgia and Camden County, and as a historically significant segment of Georgia's rail transportation network.

The SMKL has no known associations with individuals whose specific contributions to history can be identified and documented with this property railroad. Therefore, it is not considered eligible for inclusion in the National Register under Criterion B.

The SMKL was also evaluated under Criterion C and appears to possess a local level of significance in the areas of Architecture and Engineering. Although typical wear items and other material parts of the railroad's trackage have been replaced in-kind or with updated components over time for safety considerations and maintenance purposes, the alignment, including the railbed and its associated cuts, grades, culverts, and bridges, remains in place and in service. Accordingly, it has been determined that the railroad corridor retains integrity in the seven areas of location, setting, design, materials, workmanship, feeling, and association. The railroad remains a good and generally intact example of early-twentieth-century rail construction in coastal Georgia. Its combination depot and office building is a good example of a later period railroad building, constructed after the railroad industry had begun to experience a general decline in investment in new routes and buildings. Therefore, the SMKL is considered eligible for the National Register under Criterion C.

Based on the aboveground survey, this intact, active railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

In its present state, the SMKL is considered eligible for listing in the National Register of Historic Places, for the reasons described above. The period of significance is 1906 to 1965, including the railroad's completion and operation up to the 50-year age threshold for National Register consideration.

EVALUATION OF INTEGRITY

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

The railroad also retains integrity of feeling and association as it conveys its physical characteristics as a historic railroad line. This high degree of integrity in all areas is only benefited by the retention of the railroad's long-serving depot and office building in St. Marys.

PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the St. Marys & Kingsland Railroad corresponds to the railroad's current and historic rights-of-way. The proposed boundary contains all National Register qualifying characteristics and features of the resource and consists of the railroad corridor's fully intact, unbroken alignment, which includes the railbed, ballast, ties, and rails; level crossings; bridges and trestles; and other elements of the rail resource, including cuts and built-up grades. The proposed boundary also includes the railroad's multipurpose building along Osborne Street; this depot building is now also used to house a local theater company, as well as the ticket office for the St. Marys Express excursion trains.

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



SMKL: Resource Location Map



SMKL: West William Avenue crossing, Kingsland, Camden County



SMKL: Merge with SAL, West William Avenue, Kingsland



SMKL: Along SR 40, Kingsland vicinity



SMKL: Along SR 40 at I-95 crossing, Kingsland vicinity



SMKL: SR 40 at spur to Kings Bay Naval Base



SMKL: Kings Bay Naval Base spur, St. Marys Road crossing, Charlton County



SMKL: Kings Bay Naval Base spur, Charlie Smith Rd. crossing, Charlton County



SMKL: Burrells Creek crossing, Charlton County



SMKL: South Dandy Street crossing, St. Marys



SMKL: Along Gallop Street, St. Marys



SMKL: Terminus at SR 40 and West Gallop Street, St. Marys



SMKL: St. Marys depot

SAVANNAH, HINESVILLE & WESTERN RAILWAY (HINE)

Other names: N/A

NR Evaluation: Mixed (Eligible and ineligible features)

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Flemington, Hinesville & Western Railroad

Location: Hinesville to McIntosh, Liberty County

DEVELOPMENTAL HISTORY

The Savannah, Hinesville & Western Railway (HINE) began as the Flemington, Hinesville & Western Railroad. According to the Electric Railway Journal, the railroad was built by a group of business and civic leaders from Hinesville (there is no evidence the line was operated as an electric railway). Originally chartered to build a 25-mile interurban railway to connect Flemington, Hinesville, and Glennville, the company never completed the western end of the line. The railroad provided a connection to the main line of the Atlantic Coast Line Railroad from Savannah to Thomasville via Waycross and Valdosta. In 1916 the Flemington, Hinesville & Western Railroad was renamed the Savannah, Hinesville & Western Railway. The rail line appears to have ceased operating as a common carrier in 1918, having been acquired by a lumber company. By 1943, the railroad appears to have ceased operations, as the line is no longer depicted on a USGS topographic map.

DESCRIPTION

The HINE was an approximately five-mile railroad linking Hinesville with the Atlantic Coast Line Railroad at the McIntosh community. The rail line generally followed a southeast-northwest direction, and passed through Flemington as well as the now defunct community of Midway. The rails, ballast, and ties have been removed since the line's abandonment, and no components of the line were discernable in Hinesville or at the HINE's southern terminus at McIntosh. One relatively large segment of the historic alignment is visible on aerial photography, southwest of Flemington and west of US 84/SR 38. However, the land containing the rail right-of-way is privately held; thus, this portion of the historic rail grade was inaccessible to surveyors during the field visit. However, one building, the Hinesville depot, is extant and located near the corner of Memorial Drive and North Gauss Street in Hinesville, near the HINE's apparent terminus.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Savannah, Hinesville & Western Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The HINE was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad began in 1895 as a common carrier, subsequent to the settlement of Liberty County in the eighteenth century and the founding of Hinesville in 1837. Thus the development of the railroad occurred after the initial period of exploration and settlement of this part of southeast Georgia. The HINE served briefly as a common carrier, essentially a short branch line to Hinesville from the Atlantic Coast Line connection at McIntosh. As such, the HINE was a rail connection between Hinesville, the county seat of Liberty County, and, via other lines, to port cities such as Savannah and Brunswick. However, its brief period of service indicates that the railroad did not generate sufficient traffic to sustain long-term viability. Additionally, no information was obtained during background research indicating that the railroad had a significant impact on commerce in the communities it served. Therefore, the HINE is not considered eligible for listing in the National Register under Criterion A.

The HINE has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the HINE is not eligible for the National Register under Criterion B.

The HINE was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys in the field, it has been determined that this former railroad line no longer conveys historic significance in the area of Engineering due to its lack of integrity. Much of the historic railbed has been lost to modern development and general neglect associated with its long abandonment. Although a remnant segment of the historic alignment is discernable near Flemington, this segment comprises a small percentage of the rail line's full length. As such, the essential linear quality and continuity of the

HINE's historic railbed are no longer intact. A single frame HINE depot survives in Hinesville and still conveys its historic use as a rail depot; it is the most conspicuous physical remnant of the otherwise substantially vanished HINE. The depot is an intact example of frame depot architecture in Georgia in the early twentieth century and, as such, it is eligible for the National Register under Criterion C.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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.

Therefore, the HINE alignment is not considered eligible for listing in the National Register of Historic Places, although the Hinesville depot is considered eligible under Criterion C.

EVALUATION OF INTEGRITY

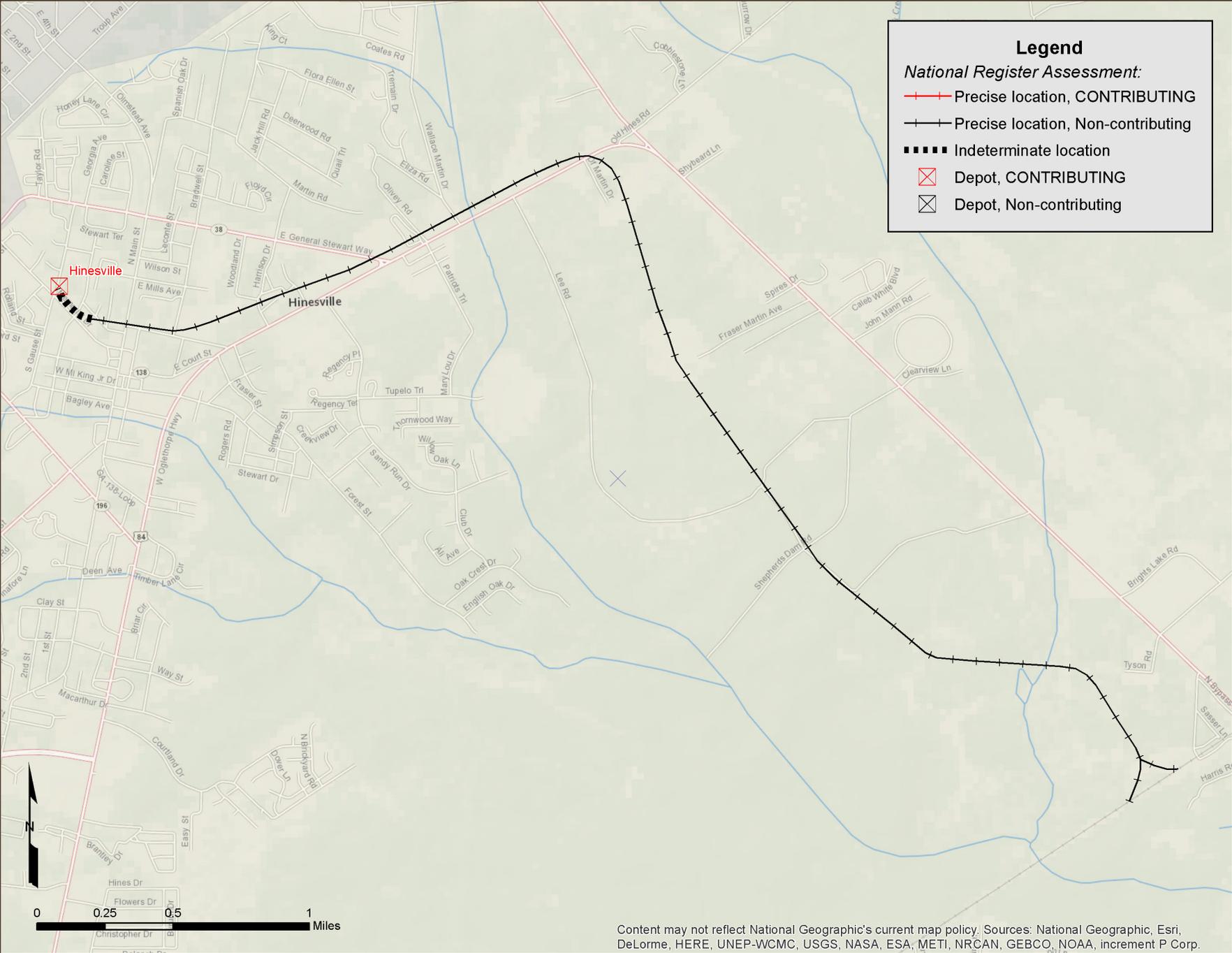
A ground-level survey of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little evidence of the railroad's infrastructure, such as raised embankments, cuts, trestles, or bridges, was found. Little evidence of the historic graded railbed remains intact. Accordingly, it has been determined that the HINE corridor lacks integrity of location, design, setting, workmanship, feeling, and association. The remaining depot at Hinesville remains substantially intact and, as far as is known, in its approximate original location. This building thus retains integrity of location, design, materials, and workmanship. Because the associated HINE railbed is not discernable at the depot's location, the depot's integrity of setting has been diminished. However, its integrity of feeling and association are substantially intact as its appearance readily conveys the building's former use as a railroad depot.

PROPOSED NATIONAL REGISTER BOUNDARY

The HINE rail corridor has been determined not eligible for the National Register; however, a lone remnant HINE depot at Hinesville has been determined eligible. The Hinesville depot's proposed National Register boundary corresponds to that building's physical footprint.

PREPARED BY

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



HINE: Resource Location Map



HINE: Hinesville depot, Liberty County



HINE: Railbed, private road, Martins, Liberty County



HINE: Approximate junction at Atlantic Coast Line, McIntosh, Liberty County



HINE: Approximate junction at Atlantic Coast Line, McIntosh, Liberty County

SAVANNAH & SOUTHERN RAILWAY (SVSO)

Other names: N/A

NR Evaluation: Eligible

Physical Status: Abandoned and dismantled

Current owner: Remnant line located within Fort Stewart, U.S. Army

Predecessors: N/A

Location: Lanier vicinity, Bryan County, to Glennville, Tattnall County

DEVELOPMENTAL HISTORY

The Savannah & Southern Railway (SVSO) was chartered on September 20, 1909, to build a rail line from Savannah to the Altamaha River. Given the area of southeast Georgia it would traverse, the line's primary purpose was likely to haul timber and lumber to the Savannah port. Construction began in Bryan County at or near Lanier on the Seaboard Air Line Railway mainline (the former Georgia & Alabama Railway line from Savannah to Montgomery). By 1911, the SVSO had built the standard gauge line through the now defunct community of Letford, where the railroad's general offices were located, and as far west as the Willie community in Liberty County. In 1916 the line reached Glennville, where it would have provided a connection to the Georgia Coast and Piedmont Railroad and the East Georgia Railway. The railroad never reached the Altamaha River, ultimately terminating in Glennville. The line was abandoned in 1923-24. Most of its former route is now within the 280,000 acres of Fort Stewart, a U.S. Army training center established in 1940.

DESCRIPTION

The SVSO, an approximately 32-mile long rail line generally followed a northeast-southwest alignment from Lanier to Glennville, traversing portions of Bryan, Liberty, Long, and Tattnall counties. According to evidence gathered from historic USGS topographic maps and the field survey, the historic railline began near the intersection of the Seaboard Air Line Railway mainline (the former Georgia & Alabama Railway line from Savannah to Montgomery) with Boggy Pond Road and Blackbird Lane, near Lanier, and continued to the defunct community of Letford. Evidence of the former railbed was located near Beulah Church, along Beulah Church Road, in Bryan County. Aerial imagery indicates that Evelyn Lane, southeast near Beulah Church utilizes a leg of the former railbed. Evidence of the former railbed was found at the former community of Willie. Considerable portions of the railbed between Beulah Church and Glennville are discernable on current aerial imagery; however, most of

this alignment is now contained within Fort Stewart, and therefore, was not accessible for field investigation. Upon crossing Beard's Creek into Tatnall County, evidence of the former railbed was found at the crossing with Walter L. Dasher Road, east of Glennville. The rail line appears to have continued into Glennville, running along East China Street.

Although lack of access during the field survey prevented on-the ground confirmation, aerial imagery indicates that extensive remnants of the SVSO are located within Fort Stewart, including many segments that appear to have been repurposed for narrow, unpaved roads.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Savannah & Southern Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The SVSO was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. As a development from the second decade of the twentieth century, this railroad came into existence following the initial exploration and settlement of southeast Georgia. The incorporation and town layout of Glennville, the city at the western end point of the line, preceded the railroad, and the town possesses no orientation toward a rail line. Thus, the SVSO had little notable impact on that community's planning or development.

Although the SVSO likely hauled freight and passengers, its purpose was to haul timber. At a local level, as Glennville emerged as a local rail and timber industry center, albeit briefly, the SVSO was one of the rail lines that terminated there and would have been utilized to extract felled trees from parts of Tattnall, Long, and Bryan counties and transport them to local sawmills and to the Savannah port for further processing or export. As a relatively intact and long-abandoned lumber line, the SVSO is therefore locally significant in the areas of Commerce and Transportation for its use in the silviculture industry and as one of the rail line's that contributed to Glennville's brief era as a regional rail hub.

The SVSO has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the SVSO is not eligible for the National Register under Criterion B.

The SVSO was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. No buildings related to the SVSO are known to be extant. Although abandoned for almost a century, the SVSO retains numerous segments of intact railbed, almost all of which are located within Fort Stewart and could not be viewed during the field survey. However, these segments are readily apparent on aerial imagery within the base; several segments have been repurposed for unpaved roads. The line's repurposing as power line easement and for unpaved local roads, private access roads, and driveways, appears to have substantially preserved relatively large segments of railbed along its alignment. Furthermore, based on aerial imagery, it appears that additional intact segments may be located in otherwise inaccessible locations. The SVSO's entrance into Glennville and tie-ins to the Georgia Coast and Piedmont Railroad and/or the East Georgia Railway there and to the Seaboard Air Line near Lanier are not discernable; however, much of the remainder of the line appears to be substantially intact within Fort Stewart. As such, the SVSO is still substantially physically present in the landscape and can still convey its historically significant features. The SVSO is therefore representative of railroad design, including alignment, grading, and construction, from the late nineteenth century through the early twentieth century, when it was constructed. It is a notable example of an early twentieth century, multipurpose logging line and is considered locally significant in the area of Engineering. The period of significance is 1909, when the SVSO was chartered, to 1924, when it was taken out of service.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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.

As indicated, the SVSO is eligible for listing in the National Register of Historic Places under Criterion A in the areas of Commerce and Transportation, and under Criterion C in the area of Engineering.

EVALUATION OF INTEGRITY

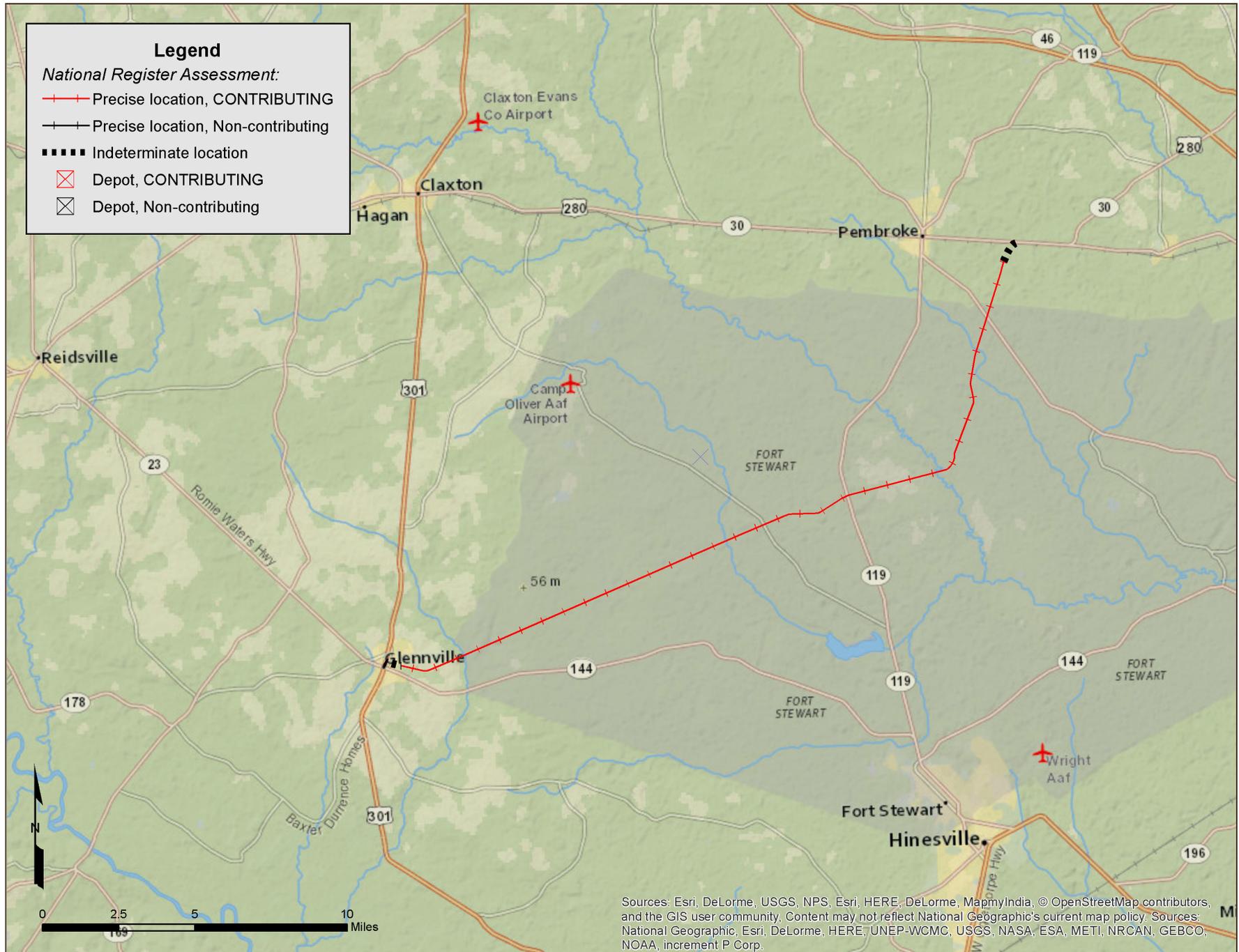
Despite its long abandonment and deterioration, the SVSO has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains unchanged since its construction; therefore, the resource retains integrity of location and setting. As considerable segments of alignment and railbed, including cuts and raised grades, remain intact, despite the abandonment of the line's entire 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 SVSO corresponds to the railroad's historic rights-of-way; areas where the line has been obliterated due to subsequent development are non-contributing. This proposed boundary 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.

PREPARED BY

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



SVSO: Resource Location Map



SVSO: Boggy Bottom Road at Seaboard Air Line, Lanier vicinity, Bryan County



SVSO: Boggy Bottom Road, Lanier vicinity, Bryan County



SVSO: Beulah Church Road crossing, Lanier vicinity, Bryan County



SVSO: Along SR 119, Willie, Bryan County



SVSO: Remnant railbed east of Willie,



SVSO: SR 119 crossing, Willie



SVSO: Remnant railbed west of Willie



SVSO: Ella Grove Road crossing, Glennville vicinity, Tattnall County



SVSO: Approximate location, China Street, Glennville, Tattnell County



SVSO: Approximate location, China Street at Railroad Street, Glennville

SAVANNAH & STATESBORO RAILWAY (SVSB)

Other names: N/A

NR Evaluation: Eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Cuyler and Woodburn Railroad

Location: Statesboro, Bulloch County, to Cuyler, Bryan County

DEVELOPMENTAL HISTORY

The Savannah & Statesboro Railway (SVSB) began in 1894 as the Cuyler and Woodburn Railroad, a 13-mile line which connected the two namesake stops in Bryan and Bulloch counties, respectively. At Cuyler, the Cuyler and Woodburn Railroad connected with the Savannah & Western Railroad. The rail line, headquartered in the Hubert community (Woodburn Station on an 1897 *Century Atlas* map), ran roughly along the west bank of the Ogeechee River. In 1897, the Cuyler & Woodburn Railroad's property was sold under foreclosure to A. A. Adams, who reorganized the line as the Savannah & Statesboro Railway. A historical marker indicates that the line was organized by timber and turpentine industry interests, as well as residents who envisioned Statesboro emerging into a major rail center. The 1897 edition of *Poor's Manual of Railroads* reported that an extension was projected from Woodburn to Statesboro, a distance of 20 miles. This last section was completed in 1899, and enabled the railroad to serve as a Statesboro branch line.

From 1911 until 1916, the SVSB briefly assumed operation of the former Savannah, Augusta & Northern Railway until its acquisition by the Midland Railway. This line ran northwest from Statesboro to the Georgia & Florida Railway at Stevens Crossing in Emanuel County. This connection enabled the company to provide direct railroad service from the outskirts of Savannah to Stevens Crossing, thus becoming a bridge route between the Georgia & Florida Railway and Savannah & Western Railroad, which later became part of the Seaboard Air Line.

This SVSB's period of extended length and service was short-lived, as the former Georgia & Florida Railway was purchased in 1916 by George M. Brinson's Midland Railway, which took over operations between Statesboro and Stevens Crossing. The remaining Cuyler-Statesboro line was abandoned in 1933 and the rails, ties, and ballast removed.

DESCRIPTION

This approximately 32-mile railroad generally follows a southeast-northwest alignment from Cuyler, a defunct railroad community south of Blitchton, in Bryan County, to Statesboro in Bulloch County.

The SVSB began at the Savannah & Western Railroad, later the Seaboard Air Line, at a wye junction once called Cuyler, between Ellabelle and Meldrim, in Bryan County and Effingham counties, respectively. North of Cuyler, the line is bisected by Interstate 16 and then appears to continue unpaved to the northwest as Old Cuyler Road. It crosses SR 26 before entering Blitchton. From Blitchton the line appears to continue north to Olney as Eldora Road, and from Olney to Stilson, the SVSB appears to have been partially utilized as SR 119. From Arcola to Brooklet, the SVSB alignment is the unpaved and aptly named Railroad Bed Road, and appears to have followed Railroad Street into Brooklet. In Brooklet, the railbed has been paved and integrated into the gridded street system as West Lane Street, or may have been street-running at this location.

The line continues from Brooklet via unpaved Josh Hagin Road, which utilizes the historic rail alignment. Approaching Statesboro, the railbed has been paved and utilized for Pretoria Rushing Road, and, from the Gently Road crossing, has been repurposed as the S&S Greenway multiuse path. At Granade Street, the line remains an active spur. It is utilized from Granade Street to Zetterower Avenue and then follows Stillwell Street to the COG. This wye junction is located near the intersection of South Main Street, Brannen Street, and Statesboro Road, south of downtown. The line then follows a curving southeast-to-northwest alignment around downtown to its former junction with the Georgia & Florida Railway, now Luetta Moore Park.

Despite ongoing urban development in the area around Statesboro, highway development along the rail corridor, ongoing agricultural activity, and reforestation, much of the railroad’s alignment remains discernable. Several segments have been repurposed as multi-use paths or unpaved rural roads. Based on the field survey, the line’s rails, ballast, and ties have been largely removed with the exception of a segment in Statesboro along Stillwell Street, which continues to function as a spur line. No depots or structures owned or operated by the SVSB were identified during the field survey.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Savannah & Statesboro Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The SVSB was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad began in 1894 as the Cuyler and Woodburn Railroad, subsequent to the eighteenth-century founding of Bulloch and Bryan counties. Therefore, the establishment of the railroad occurred following the initial period of exploration and settlement in this region of southeast Georgia. Further, Statesboro was established as the seat of Bulloch County in 1803, prior to the construction of the railroad. The SVSB appears to have served the city of Brooklet prior to the arrival of the Shearwood Railway, and so appears to be associated with the early planning and development of that town. However, at Brooklet, the rail line lacks the features to convey this association due to the removal of its material features and the incorporation of the historic alignment into the city’s paved street system.

The SVSB’s early development is associated with the timber and turpentine industry, but the rail line grew to become a branch line for Statesboro, and briefly, a regional common carrier from Savannah to Emanuel County. For forty years, the Cuyler-Statesboro line served local businesses and the forest industry as an important link to Georgia’s larger rail network. Therefore, the SVSB is considered eligible for listing in the National Register under Criterion A in the areas of Commerce and Transportation as a locally significant branch railroad.

The SVSB has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the SVSB is not eligible for the National Register under Criterion B.

The SVSB was evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon field surveys, the SVSB no longer possesses features to convey significance in the area of Architecture as it appears that no associated depots, warehouses, or

platforms are extant. Following the railroad's abandonment, the ballast, ties, and rails were removed, save for a short active segment in Statesboro. However, the railroad derives its primary significance from its engineered features, namely the graded railbed and alignment, which remain largely intact. These remaining sections of the graded railbed are able to convey the railroad's essential linear quality and continuity. As such, the SVSB is representative of railroad design, including alignment, grading, and construction, from the late nineteenth century, when it was constructed. It is a locally significant example of a late nineteenth century branch line railroad. Therefore, the Savannah & Statesboro Railway is considered to be eligible for inclusion in the National Register under Criterion C in the area of Engineering. The period of significance is 1894, the year of the predecessor Cuyler and Woodburn Railroad's initial construction, and 1933, when the line was abandoned.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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.

As indicated, the SVSB is considered eligible for listing in the National Register of Historic Places under Criterion A in the areas of Commerce and Transportation, and under Criterion C in the area of Engineering.

EVALUATION OF INTEGRITY

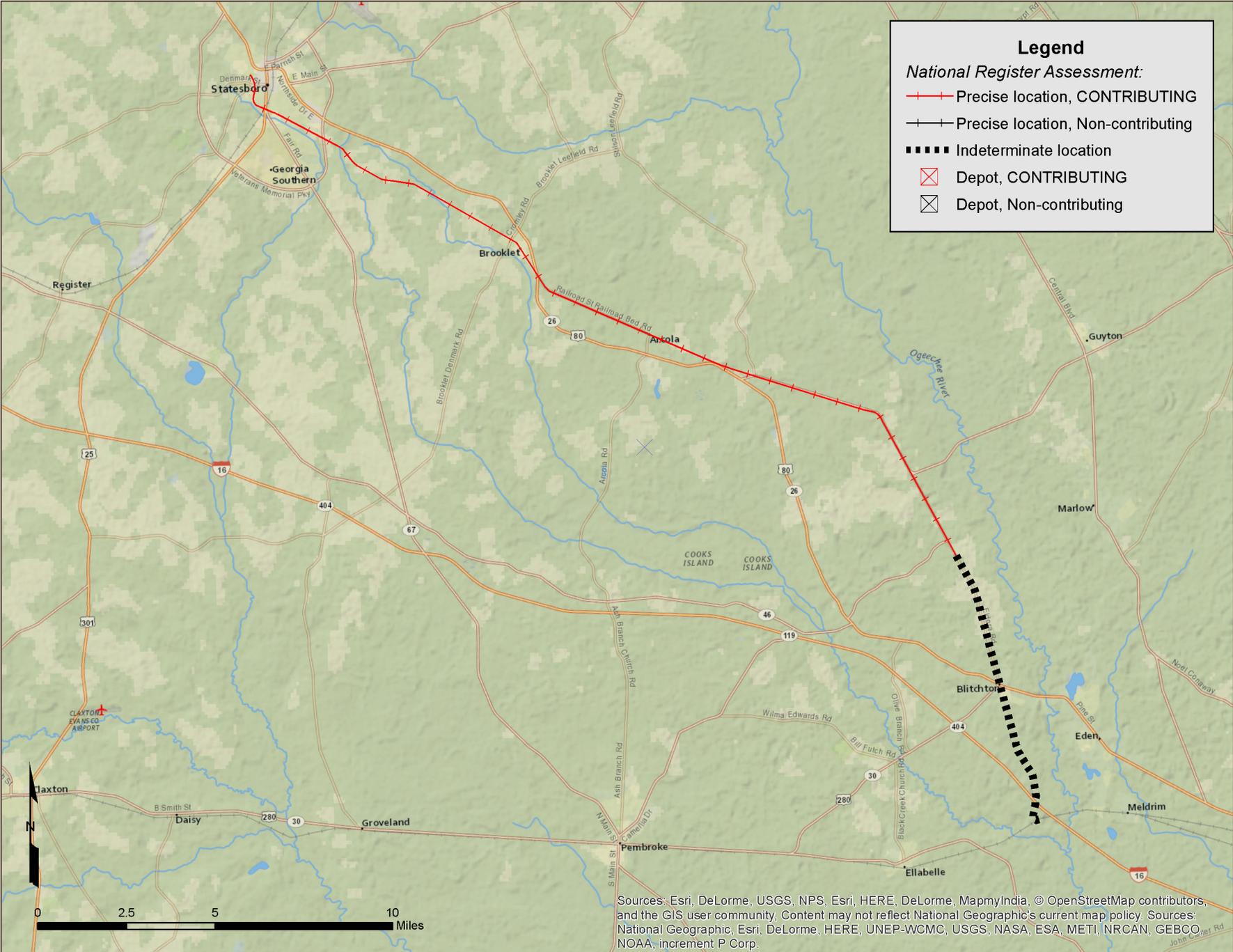
A ground-level survey of the rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, considerable segments of the railbed remain intact and, where not accessible, are visible in aerial imagery. It appears that no SVSB depots, warehouses, or platforms are extant. Accordingly, it has been determined that the railroad retains substantive integrity of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the SVSB corresponds to the historic right-of-way and includes segments that are now parts of unpaved roadway alignments; paved highways are not considered contributing. The proposed boundary 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, including extant cuts and built-up grades.

PREPARED BY

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



SVSB: Resource Location Map



SVSB: Cuyler Road at Seaboard Air line, Cuyler, Bryan County



SVSB: Possible railbed, Cuyler Road, Cuyler vicinity, Bryan County



SVSB: Old Cuyler Road, possible railbed, Cuyler vicinity, Bryan County



SVSB: Old Cuyler Road, possible railbed, Cuyler vicinity, Bryan County



SVSB: Old Cuyler Rd, possible railbed, at US 80/SR 26, Blitchton, Bryan County



SVSB: SR 119, approximate location, Olney, Bulloch County



SVSB: SR 119 at SR 119 Conn., approximate location, Ivanhoe, Bulloch County



SVSB: Rail Bed Road, Stilson, Bulloch County



SVSB: Rail Bed Road at US 80/SR 26, Brooklet, Bulloch County



SVSB: Railroad Street at Rail Bed Road and US 80/SR 26, Brooklet



SVSB: Railroad Street (former alignment) at Cone Street, Brooklet



SVSB: Railroad Street, former alignment, Brooklet



SVSB: Railroad Street, former alignment, Brooklet



SVSB: West Lane Street, former alignment, Brooklet



SVSB: West Lane Street, former alignment, Grimshaw vicinity, Bulloch County



SVSB: Josh Hagin Road, former alignment, Pretoria, Bulloch County



SVSB: Along S&S trail, east of Cawana Road, Statesboro, Bulloch County



SVSB: Gentilly Road crossing, S&S trail, Statesboro



SVSB: S&S trailhead, Gentilly Road, Statesboro



SVSB: Along Stillwell Street, Statesboro



SVSB: West Brannen Street crossing at COG junction, Statesboro



SVSB: South Main Street crossing, Statesboro



SVSB: West Jones Avenue crossing, Statesboro



SVSB: Johnson Street crossing, Statesboro

SHEARWOOD RAILWAY (SHEA)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Hagan, Evans County, to Egypt, Effingham County

DEVELOPMENTAL HISTORY

The Shearwood Railway (SHEA) was incorporated in January 1912 with general offices located at Brooklet in Bulloch County. John N. Shearhouse, president of the railroad, owned a lumber mill in the Shearwood community, near Brooklet. A historical marker at Nevils indicates that local farmers in what was known as the “Sinkhole District” contributed money to fund the endeavor, which would provide a means of shipping their crops. Additionally, residents are said to have utilized the railroad for excursions to Savannah and Tybee Island.

The SHEA’s builders planned a 38-mile rail line which would connect to the Seaboard Air Line Railway at Claxton and Hagan in Evans County, and again to a Seaboard Air Line route at Clio in Effingham County, north of Savannah. The first section of track between Brooklet and Harville opened between 1910 and 1912, connecting with the Savannah & Statesboro Railway in Brooklet. The line reached south to Nevils in 1915 and a northern extension reached Leeland (present-day Leefield) in 1917. At Leefield, the line connected with the Midland Railway. In 1918 the SHEA reached its southern terminus at Hagan and its northern terminus at Egypt. This occurred at about the same time as the abandonment of the Register & Glennville/East Georgia Railway through Hagan. At Egypt, the railroad connected with the Central of Georgia Railway mainline between Savannah and Macon. The SHEA’s Egypt-Clio link was never constructed, thus the plan to connect the Seaboard Air Line mainlines never materialized. The decline of the railroad during the Great Depression led to its gradual abandonment between 1935 and 1938. The tracks and equipment were subsequently removed and sold for scrap.

DESCRIPTION

The SHEA traversed 38-mile, northeast-southwest alignment through portions of Effingham, Bulloch, and Evans counties. Between its terminal points at Hagan/Claxton and Egypt, the rail line passed through the extant communities of Leeland (present-day Leefield), Brooklet, Denmark, Nevils, and Overbrook.

From Egypt to the Ogeechee River in Effingham County, a portion of the historic rail alignment may have been repurposed as an unpaved county road called Shearwood Road. In Bulloch County, no evidence was found in the community of Leefield, where the SHEA connected with the Midland Railway. Between Brooklet and Denmark, a portion of the right-of-way may have been repurposed as part of Aycock Road, an unpaved county road. Southwest of Denmark, Nevils-Denmark Road appears to utilize portions of the historic rail alignment. Some additional segments exist as reconstructed local roads or as disconnected lengths of built-up grade or cuts.

Abandoned segments between Nevils and Claxton are visible on USGS quadrangle maps. These areas are difficult to access and to discern in the field. However, long, straight sections of the alignment between Nevils and Anderson Road in the Overbrook community are visible on current aerial imagery. Additionally, aerial imagery provides evidence of the historic rail alignment bisecting the runway at the Claxton-Evans County Airport.

Although segments of alignment can be discerned in aerial imagery, these are relatively few within the context of the line's total length. More common are areas where the alignment could not be discerned in the field or in aerial photography. In addition, although it appears some local roads may have repurposed parts of the alignment as indicated, historic and apparently accurate USGS maps from 1919-1920 do not confirm this. These maps show the SHEA alignment and the modern roads described in relatively close proximity but they do not fully correspond.

Continued agricultural use, reforestation, roadway construction, modern development, and general neglect appear to have eliminated most of the remnant aboveground evidence of the railroad. No extant traces of the former railroad could be positively identified during the field survey.

Although portions of the historic rail alignment are discernable in aerial imagery, these segments are generally small and disconnected. Aerial imagery indicates that significant portions of the railbed have been destroyed or substantially obscured by pine plantations, commercial pecan tree groves, and plowed agricultural fields. Many of these fields are irrigated by center-pivot irrigation systems, which require leveling the ground and the likely removal of the graded railbed. No physical elements of the former railroad could be discerned at Egypt, Brooklet, Claxton, or Hagan, although it appears the right-of-way may have been utilized to create Cone Street in Brooklet.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Shearwood Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The SHEA was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad opened in 1912, subsequent to the eighteenth-century founding of Bulloch and Effingham counties. Evans County, created in 1914, was partially created from lands located in Bulloch County and Tatnall County, which was established in 1801. Thus, the development of the railroad occurred after the initial period of exploration and settlement of this southeastern Georgia region. The incorporations of the twin cities of Claxton and Hagan preceded the SHEA, as did the settlements and town layouts of Denmark and Brooklet. Additionally, the towns of Claxton, Hagan, Leefield, Egypt, and Brooklet were already served by earlier railroads. Thus, the SHEA likely had little notable impact on their community planning or development. Background research yielded no information indicating that the SHEA had a significant impact on commercial development in the area, as communities along the rail line did not achieve substantial growth. Although the SHEA provided connectivity with the state's larger rail network, its relatively short period of service suggests the rail line did not generate sufficient traffic to sustain its long-term viability. The primarily rural corridor through which the line traveled was lightly settled and remains so to this day. Therefore, the SHEA is not considered eligible for the National Register under Criterion A.

There are no known associations with individuals whose specific contributions to history can be identified and documented with this property. Although John N. Shearhouse appears to have been a key figure in the development of the rail line, background research did not indicate any important contributions to history by Shearhouse. Therefore, the SHEA is not considered eligible for inclusion in the National Register under Criterion B.

The SHEA was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys in the field, it has been determined that this former railroad line no longer possesses historic significance in these areas, as it lacks integrity. Much of the historic railbed has been lost to reforestation, agricultural use, road construction, and modern development. Although remnant sections of the historic alignment are discernable, these sections comprise a small percentage of the alignment's total length. As such, the essential linear quality and continuity of the historic railbed are no longer intact. In addition to the rail line's physical disruption and lack of continuity, no remaining evidence of any of the railroad's former trestles or bridges was found, and it appears that no buildings owned or operated by the railroad are in existence. Therefore, the SHEA is considered not eligible for listing in the National Register under Criterion C.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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 its present known condition, the SHEA is not eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

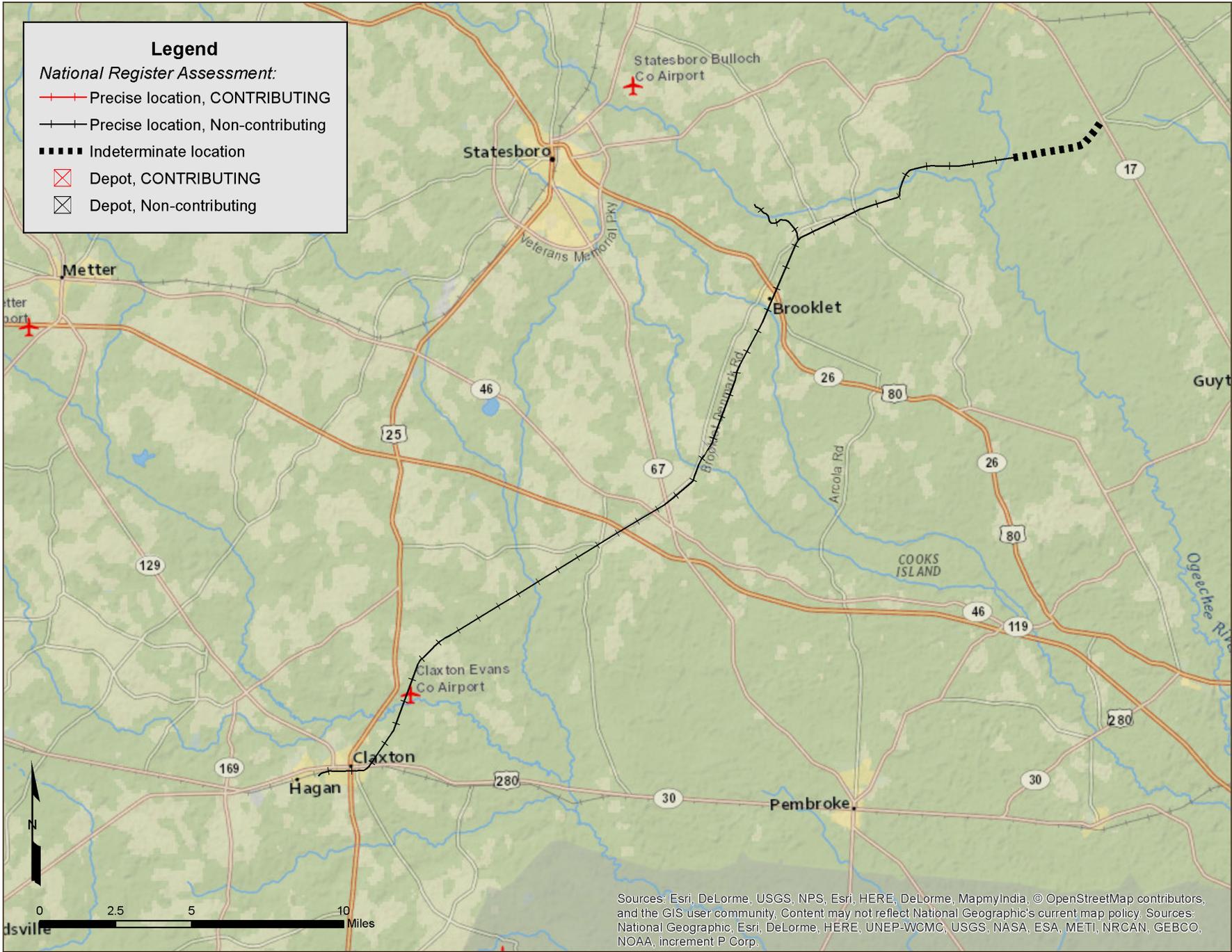
A ground-level survey of the rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little evidence of the railroad's infrastructure, such as raised embankments, cuts, trestles, or bridges, was found. Little evidence of the historic graded railbed remains intact. No depots, warehouses, or platforms operated or owned by the railroad are known to be in existence. Accordingly, it has been determined that the SHEA lacks integrity of location, design, setting, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not Applicable

PREPARED BY

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



SHEA: Resource Location Map



SHEA: Approximate rail location, Randolph Dr., Claxton Airport, Evans County



SHEA: Railbed, Randolph Drive, Claxton Airport



SHEA: Approximate location, Brooklet-Denmark Rd., Denmark, Bulloch Co.



SHEA: Approximate location, Mud Road, Denmark vicinity, Bulloch County



SHEA: Approximate Bell Road crossing, Bulloch County



SHEA: Approximate location along Cone Street, Brooklet, Bulloch County



SHEA: Approximate location along Cone Street, Brooklet



SHEA: Approximate location along Cone Street, Brooklet



SHEA: Stilson-Leefield Road, Leefield, Bulloch County



SHEA: Approximate crossing, Stilson-Leefield Road, Leefield

STATENVILLE RAILWAY (STAT)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Garbutt Lumber Company

Location: Statenville to Haylow, Echols County

DEVELOPMENTAL HISTORY

Incorporated in 1906, the Statenville Railway (STAT) finally completed its short, 14 mile branch line from Statenville, the county seat of Echols County, to Haylow, between 1910 and 1912. Statenville is located about 18 miles southeast of Valdosta and only 6 miles north of the Florida state line. At Haylow, the short line allowed connections to the Georgia Southern & Florida Railway's line (that of the former Atlantic, Valdosta & Western) between Valdosta and Jacksonville, and to the Atlantic Coast Line's antebellum branch line from DuPont, Georgia to Live Oak, Florida. The STAT was in large part developed to provide rail service to the Garbutt Lumber Company saw mill in the vicinity of the town. A 1906 edition of the *Railway & Engineering* trade publication states that the lumber company actually held the contract to build the line, thus strongly indicating that the two enterprises were sister companies. According to the 1910 edition of the *Official Guide of the Railways*, J. W. Garbutt served as the rail company's vice-president, and A. G. Garbutt was both the secretary and the treasurer. The entire line was abandoned in 1924, only four years after the mill was closed due to the depletion of available virgin timber in the region.

DESCRIPTION

This approximately 14-mile long railroad followed a general north-south alignment along the east side of and roughly parallel to US 129/SR 11 from Statenville to near its present intersection with SR 187, where it turned and followed an east-west route to Haylow, all in Echols County. USGS topographic maps from 1954 illustrate the railbed as a "Dismantled Railroad," and show that the line entered and exited Statenville near its northeast corner. Perhaps due to the still light settlement of Echols County, some segments of the STAT railbed are still faintly discernable on current aerial imagery, despite the railroad's long period of abandonment. These aerial views show that the rail right-of-way runs parallel to and a short distance east of Thompson Lane through the northern part of Statenville. Other segments are occasionally faintly visible in aerial imagery, such as between

crossings at Collier Road and Gaddis Road (both unpaved). Most of the abandoned rail alignment passes through planted pine plantations, since Echols County lands are almost entirely covered by privately held pine forests. These surroundings are appropriate and authentic, as dense stands of pine originally constituted the vast majority of the rail line's setting, as well as its principal reason for being, at least until the forests were depleted. However, this widespread, actively managed silvicultural use along the former railroad's alignment, as well as general neglect, appear to have obscured, diminished, or eliminated much of the remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Statenville Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The STAT was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. A development from the first two decades of the twentieth century, this railroad was too late to play a role in the initial exploration and settlement of this part of Georgia, even though the area was still sparsely populated at the time of the railway's construction. The town layout of Statenville preceded the railroad, so the STAT had little notable impact on its community planning or development. The railroad line did come close into Statenville's northern periphery, but the city was not planned or focused around it, as a town initially instigated by the arrival of rail often was. Statenville, the STAT's southern terminus, never achieved substantial growth, and none of the four intermediate station stops, including Christian, Touchton, Mercer, and Bohannon, as denoted in the railroad's timetable for 1918, are still extant.

The STAT was undoubtedly useful as a means to import and exports goods into and out of Statenville. It was a dead-end spur line, built expressly for the purpose of providing rail connectivity between previously bypassed Statenville and both the Atlantic Coast Line's branch to Live Oak, Florida and the Georgia Southern & Florida's mainline from Valdosta to Jacksonville. Therefore, it offered some benefit to local commerce and

industry, and facilitated the export of timber from the area, especially from Statenville's Garbutt Lumber Company mill. On the other hand, no information has been found indicating that this railroad line had a crucial impact on the growth or success of commerce in the area. The original and principal role of Statenville, founded in 1858, was as the seat of Echols County. The railroad line was thus more of an amenity to the town than a critical necessity for its continued existence.

Although its connectivity with the Georgia Southern & Florida mainline allowed potential distributions of passengers and freight supplies and products to and from almost anywhere, the STAT never carried substantial numbers of passenger traffic. The low, wet, swampy rural corridor through which the line traveled was so sparsely settled, as it remains to this day, that there was not sufficient populace in the vicinity to create adequate demand for passenger ridership. The line simply never generated sufficient passenger or freight traffic to sustain its economic viability, particularly once the supply of old growth timber in the vicinity was exhausted. In essence, the railroad was predominantly a lumber transport line that failed to achieve financial justification for continued operation. Its short period of service lasted just more than a decade. Therefore, the STAT is not considered eligible for inclusion in the National Register under Criterion A.

The STAT has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, it is not eligible for inclusion in the National Register under Criterion B.

The STAT was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys, it has been determined that this former railroad line no longer conveys historic significance in these areas, as it lacks integrity. Following its abandonment, the railroad's rails, ties, and ballast were comprehensively removed. Despite nine decades of inactivity, some segments of the railbed, in the form of grades, embankments, or shallow cuts, are still extant at certain select locations. Other segments may still be in place, but if any such sections do exist, they were inaccessible to the surveyors and were not distinguishable in reviews of available aerial imagery. In the full context of the line's original length, only a minor percentage of the original railbed was

discovered or was discernable. Thus, it appears that the railroad alignment is no longer physically or visually evident within its landscape. Moreover, none of the railroad's depots are known to be extant. As a consequence, the STAT no longer conveys historically significant design characteristics, and does not represent a good example of a rural, short-line railroad from the early twentieth century. Therefore, it is not considered eligible for the National Register under Criterion C.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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 its present known condition, the STAT is not eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

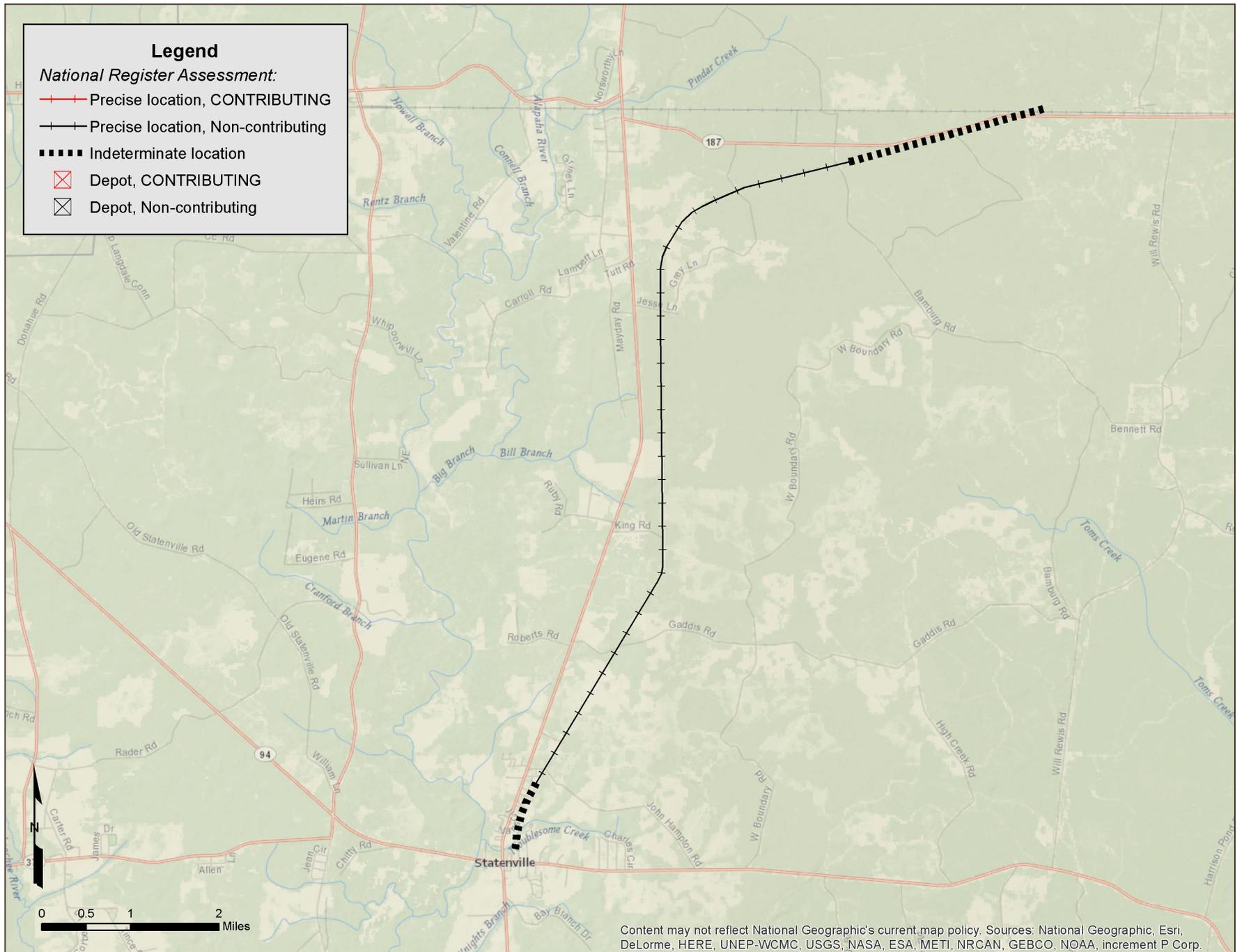
A ground-level field survey of the rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the few accessible points to the abandoned right-of-way, little remaining evidence of the railroad's former railbed or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the STAT no longer retains a substantive level of integrity in the areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not Applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



STAT: Resource Location Map



STAT: Approximate location, General DeLoach Rd, Statenville, Echols County



STAT: Remnant railbed north of Statenville



STAT: Remnant railbed, Gaddis Road vicinity, Echols County



STAT: Approximate location along SR 187, Haylow, Echols County

SYLVANIA CENTRAL RAILWAY (SYLV)

Other names: Sylvania & Girard Railroad Company, Sylvania Railway Company

NR Evaluation: Eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Sylvania Railroad Company

Location: Rocky Ford to Sylvania, Screven County

DEVELOPMENTAL HISTORY

The Sylvania Central Railway (SYLV) was initially chartered as the Sylvania Railroad Company on January 3, 1884. The 15-mile line, which ran from Central of Georgia Railway (COG) mainline at Rocky Ford to Sylvania, was completed by April 1885. The COG provided much of the construction material for the line and held a mortgage on the railroad. In the 1894 edition of *The Official Railway List*, the SYLV reported operating 15 miles of railroad with 1 locomotive, 1 passenger car, and 1 freight car.

Following the foreclosure of the SYLV in 1902, the Sylvania Central Railway Company took over the line. This successor company was controlled by the COG through stock ownership. Between 1906 to the end of 1915, the line was leased to the Sylvania & Girard Railroad Company. Following the dissolution of the Sylvania & Girard Railroad Company in 1915, the Sylvania Central Railway again took over operations until 1935. From 1935 to 1944, the line was leased yet another enterprise, the Sylvania Railway Company, until its abandonment on March 27, 1954.

DESCRIPTION

The SYLV was a short line railroad connecting the COG at Rocky Ford with the Savannah & Atlanta Railway at Sylvania. The line, located within Screven County, was approximately 15 miles in length and ran in a southwest-northeast direction via the communities of Thomasboro, Woodcliff, and Zeigler. A significant portion of the historic rail alignment remains visible in aerial imagery and was discernable during the field survey, despite the comprehensive removal of rails, ballast, and ties and ongoing agricultural activities in the line's vicinity.

According to historic USGS topographic maps, the SYLV departed to the northeast from Rocky Ford and ran roughly parallel to Old Rocky Ford Road. The railroad appears to have continued northeastward through agricultural fields and woodlands, departing from Old Rocky Ford Road just north of Air Strip Road. The rail line appears to have connected with the Thomasboro

community near the intersection of Thomasboro Road and Short Cut Road. A collection of historic buildings, including a house, a possible hotel, and barn, are located at this intersection. From Thomasboro, the railroad continued northeast toward Woodcliff via agricultural fields and woodlands. At Woodcliff, evidence of the railroad includes a historic rail crossing sign and graded railbed along the northeast side of Rocky Ford-Thomasboro Road. From Woodcliff, the rail line appears to have followed the course of Rocky Ford Road into Zeigler. However, no evidence of the SYLV was located at Zeigler. Between Zeigler and Sylvania, the SYLV departs from Rocky Ford Road and enters Sylvania via Industrial Road, which utilizes the historic rail grade.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Sylvania Central Railway was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The SYLV was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. Construction on the railroad began in 1884, subsequent to the eighteenth-century establishment of Screven County. As such, the founding of the railroad occurred after the initial settlement of this portion of southeast Georgia. The cities of Sylvania and Rocky Ford also date to the eighteenth century, and the latter community had a prior rail connection with the COG. Neither Sylvania nor Rocky Ford developed in a manner oriented to the SYLV, and the other very small communities it passes through do not reflect notable development patterns. Therefore, the SYLV does not appear to have a significant association with community planning and development.

No information was obtained during background research indicating that the railroad had a significant impact on commercial development in the area. None of the communities along the route appear to have achieved substantial growth. However, the SYLV served as an important connection which linked the communities of Thomasboro, Woodcliff, and Zeigler, and the surrounding area with the larger rail network via the COG at Rocky Ford and the Savannah & Atlanta Railway at Sylvania.

The relatively long period of service indicates that the railroad served an important transportation function and generated sufficient traffic to sustain its economic viability. As such it appears that the rail line possesses a local level of significance in Transportation. Therefore, the SYLV is considered eligible for listing in the National Register under Criterion A as a notable local example of a short line or connector railroad, linking rural communities and areas to the state's larger and more expansive rail network.

The SYLV has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the SYLV is not eligible for the National Register under Criterion B.

The SYLV was evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon field surveys, this former railroad line no longer possesses features that convey significance in the area of Architecture, as no SYLV depots, warehouses, or platforms are known to exist. Additionally, following the abandonment of the railroad, the ballast, ties, and rails were removed. However, the railroad derives its primary significance from its engineered features, namely the graded railbed. Substantial portions of the railbed are intact and so are able to convey the SYLV's essential linear quality and continuity. As such, the SYLV is representative of railroad design, including alignment, grading, and construction, from the late nineteenth century, when it was constructed. It is a locally significant example of a late nineteenth century short line or connector railroad. Therefore, the SYLV is considered eligible for listing in the National Register under Criterion C in the area of Engineering. The period of significance is 1884, when the railroad was chartered, to 1954, when it was abandoned.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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.

As indicated, the SYLV is considered eligible for listing in the National Register of Historic Places under Criterion A in the area of Transportation and under Criterion C in the area of Engineering.

EVALUATION OF INTEGRITY

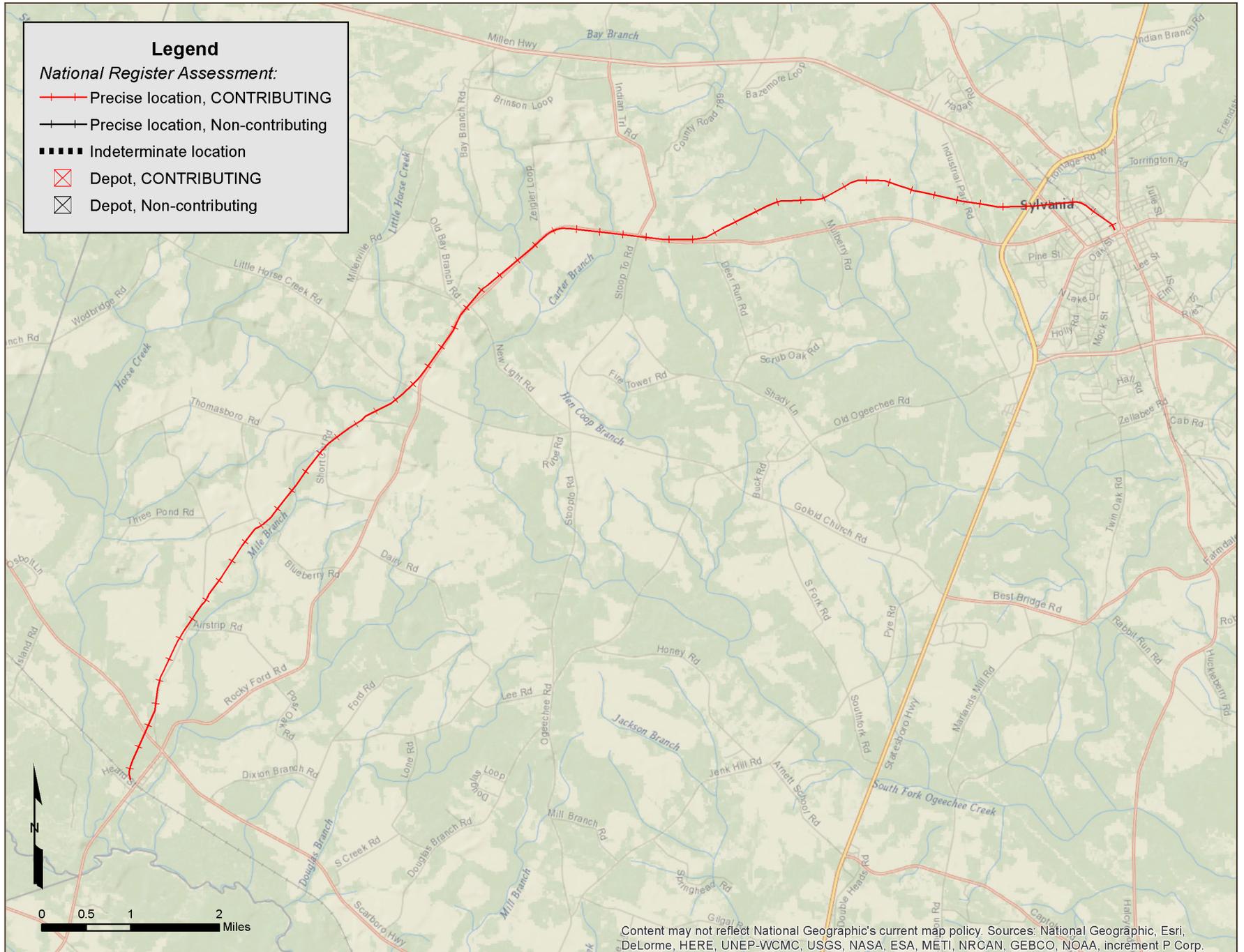
A ground-level survey of the rail corridor was conducted, as was a review of available historic and current aerial imagery. Much of the SYLV's historic railbed remains intact. The railbed was visible during the ground reconnaissance and is visible in aerial imagery. It appears that no SYLV depots, warehouses, or platforms are extant. Accordingly, it has been determined that the SYLV retains substantive integrity of location, setting, design, materials, workmanship, feeling, and association due to the continuity of the remaining segments of railbed.

PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the SYLV corresponds to the historic right-of-way. The proposed boundary 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, including extant cuts and built-up grades.

PREPARED BY

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



SYLV: Resource Location Map



SYLV: Rocky Ford Road at COG mainline, Rocky Ford, Screven County



SYLV: Approximate location, Blueberry Rd, Rocky Ford vicinity, Screven Co.



SYLV: Approximate location, Thomasboro Rd, Thomasboro, Screven County



SYLV: Approximate location, Thomasboro Rd, Thomasboro, Screven County



SYLV: Railbed along Rocky Ford Road, Woodcliff, Screven County



SYLV: Sign along Rocky Ford Road, Woodcliff



SYLV: Rocky Ford Road, Zeigler, Screven County



SYLV: Rocky Ford Road at Stoopton Road, Zeigler

TALBOTTON RAILROAD (TALB)

Other names: Talbotton Branch Railroad

NR Evaluation: Eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Talbotton Branch Railroad

Location: Talbotton to Junction City, Talbot County

DEVELOPMENTAL HISTORY

Originally chartered on August 23, 1872 as the Talbotton Branch Railroad but subsequently renamed, the 7-mile Talbotton Railroad was not opened until May 4, 1881. An infusion of funds from the Central of Georgia finally enabled completion of this short branch line, but in return the Talbotton Railroad's original owners had to turn over a majority of their stock to the Central.

The line connected Talbotton, the seat of Talbot County, with the Southwestern Railroad at the outpost of Junction City (formerly Bostick) that is called Paschal, and thus served as a feeder line for shipments to and from this main line between Macon, Fort Valley, and Columbus. By the time of opening of the Talbotton Railroad (TALB), operation of the Southwestern Railroad was leased for the long term to the Central of Georgia, which eventually completed full acquisition of the Southwestern, in 1954.

In the 1889 edition of *The Official Railway List*, the TALB reported operating 1 locomotive, 1 passenger car, and 4 freight and miscellaneous cars. In the 1894 List, the full complement of rolling stock had increased to 3 locomotives, 2 passenger cars, and 5 freight and miscellaneous cars.

In 1906, the new Atlanta, Birmingham & Atlantic Railroad (or AB&A, later to be renamed the Atlantic, Birmingham & Coast) was built a short distance west of and parallel to the TALB between Junction City and Talbotton. The AB&A had combined existing lines in south Georgia with extensive new construction to create a major rail line from the Georgia coast to Birmingham, with a branch division to Atlanta that diverged from the main line in Manchester, just north of Talbotton.

Despite the parallel alignment and seeming redundancy, the TALB still maintained, for five more decades, its role and purpose as a feeder line to the Central of Georgia, which was in direct competition across much of the state with the AB&A. At this early point in the 20th century and the maturation of the railroad industry, the major rail organizations reserved most of the capacity and traffic flow on their mainline tracks for their own trains, so there was often little connectivity between rival mainlines routes. This circumstance was illustrated in Talbot County, and it allowed the TALB to coexist alongside the AB&A, which is now operated and in heavy use by CSX Transportation. The TALB was finally abandoned in 1957.

DESCRIPTION

This approximately seven-mile branch line railroad through Talbot County generally followed a northwest-southeast alignment, a portion of it alongside SR 90, from Talbotton to the community of Paschal, on the northwestern edge of Junction City. Some extant traces of this former shortline railroad were observed, including built-up grades and some cuts at select locations, as well as the AB&A overpass demarcating those lines former crossing and the TALB's former route from its junction with the Central of Georgia (Southwestern Railroad) main line at Paschal/Junction City. A section of the former TALB rail right-of-way from Paschal north to the AB&A overpass and beyond runs right along or has even been adapted in parts for use as the right-of-way for Talbot County CR 120/Rock Church Road. The former wye intersection between the TALB and the Central, which served as the main trunk line, has been adopted and adapted by a rail spur to a mining quarry, which is located between Junction City and Talbotton. The rail spur is a newer infrastructure, and diverges to the west to provide service to the Junction City Mining Company, but the fork for this later branch is the same location as that once used for connection to the TALB.

The distance between Junction City and Talbotton has not been subject to much new development or construction of buildings during the 20th century, and most of the lands adjacent to the abandoned railroad are now utilized by pine plantations. Hence, the alignment of most of the railbed is still intact and unbroken, except for those short segments that have been

repurposed for use by Rock Church Road. Even though the railbed through this section and beneath CSX's still active (former AB&A) overpass has been disturbed, its reuse as a highway prevents the essential linearity from being interrupted. Some sections of rails and ties are even still in place, although much of the trackage has been removed. Either way, the former railroad is still mostly visible where it is accessible, even though most lengths of the remnant segments of the railbed have been overgrown with trees.

The TALB's terminal depot on the south side of Talbotton, facing Madison Street, is still extant, although it stands vacant and long-unused, and has become dilapidated. Constructed of brick bearing walls, the building is more reflective of period commercial architecture than is typical for a railroad depot; it has a nearly flat roof, hidden behind a parapet wall of decoratively corbelled brickwork.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Talbotton Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The TALB was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning & Development, Commerce, and Transportation. A development from the last quarter of the nineteenth century, this railroad was too late to play a role in the initial settlement of this part of Georgia. The incorporation and layout of Talbotton, an antebellum county seat, long preceded this particular railroad. The railroad line did come close into the city's southern edges, but the city was not entirely focused about it, as a town initially instigated by the arrival of a railroad typically was. The community of Bostick was developed as a small station stop along the Southwestern Railroad's Muscogee Railroad branch from Fort Valley to Columbus. The town was not officially incorporated until the AB&A mainline was constructed through area in 1906, and it was not until this time that the community adopted the newly appropriate Junction City moniker. Thus, the TALB had a relatively insignificant impact on the community planning and development of Talbotton and Junction City.

The TALB was undoubtedly useful and important as a means to import and exports goods into and out of Talbotton, and it certainly played a significant role in maintaining Talbotton's economic competitiveness with other towns in this western region of Georgia. After all, it was a dead end spur line, built expressly for the purpose of providing rail connectivity between previously bypassed Talbotton and the Central of Georgia's route from Macon to Columbus. Therefore, it does indicate a local level of significance in the area of Commerce.

The TALB constituted and functioned as a truly local line, operated for the benefit of those citizens and businesses residing in Talbotton. Its connectivity with the Central mainline allowed potential distributions of passengers and freight supplies and products to and from almost anywhere. Although its role in providing the only direct rail transportation to downtown Talbotton was relatively short-lived, due to the early 20th century arrival of the AB&A, it could be argued that after 1906, the TALB served to maintain service and pricing competition between the AB&A and the Central of Georgia. For both reasons, the TALB has significance in the area of Transportation, as it is representative of roles, as well as the influence and impact, of short-line branch railroads within the larger railroad networks of the late nineteenth and early twentieth centuries.

Therefore, the TALB is considered eligible under Criterion A for its locally significant contributions to the commercial and industrial development of Talbotton and Talbot County, and as a historically significant, albeit small, component segment of Georgia's rail transportation network.

The TALB has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, it is not eligible for inclusion in the National Register under Criterion B.

The TALB was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys in the field, it has been determined that this former railroad line, although abandoned since 1957, still possesses a local level of historic significance in these areas.

Although most of the railroad's rails and ties were removed following the line's closing, its alignment remains relatively intact, and is physically represented by intact remnant sections of built up rail bed and rail embankments. Substantial sections of railbed are physically and visually present in the landscape and still convey the railroad's historically significant design characteristics. In part due to the maintained rural nature of the landscape of much of Talbot County, the essential linear quality and continuity of the TALB has been mostly preserved, either as undisturbed rail embankments, or as repurposed roadway. The railroad thus remains a good and generally intact example of late-nineteenth-century rail engineering and construction within the rolling topography and rural landscape of west central Georgia. Moreover, the railroad's extant depot, with its masonry construction and flat roof, is a good, intact example of one of the wide variety of types and styles of architecture that were applied to depots throughout the state. The depot's unusual design and detailing is also perhaps reflective and illustrative of proprietary choices that short, branch-line railroad companies could make about their building projects, without the influence or enforced commonality of any corporate template plans or constructs. Therefore the railroad is considered eligible under Criterion C.

Based on the aboveground survey, this former railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

In its present state, the TALB is considered eligible for listing in the National Register of Historic Places, for the reasons described above. Its period of significance is 1881 to 1957, corresponding to the period of the line's development and operation prior to its abandonment.

EVALUATION OF INTEGRITY

The TALB has been determined to possess full integrity in the areas of location, setting, feeling, and association, and to retain a fair degree of integrity in the areas of design, materials, and workmanship. The railroad has not been relocated, and its alignment remains substantially unchanged

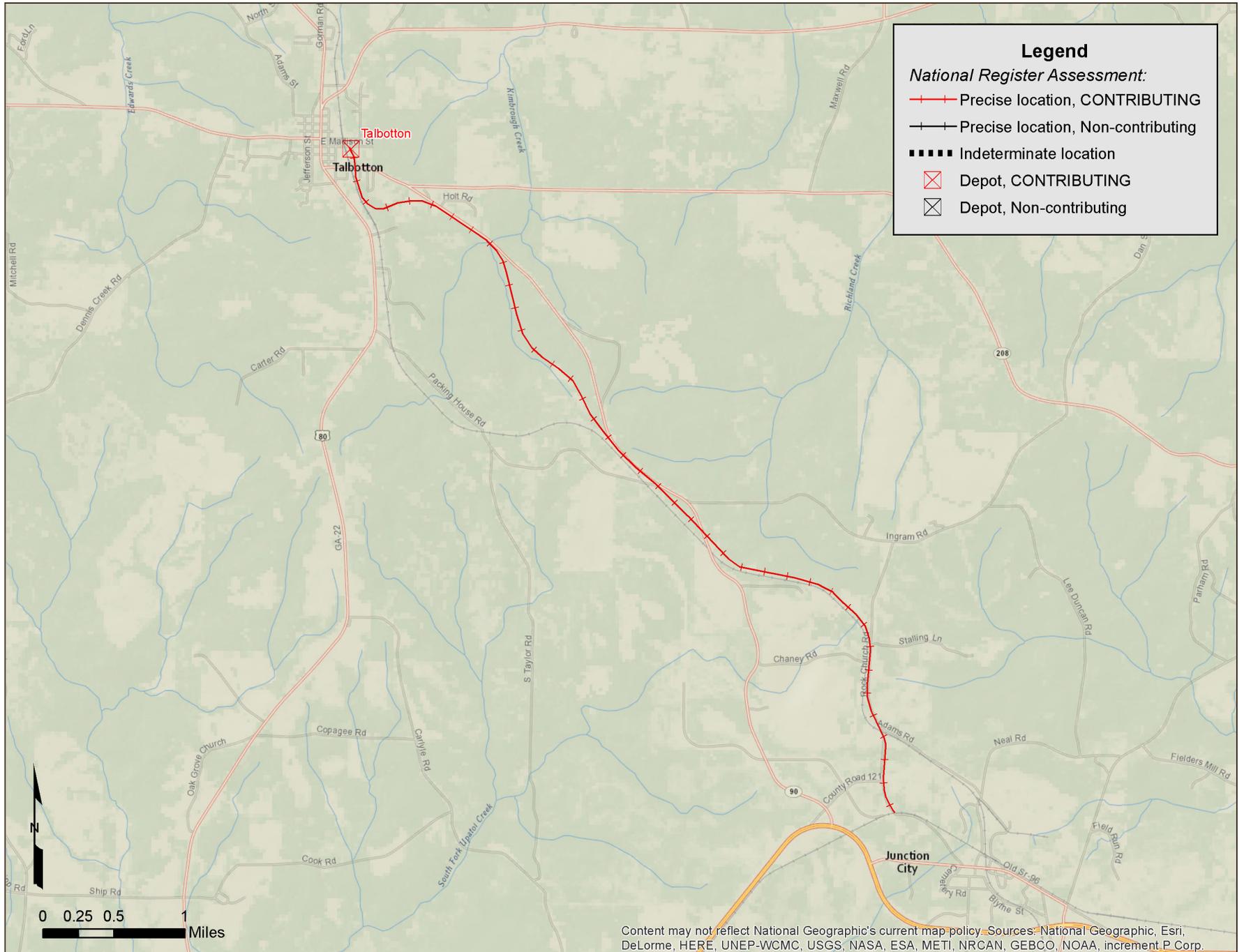
since its construction; therefore, the resource retains integrity of location and setting. As substantial segments of the alignment and roadbed, including cuts and grades, remain intact, despite abandonment and the removal of rails and ties, the resource also maintains a substantive level of integrity 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 former Talbotton Railroad corresponds to the railroad's historic rights-of-way, and includes the short section that is now a part of the roadway alignment and right-of-way of CR 120/Rock Church Road. This proposed boundary 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 (see attached boundary graphic). The proposed boundary also projects out from the rail right-of-way to include the railroad's terminal depot in Talbotton; it faces Madison Street, and stands at the northern end and along the east side of the short-line railroad's small former rail yard.

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



TALB: Resource Location Map



TALB: ABC at Paschal, Junction City vicinity, Talbot County



TALB: CR 120/Rock Church Road at Paschal



TALB: Remnant cut along CR 120/Rock Church Road, Junction City vicinity



TALB: Railbed along CR 120/Rock Church Road, Junction City vicinity



TALB: ABC at CR 120/Rock Church Road and former alignment, Talbot County



TALB: Bridge abutment, Kimbrough Creek, Talbotton vicinity, Talbot County



TALB: Railbed, SR 90 at Kimbrough Creek, Talbotton vicinity



TALB: Talbotton depot

TIFTON & MOULTRIE RAILROAD (TFMO)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Sparks, Moultrie & Gulf Railroad

Location: Moultrie, Colquitt County, to Tifton, Tift County, and Sparks, Cook County, branch to Norman Park

DEVELOPMENTAL HISTORY

The Tifton & Moultrie Railroad (TFMO) began as the Sparks, Moultrie & Gulf Railroad. Constructed in 1897, the railroad ran between Moultrie, the seat of Colquitt County and Sparks, in Cook County. At Sparks, the rail line connected with the Georgia Southern & Florida Railway mainline. The railroad also constructed a branch from Bayboro to Norman Park (formerly the Obe community) in Colquitt County. Soon after, the company constructed a third rail line, which stretched from Moultrie northeasterly to Tifton. From Moultrie, this new line passed through Norman Park along a different alignment. This new leg was in place and in operation by 1900.

In 1901, the Sparks, Moultrie & Gulf Railroad was purchased by and renamed the Tifton & Moultrie Railroad, which operated as a logging rail line. Within a few years both the original Sparks-Moultrie line and the early branch line to Obe (Norman Park) would be discontinued as common carrier railroads. In 1903, the TFMO notified the Railroad Commission of Georgia that it had discontinued common carrier service. Its lines were all abandoned circa 1905, and the rails, ties, and ballast were subsequently removed.

DESCRIPTION

The TFMO comprised three lines. The former Sparks, Moultrie, and Gulf Railroad line followed an east-west alignment, traversing portions of Colquitt and Cook County. A northwest-southeast spur connected Bayboro, now defunct, and Norman Park in Colquitt County. Between Moultrie and Tifton, the railroad followed a northeast-southwest alignment, connecting Norman Park, Crosland, and Omega. Together, these three lines traversed portions of Colquitt, Cook, and Tift counties. No extant traces of the former railroad lines were identified during the field survey. No physical elements of the former railroad could be observed at any of the communities connected to the rail line, or at select access points along the approximate former alignments. The lines were also not apparent in available aerial imagery. Moderate urban development at Moultrie and Tifton,

continued agricultural use and reforestation along the former railroad's alignments, and general neglect appear to have eliminated most remnant aboveground evidence of this system's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Tifton & Moultrie Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The TFMO was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The construction of the railroad between 1897 and the early 1900s occurred too late to play a role in the initial exploration and settlement of this southwest Georgia region. The cities of Norman Park (formerly Obe), Bayboro, and Sparks predate the TFMO's construction, as each appear in Colquitt County on an 1885 Rand McNally map. The establishment of Moultrie (1859) and Tifton (1872) also predate the construction of the railroad. Additionally, these two cities were already serviced and connected to the larger rail network by the time the TFMO was constructed. Therefore, this short-lived railroad likely did not exert a significant impact on the planning and development of these cities and communities. Despite the association of the railroad with the transportation of freight and passengers, this association does not appear to be significant based on the rail line's brief period of operation. Although the line briefly served as a connection between Moultrie, Tifton, and the communities along its lines, no information was obtained during background research indicating that the railroad had a significant impact on commercial growth in these communities. The exhausting of the surrounding timberlands likely rendered the TFMO no longer viable. Additionally, the railroad no longer possesses the physical features to convey any historic associations due to the destruction of its graded alignment and lack of linear continuity. Therefore, the TFMO is not considered eligible for listing in the National Register under Criterion A.

The TFMO has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the TFMO is not eligible for the National Register under Criterion B.

The TFMO was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Field reconnaissance yielded no evidence of any existing depots, warehouses, or platforms owned or operated by the railroad. However, the railroad derives its primary significance from its engineered features, namely the graded railbed; aerial imagery, USGS topographic maps, and the field survey yielded no definitive evidence of this feature. Continued agricultural activity and intervening development appear to have substantially obliterated this resource and rendered it unable to convey its essential linear quality and continuity. Therefore, the TFMO is not considered eligible for the National Register under Criterion C.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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 its present known condition, the TFMO is not considered eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

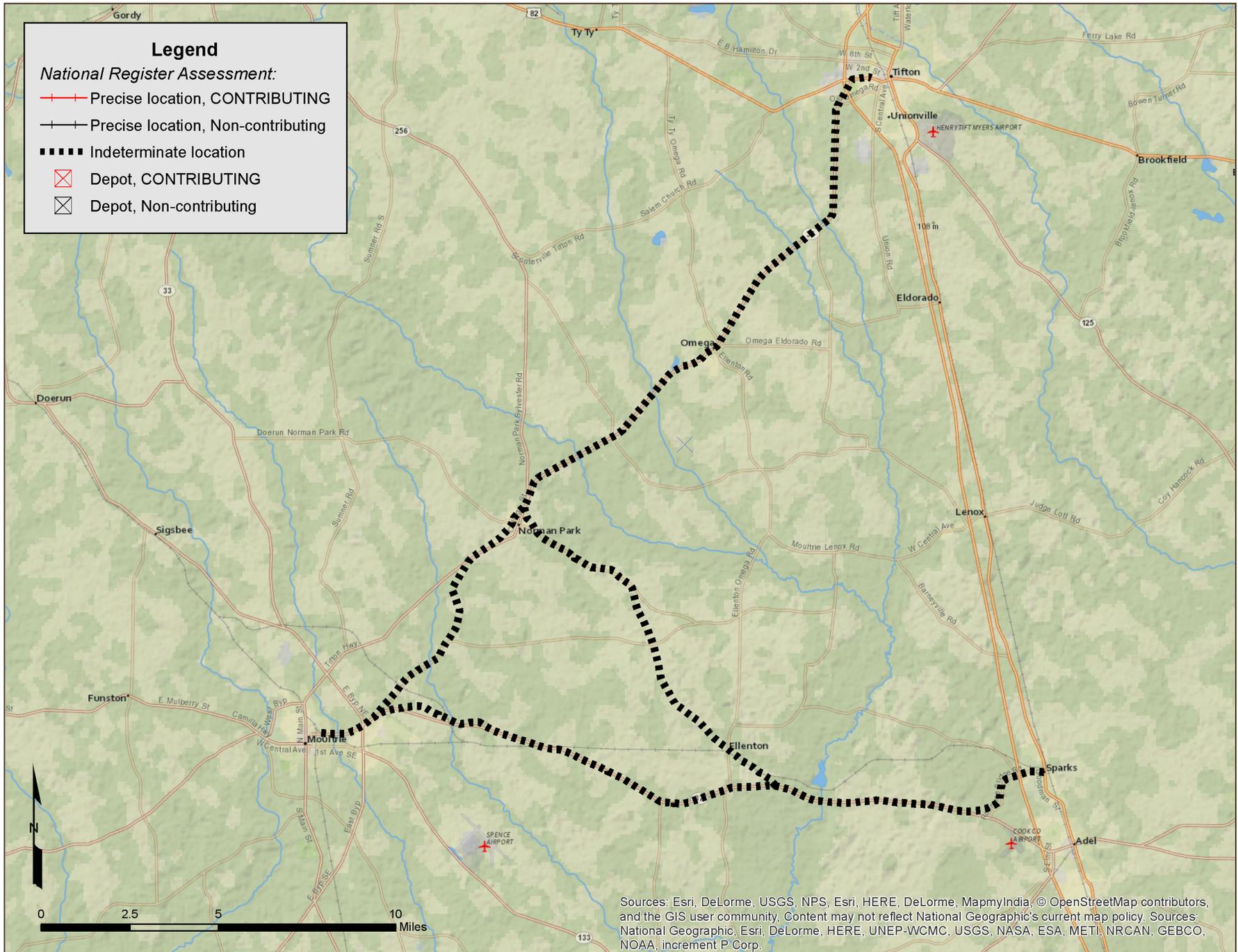
A ground-level survey of the rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no evidence of the TFMO's railbed was identified; further, no definitive evidence of the historic alignment is visible in aerial imagery. It appears that no TFMO depots, warehouses, or platforms are extant. Accordingly, it has been determined that the TFMO lacks integrity of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not Applicable

PREPARED BY

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



TFMO: Resource Location Map



TFMO: GAF at Sixth Street crossing, Moultrie, Colquitt County



TFMO: North Railroad Street, Norman Park, Colquitt County



TFMO: ACL at South Tift Avenue crossing, Tifton, Tift County



TFMO: GSF at Colquitt Street crossing, Sparks, Cook County

VALDOSTA, MOULTRIE & WESTERN RAILROAD (VMAW)

Other names: Valdosta, Moultrie & Western Railway

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Valdosta, Lowndes County, to Moultrie, Colquitt County

DEVELOPMENTAL HISTORY

The Valdosta, Moultrie & Western Railroad (VMAW) built its 42-mile line between Valdosta and Moultrie in 1910. After a change of ownership around 1917, it became the Valdosta, Moultrie & Western Railway. According to a listing in the 1917 volume of the *Official Railway Equipment Register*, the company's general offices were located in Valdosta.

According to the register, the VMAW provided freight and passenger connections to three rail lines at Moultrie: the Atlanta, Birmingham & Atlantic Railroad, the Georgia Northern Railway, and the Georgia & Florida Railway. Additional connections included to the South Georgia Railroad at Morven, and to the Atlantic Coast Line Railroad, the Georgia and Florida Railway, and the Georgia, Southern, and Florida Railroad at Valdosta. Due to these connections, the VMAW served as the southwestern leg of the network linking the principal south Georgia cities of Columbus, Albany, and Valdosta.

Despite its connections to other systems, and its role as a component line of the most direct route between Columbus, Albany, and Valdosta, the railroad did not gain enough business or traffic to continue operating. According to the 1923 edition of *Poor's Manual of Railroads*, the line was abandoned in 1921 and subsequently sold for scrap.

DESCRIPTION

This approximately 42-mile long railroad generally followed a southeast-northwest alignment between Valdosta, in Lowndes County, and Moultrie, in Colquitt County. From Valdosta, the rail line crossed the Little River just west of the city. The line continued northwest, passing through the extant towns of Morven and Berlin, in Brooks and Colquitt counties, respectively. The field survey yielded little physical evidence of the former railroad in the vicinity of Valdosta. However, despite the long period of abandonment, evidence of the former alignment is visible on current aerial imagery in select locations, including the sparsely settled area between Berlin and Moultrie. At this location and some others, the VMAW generally appears as stretches of narrow treelines between cultivated fields.

Aerial imagery suggests that the rail line traversed the area between Berlin and Moultrie in a straight line, roughly parallel to SR 133. In Berlin, the existence of the former railroad is marked by Railroad Street's name. In Brooks County, north of Morven, a possible short remnant of the line is visible on aerial imagery along SR 133, between Brooks County CR 38 and CR 213/Walker Road. These disjointed segments often end abruptly, and the aerial views indicate that the railbed has more frequently been plowed under and thereby destroyed, either for the planting of pine trees and pecan groves, or by the continuous and ongoing cultivations of fields. Many of these fields are irrigated by center-pivot irrigation systems, which require leveling the field and removal of obstacles such as any raised features, which would include a railbed.

Apart from these few discontinuous and faint traces, few other extant remnants of the VMAW were identified in its vicinity. No physical elements of the former railroad could be discerned at Valdosta, Morven, Moultrie, or at many other select access points along the approximate former alignment. Along with urban development in Moultrie, Valdosta, and areas of Brooks County, continued agricultural activities, reforestation, and general neglect have eliminated the majority of the features of this long-abandoned railroad.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Valdosta, Moultrie & Western Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The VMAW was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The construction of the railroad in 1910 occurred too late to play a role in the initial exploration and settlement of this southwestern region of Georgia. The establishment of Moultrie (1829) and Valdosta (1860) predate the construction of the railroad. Additionally, these cities were already connected to the larger rail network by the time the VMAW was constructed. Thus, the VMAW is not known to have had a notable impact on their community planning or development. Likewise, no information has been found indicating that the VMAW had a significant impact on commercial development in the area. Morven and Berlin never

achieved substantial growth, and of the ten other intermediate station stops denoted in the railroad's timetable for 1917, only Troupville still exists as a named community. Additionally, although the railroad served as a link in the transport of passengers and freight between the communities it served and the larger rail network at Valdosta and Moultrie, the VMAW never generated sufficient traffic to sustain its economic viability, as suggested by its brief period of service, which spanned only eleven years. Additionally, the railroad no longer possesses physical features that convey any historic associations due to the destruction of its graded alignment and lack of linear continuity. Therefore, the VMAW is not considered eligible for listing in the National Register under Criterion A.

The VMAW has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, the VMAW is not eligible for the National Register under Criterion B.

The VMAW was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. The VMAW no longer possesses features to convey significance in the area of Architecture as no associated depots, warehouses, or platforms are extant. Although the railroad retains some engineered features, including some segments of intact railbed, they are a minor percentage of the line's original length and are unable to convey the VMAW's linear quality and continuity due to continued agricultural activity and intervening development. Additional segments of the railbed may still be intact, but they are not readily visible in aerial photography nor were accessible during the field survey. As such, the railroad no longer possesses physical features to convey historic association in the area of Engineering as a rural, short line or connector railroad. Therefore, the VMAW is not considered eligible for listing in the National Register under Criterion C.

There are no indications that this railroad resource is likely to yield information on important research questions in history or prehistory. It 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 its present known condition, the VMAW is considered not eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

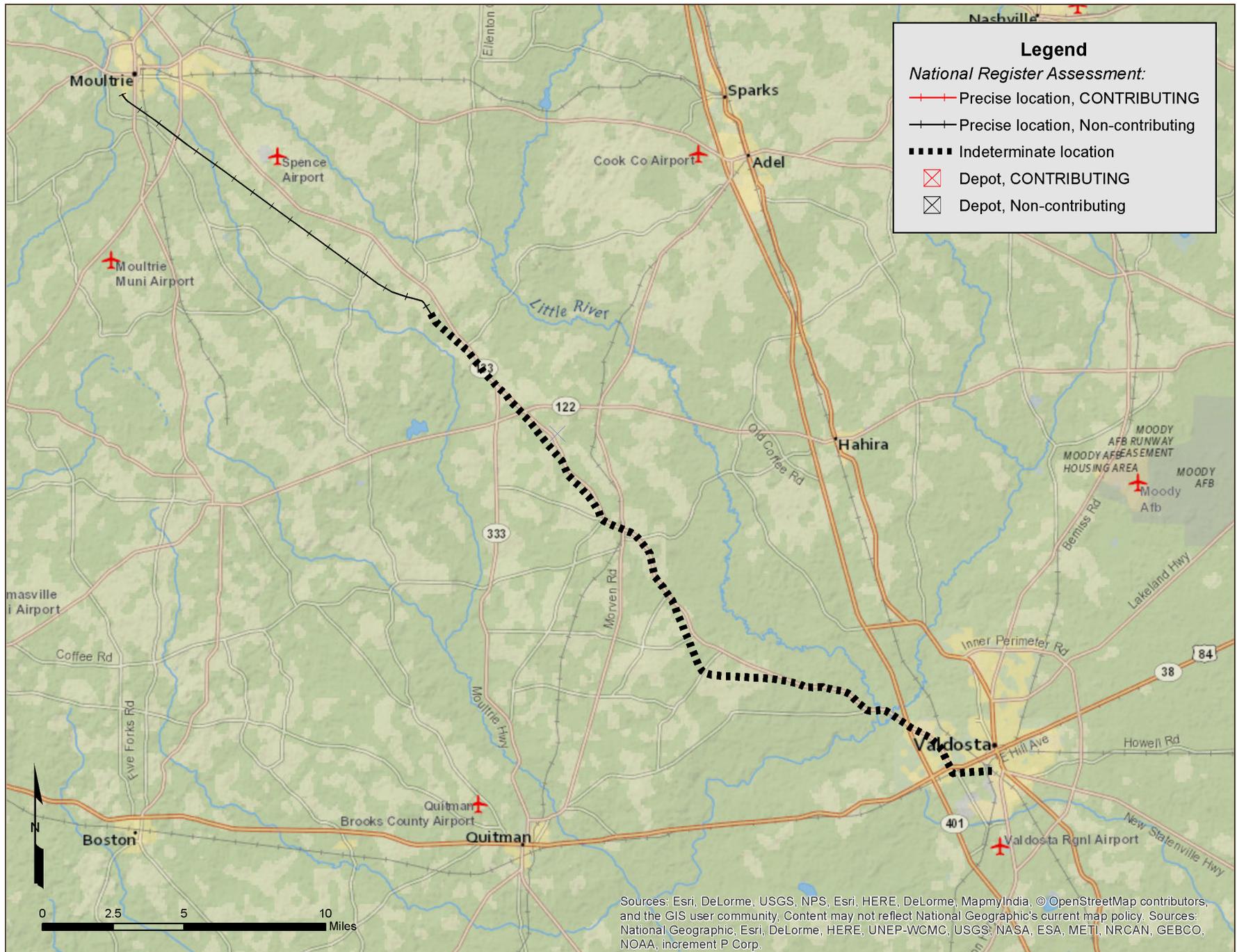
A ground-level survey of the rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no definitive evidence of the graded railbed was identified, nor is definitive evidence of the historic alignment visible in aerial imagery. It appears that no VMAW depots, warehouses, or platforms are extant. Accordingly, it has been determined that the VMAW lacks integrity of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not Applicable

PREPARED BY

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



VMAW: Resource Location Map



VMAW: ACL at South Ashley Street, Valdosta



VMAW: SOU at Gordon Street, Morven, Brooks County



VMAW: Railbed along Southerland Street, Berlin, Colquitt County



VMAW: ABC at Central Avenue, Moultrie, Colquitt County

WAYCROSS & WESTERN (WAYW)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Waycross, Ware County, to Lakeland, Lanier County

DEVELOPMENTAL HISTORY

The Waycross & Western Railroad (WAYW) was incorporated February 19, 1912 in Georgia, and established its general offices in Waycross. Between 1912 and 1914, the WAYW built a 44.5-mile, standard-gauge line from Waycross west to Milltown (now Lakeland). According to the 1920 edition of Poor's Manual of Railroads, the line incorporated a former logging tram railroad that spanned approximately 13 miles of the total mileage. The route generally followed today's SR 122.

The same Poor's Manual also reported that the WAYW intended to extend the line an additional 26.5 miles to Adel, and a 1918 timetable for the railroad noted that it was still "under construction some 26 miles west of Milltown." It would thereby have crossed and connected with the Georgia & Florida Railway at Ray City and with the Georgia Southern & Florida Railway at Adel, but, apparently, this projected expansion was never fully realized. Nevertheless, the WAYW did connect with three other railroads at the rail hub city of Waycross, and, at its western end in Milltown with another small short line, called the Milltown Air Line (later the Lakeland Railway). After failing to generate enough traffic to continue operating, the railroad was abandoned in 1925.

DESCRIPTION

This approximately 44.5-mile long railroad generally followed a slightly northeast-southwest alignment between Waycross and Lakeland, passing through portions of Ware, Clinch, and Lanier counties, and approximating (and possibly having been utilized by) the alignment of current SR 122. Few distinct sections of the former railroad were identified in its vicinity, although the primarily rural nature of the landscape and the prevalence of silviculture meant that some parts of the route were inaccessible. A short segment of the original railroad right-of-way is visible in the small farming community of Cogdell, where the wide right-of-way is clearly discernible running parallel to SR 122, directly alongside its westbound lane. The rail right-of-way is covered only in grass, and remains undisturbed by any buildings or structures. It is distinctly framed between

the SR 122's northern edge of pavement, and by an unpaved access road, called Annie Laurie Road, that runs along the railbed's north side. Along the north side of Annie Laurie Road, a small historic brick commercial building and several historic houses are all set back off SR 122, since their south-facing edifices all originally overlooked the railroad tracks. To the east and west of Cogdell, an electric power transmission easement runs along SR 122's north side, and may have derived some or even much of its lengths of right-of-way from sections of the railroad right-of-way.

Almost all of the rail segments are alike in that there is very little evidence of raised embankments. The flat topography of the area apparently allowed, as a common practice, placement of ballast almost directly onto the existing level surface. Accordingly, finding clear evidence of the bed is difficult, now that the ballast and rails have been removed. Even if the alignment has not been covered in expansive rows of pine trees, it is hard to distinguish a potential railbed location apart from a narrow, sandy-surfaced access road or trail, such as one laid out to facilitate monitoring and maintenance of a pine plantation.

On Lakeland's eastern outskirts, there is some remaining evidence of the railbed, which stayed generally parallel to but north of SR 122 as it approached the present intersection of US 221 on the Alapaha River's east side. To the immediate east of the intersection, the railroad diverged away from SR 122 a short distance; a section of the railbed has been adapted for use by a short length of the unpaved Lanier County Road 36/Lloyd Curry Road. Also, current aerial imagery still shows faint traces of the alignment to both sides of the intersection of SR 122 and US 221, which the railbed passed through. Yet, because of the level terrain, the alignment of the crossing at this intersection is not readily evident from ground level. Additional traces of the alignment continue to both the intersection's east and west and across the river towards Lakeland, but these areas were not accessible to surveyors. Aerial imagery suggests that the WAYW entered the northeast corner of the town, but no evidence of the railroad was located within Lakeland itself, and no definitively rail-related buildings were found there.

However, there is a very short segment of the railroad still in active, albeit limited, use in Waycross, where the WAYW once passed through the

city's southwest quadrant. This course is partially illustrated on the Index Maps for the 1913 and 1922 editions of the Sanborn Map Company's Fire Insurance map for Waycross. The former wye junction of the WAYW's far eastern end into the Atlanta, Birmingham & Coast (now CSX) mainline to Nicholls is now used as an industrial spur. Located near downtown Waycross, between Garlington and Johnson avenues, it provides service to a materials aggregates company, and then connects at its west end to the CSX mainline's western bypass, which in this area is actually a short former segment of another short line, the Waycross & Southern. Southwest of this area, on the south side of the Atlantic Coast Line's (now CSX) tracks towards Albany, another brief segment of the WAYW right-of-way has been repurposed as a power line easement. Spanning from South Augusta Avenue southwest to McKinley Road and beyond, the terrain is so flat through this area that the railbed is not recognizable at ground level, apart from the clearing maintained for the utility poles.

From this point westward to Lakeland, the continuous, homogenous, and widespread use of the landscape for the cultivation of large-scale pine plantations, together with the area's level topography, have obscured most remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Waycross & Western Railroad was evaluated for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The WAYW was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. A development from the second decade of the twentieth century, this railroad was too late to play a role in the initial exploration and settlement of this part of Georgia, even though the area was still sparsely populated at the time of the WAYW's construction. The incorporations and town layouts of both Waycross and Milltown (now Lakeland) preceded the railroad, so the WAYW had little notable impact on their community planning or development. No information has been found indicating that this railroad line had a significant impact on commercial

growth in the area. None of the numerous intermediate station stops denoted in the railroad's timetable for 1918 ever achieved significant growth, and only one, the small farming community of Cogdell in northeastern Clinch County, is still extant.

Although its connectivity with numerous other much larger rail lines in Waycross allowed distributions of passengers and freight supplies and products to and from almost anywhere, the WAYW never generated substantial passenger traffic. The low, wet, swampy rural corridor through which the line traveled was so sparsely settled, as it remains to this day, that there was not sufficient populace in the vicinity to create much demand for passenger ridership. Also, since the full extent of the planned line to Adel, and connection there to the Georgia Southern & Florida Railway, was never completed, the course of the line limited the route's utility and usefulness. In short, the line simply never reached a destination at its western end that could provide sufficient traffic to sustain the railroad's economic viability, particularly once the supply of old growth timber in the vicinity was exhausted. In essence, the railroad was a logging line that briefly attempted to expand in size, scope, and mission, but failed to achieve financial justification for continued operation. Its short period of service lasted just more than a decade. Therefore, the WAYW is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The WAYW has no known associations with historically significant individuals whose specific contributions to history can be identified and documented through this railroad. Therefore, it is not eligible for inclusion in the National Register under Criterion B.

The WAYW was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. Based upon on-site surveys, it has been determined that this former railroad line no longer conveys historic significance in these areas, as it lacks integrity. Following its abandonment, the railroad's rails, ties, and ballast were comprehensively removed. Some parts or stretches of the railbed, in the form of grades, embankments, or shallow cuts, are still extant at certain distinct locations. Other segments may still be in place, but if any such sections do exist, they were inaccessible to the surveyors and were not distinguishable in

reviews of available aerial imagery. In the full context of the line's original length, only a minor percentage of the original railbed was discovered or was discernible. Thus, it appears that the railroad alignment is no longer physically or visually evident within its landscape, and its essential linear quality and continuity are no longer intact. Moreover, none of the railroad's depots are known to be extant.

As a consequence, the WAYW no longer conveys historically significant design characteristics, and does not represent a good example of a rural, short-line railroad from the early twentieth century. Therefore, it is not considered eligible for the National Register under Criterion C.

Based on the aboveground survey, this former railroad does not appear likely to yield information on important research questions in history or prehistory. The railroad does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the resource under Criterion D.

In its present state, the WAYW is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

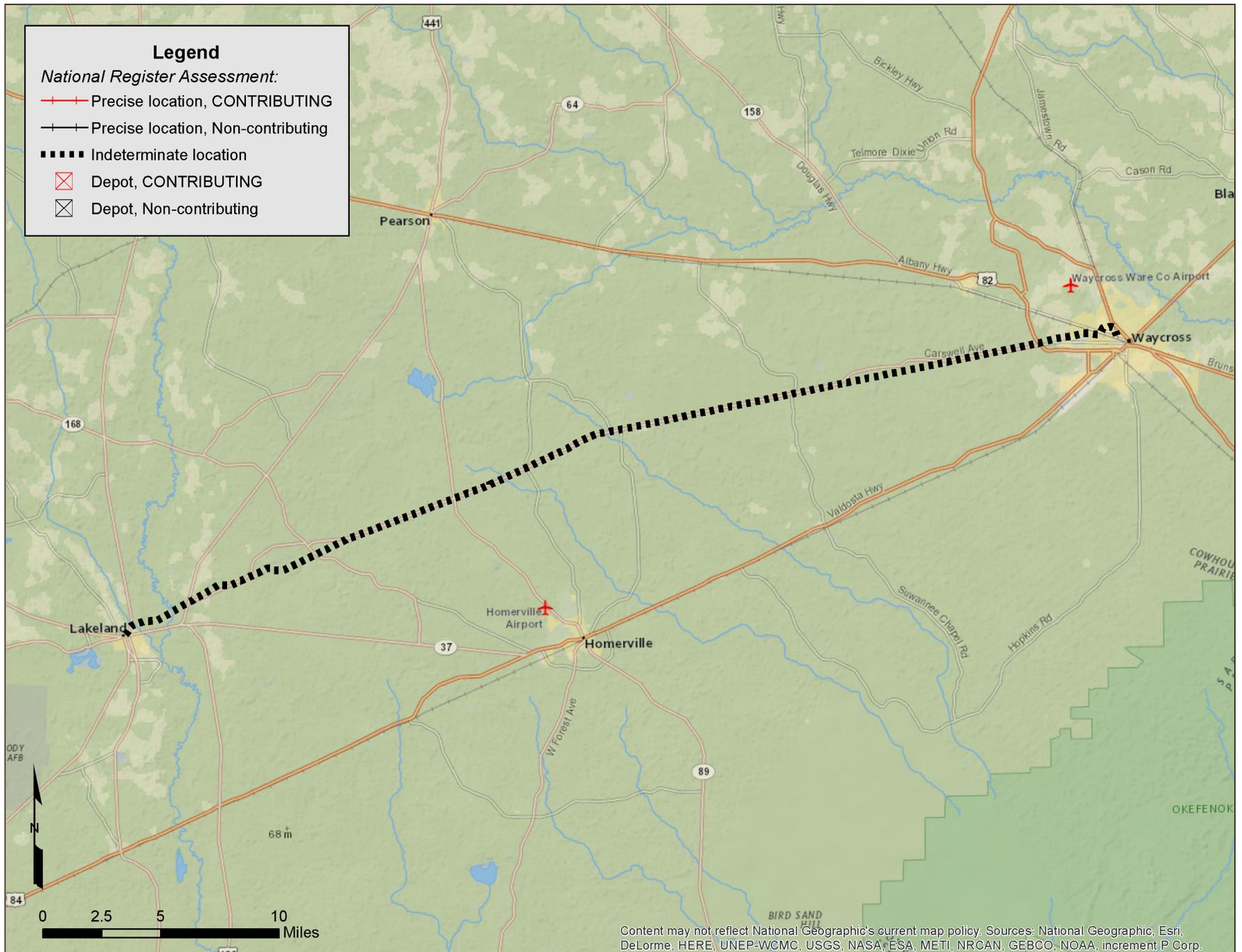
A ground-level field survey of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little remaining evidence of the railroad's former railbed or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the WAYW no longer retains integrity in the areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



WAYW: Resource Location Map



WAYW: Alapaha River at Old River Road, Lakeland vicinity, Lanier County



WAYW: Approximate alignment, US 221/SR 31 at SR 122, Lanier County



WAYW: Approximate alignment, SR 122 east of Sirmans, Clinch County



WAYW: SR 122 near US 441/SR 89, Clinch County



WAYW: SR 122 at Mexico Crossing, Clinch County



WAYW: Railbed, SR 122 at Cogdell, Clinch County



WAYW: SR 122 at Hinson Crossing, Ware County



WAYW: SR 122 at Crews Crossing, Ware County