A photograph of an industrial facility, possibly a refinery or chemical plant, with several large buildings and a tall, cylindrical tower. In the foreground, there are several sets of train tracks on a gravel bed. The scene is captured during sunset or sunrise, with a warm, golden light. A green rectangular overlay is positioned on the right side of the image, containing the text 'INDUSTRIAL LINES' and 'APPENDIX L'.

INDUSTRIAL LINES

APPENDIX L

CONTENTS

APPENDIX L

Industrial Lines (IND)

Atlanta, Stone Mountain & Lithonia
ASML

Milltown Air Line/Lakeland Railroad
LAKE

Smithonia & Dunlap
DUNL

Bainbridge Northeastern
BBNE

Milstead Railway
MILS

Smithonia, Danielsville & Carnesville
SDAC

Blakely Southern
BLKS

Ocmulgee & Horse Creek
HCRK

South Brunswick Railroad
SOBR

Brunswick & Pensacola
BRPC

Ocmulgee & Normandale
NORM

Wainhurst Railway
WAIN

Dooly Southern
DOOL

Ocmulgee River & Northern
OCMU

Waycross & Southern
WASO

Douglas & McDonald
DMCD

Ocmulgee Valley
OVAL

Foy Railroad
FOYR

St. Marys, Lake City & Gulf
SMLC

ATLANTA, STONE MOUNTAIN & LITHONIA (ASML)

Other names: N/A

NR Evaluation: Eligible

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

Current owner: CSX (Big Ledge quarry line)

Predecessors: Lithonia & Arabia Mountain Railroad

Location: Lithonia and Stone Mountain vicinities, DeKalb County

DEVELOPMENTAL HISTORY

The Atlanta, Stone Mountain & Lithonia Railway (ASML) traces its beginning to the opening of the Lithonia & Arabia Mountain Railroad in 1889. In 1909, the Atlanta, Stone Mountain & Lithonia Railway incorporated, operating four separate lines, including the original Lithonia & Arabia Mountain Railroad, a predecessor line running along the north side of Stone Mountain. These lines serviced granite quarries in the areas around Stone Mountain and Lithonia in DeKalb County.

During the mid-twentieth century, competition from quarries elsewhere, the increasing utilization of trucks to haul stone, the development of alternatives to dimension stone, and the effects of the Great Depression resulted in the abandonment of several quarry rail operations. The Arabia Mountain line was abandoned in 1935. That same year, the Works Progress Administration assumed operation of the Stone Mountain quarry. The quarry operated for another five years before its abandonment around 1940 and the removal of its tracks in 1942.

Rail use continued at the Lithonia quarries on the north side of the Georgia Railroad for several more decades; however, most of the rail lines comprising the ASML were abandoned. The company gave up its charter as a railroad and merged into Davidson Mineral Properties on November 19, 1997. The line to Pine Mountain was pulled up at this time, leaving only the line into the Big Ledge quarry, which remains in operation by CSX. During the late twentieth century and early twenty-first century, DeKalb County and Hanson Aggregates, the successor company to Davidson Mineral Properties, converted a portion of the ASML's former Arabia Mountain right-of-way into a rail trail. The first 4.5-mile section of this multi-use path opened on June 14, 2004.

DESCRIPTION

The ASML consisted of four short lines: an approximately four-mile branch from the Georgia Railroad at Lithonia, south to Arabia Mountain; a short, half-mile line from Lithonia to the Big Ledge quarry; an approximately one-mile, branch from the Big Ledge line to the Pine Mountain quarry; and an approximately 1.5-mile, east-west branch from the Georgia Railroad at Stone Mountain village to a former quarry on the east side of Stone Mountain.

At Lithonia, the ASML operated two lines on the east side of the Georgia Railroad. The line to the Big Ledge quarry, on the north side of Lithonia, remains in operation by CSX and retains its historic graded alignment, ballast, ties, and rails. From the area of Marbut Road and Rogers Lake Road, the Big Ledge line departs from the Georgia Railroad mainline, continuing along Quarry Road and into the quarry for approximately half a mile. The former Pine Mountain line, abandoned in 1997, departs from the Big Ledge line and runs along the south end of the Big Ledge quarry. A portion of the rail alignment and rails were discovered at the intersection of Rock Chapel Road and Railroad Street in Lithonia. Between Rock Chapel Road and the Pine Mountain quarry, the rails, ballast, and ties have been removed. The field survey found no physical evidence of the former railbed due to the growth of vegetation and the widening of Turner Hill Road. However, evidence of the alignment is discernable in aerial imagery.

The field survey found little physical evidence of the former four-mile Arabia Mountain line from Lithonia. A portion of the historic alignment has been repurposed as a recreational trail and is now paved with concrete. The trail head is located on Johnson Street, between Council Street and Magnolia Street in Lithonia, and continues in a southerly direction along Klondike Road.

At Stone Mountain, the line to the Stone Mountain quarry departs from the Georgia Railroad mainline near the depot and Mimosa Drive. The graded rail alignment, as well as rails, ballast, and ties, were observed during the field survey. From the depot, the line continues in an easterly direction. Upon crossing Main Street, the former rail alignment continues as a portion of the Stone Mountain Trail and continues into Stone Mountain Park. The rail alignment continues across Robert E. Lee Boulevard within the park

and, based on aerial imagery, appears to continue along Stone Mountain's north side.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Atlanta, Stone Mountain & Lithonia 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 ASML 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 rail lines which eventually comprised the ASML began with the opening of the Lithonia and Arabia Mountain Railroad in 1889. As such, the development of the rail line occurred too late to play an important role in the initial exploration and settlement of this part of DeKalb County. The establishment and layout of the cities of Lithonia and Stone Mountain occurred during the mid-nineteenth century corresponding to the arrival of the Georgia Railroad. As such, the ASML appears to have had little impact on the planning and development of these communities.

The ASML possesses a significant association with the development of the mining industry in DeKalb County. The mining of granite formed the basis of the economy in this portion of DeKalb County during the late nineteenth century through the mid-twentieth century, and continues today. During mining's heyday in the area, Lithonia prospered. The four rail lines, although serving separate mines, provided the primary means of transporting locally quarried products to locations throughout the United States. Therefore, the ASML is considered eligible for inclusion in the National Register under Criterion A in the areas of Commerce and Transportation.

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

The ASML was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. No ASML depots, warehouses, or platforms are known to be extant. The railroad derives significance from its engineered, graded alignment. The ASML historically operated as four separate branches and a significant portion of the graded railbed of these lines remain intact. These remaining alignments are able to convey the essential linear quality and continuity of the rail line. Additionally, the Big Ledge and Pine Mountain quarries remain operational. Thus, the quarries and the graded rail beds maintain their historic relation and orientation. Therefore, the ASML is considered to be eligible for the National Register under Criterion C as a locally significant example of a short line quarry system developed in the late nineteenth century through the early twentieth century. The period of significance begins in 1889, when the predecessor Lithonia & Arabia Mountain Railroad opened, and ends in 1942, when the Stone Mountain quarry line closed, effectively ending the ASML's historic composition as a multi-line local system.

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 ASML 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

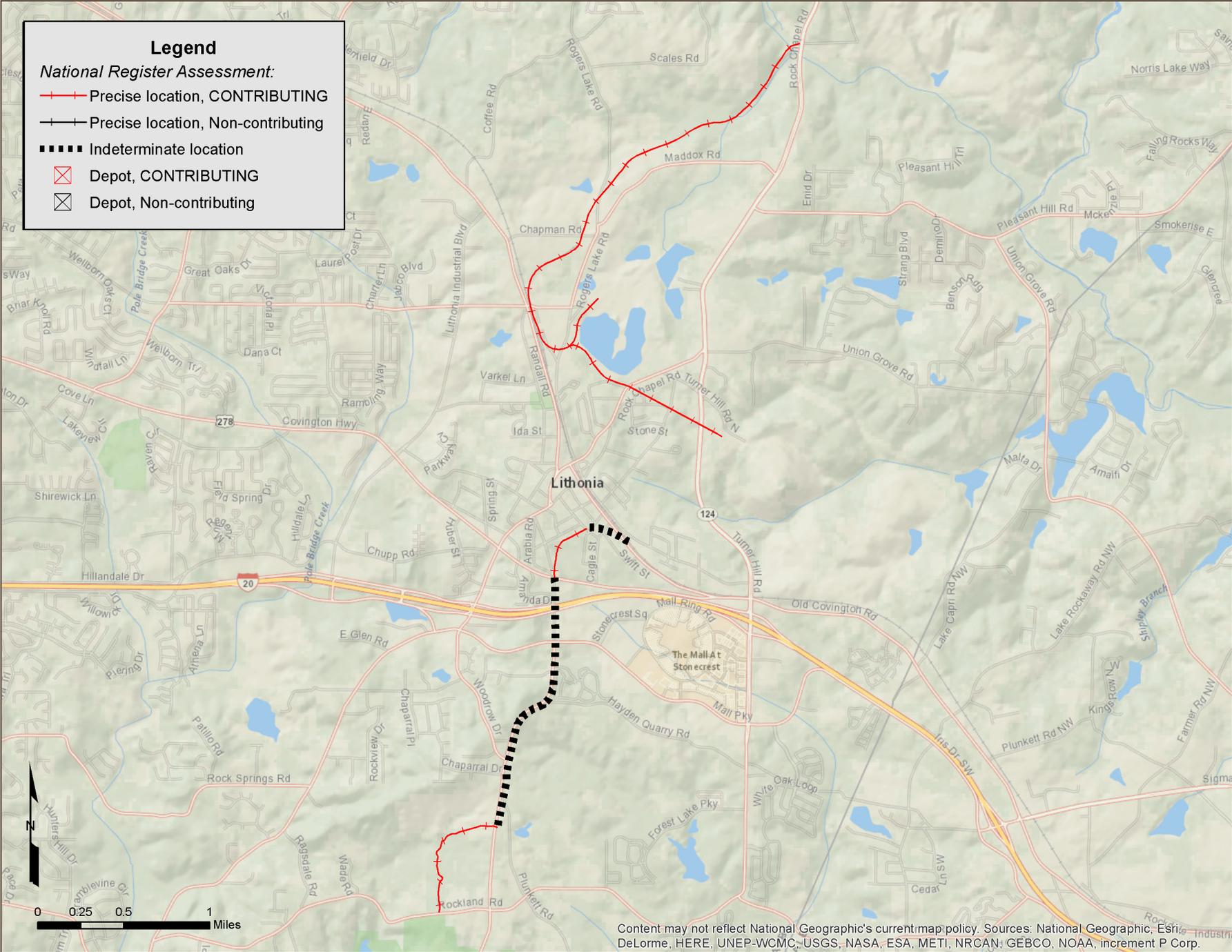
A ground-level survey of the rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, evidence of the railroad's infrastructure, including the railbed, as well as rails, ties, and ballast, was found. Much of the historic graded railbed remains visible in aerial imagery, and it was routinely identified during the ground reconnaissance. It appears that no ASML depots, warehouses, or platforms are extant. The ASML has been determined to possess substantive integrity in the areas of location, setting, design, materials, workmanship, feeling, and association due to the extant railbed's continuity.

PROPOSED NATIONAL REGISTER BOUNDARY

The proposed National Register boundary for the ASML corresponds to the historic right-of-way and includes segments repurposed as a multi-use path; any segments converted to paved roadways are considered non-contributing. The proposed boundary contains all National Register-qualifying characteristics and features of the resource, including the railroad's former alignment, railbed, and other elements of the rail resource, such as extant cuts and built-up grades.

PREPARED BY

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



ASML: Resource Location Map



ASML: Big Ledge quarry entrance, Rogers Lake Road, Lithonia, DeKalb County



ASML: Rogers Lake Road crossing, Big Ledge quarry vicinity, Lithonia



ASML: Along Rogers Lake Road, Lithonia



ASML: Rock Chapel Road crossing, Lithonia



ASML: Along Railroad Street, Lithonia



ASML: Terminus at Pine Mountain quarry, Turner Hill Road, Lithonia



ASML: Arabia Mountain Trail at Johnson Street, Lithonia



ASML: Alignment at Mimosa Dr. toward Stone Mountain depot, DeKalb Co.



ASML: Along Mimosa Drive, Stone Mountain



ASML: Stone Mountain Trail, Stone Mountain

BAINBRIDGE NORTHEASTERN (BBNE)

Other names: E. Swindell & Company

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Georgia Eastern Railway

Location: Swindell Landing (Bainbridge vicinity) to Mount Royal, Decatur County

DEVELOPMENTAL HISTORY

The Bainbridge Northeastern Railroad was an 18-mile logging line from Swindell Landing on the Flint River's eastern banks, a short distance north of Bainbridge, to Mount Royal, northeast of Bainbridge. Built sometime before 1904, the line originated as the Georgia Eastern Railway, a logging railroad developed and owned by E. Swindell & Company, and operated for freight transport and traffic only, primarily for the benefit of hauling logs to the Swindell family's sawmill. The Georgia Eastern's company offices were in Bainbridge. The line was bought by or reorganized as the Bainbridge Northeastern Railroad (BBNE) in 1908, but was abandoned only two years later, in 1910.

DESCRIPTION

This approximately 18-mile railroad corridor ran along a generally southwest-northeast alignment between the Flint River and Mount Royal, an undocumented community in Decatur County's northeastern corner; the line never actually connected directly with the city of Bainbridge itself by rail, but instead by river steamers. According to a company description in the 1904 edition of the Official Guide of the Railways, it passed through the similarly undocumented and now defunct communities of Stadacona, Swindell, and Rock City.

No extant traces of the former railroad were identified within its vicinity. No physical elements of the former railroad could be discerned, nor could the physical location of Swindell Landing on the Flint River be determined. Continuous agricultural use along the railroad's primarily rural former route appear to have eliminated or obscured much of the remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Bainbridge Northeastern 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 BBNE 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 turn of the twentieth century, this railroad was too late to play a role in the initial settlement of southwest Georgia and Decatur County, even though the area was still sparsely populated at the time of the BBNE's construction. The rural corridor through which this short logging and freight line traveled was sparsely settled, as it remains to this day. There was not sufficient local populace for the railroad to provide dedicated accommodations for passengers.

The railroad's brief period of operation also presented little lasting impact to the area's long term growth. The BBNE was undoubtedly useful as a means by which to more easily harvest and remove timber from Decatur County's heavily forested areas along the Flint River basin. However, there were also numerous other logging railroads and tramways built through this area in the same time period, and no information has been found indicating that this railroad line had a notably significant impact on commercial development in the area. None of the small crossroads communities named above that served as station stops ever achieved substantial growth. In fact, it appears that Stadacona, Swindell, Rock City, and Mount Royal are no longer extant.

As is reflected by its short period of service, which barely achieved eight years, the line never provided connectivity or reached a destination at either terminus that could provide sufficient traffic to sustain the railroad's economic viability, particularly once the area's supply of old growth timber available to the Swindell lumber company began to be exhausted. In essence, the railroad was a logging line that attempted to expand in size, scope, and mission, but failed to reach the goals of expansion or even to achieve financial justification for continued operation. Its short period of service lasted less than a decade. Therefore, the BBNE is not significant

in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The BBNE 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 BBNE 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 the surveyors did not identify any of these features. If any such segments 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 are no longer intact or evident. Moreover, none of the railroad's depots are known to be extant. As a consequence, the BBNE 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, the BBNE 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 BBNE is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

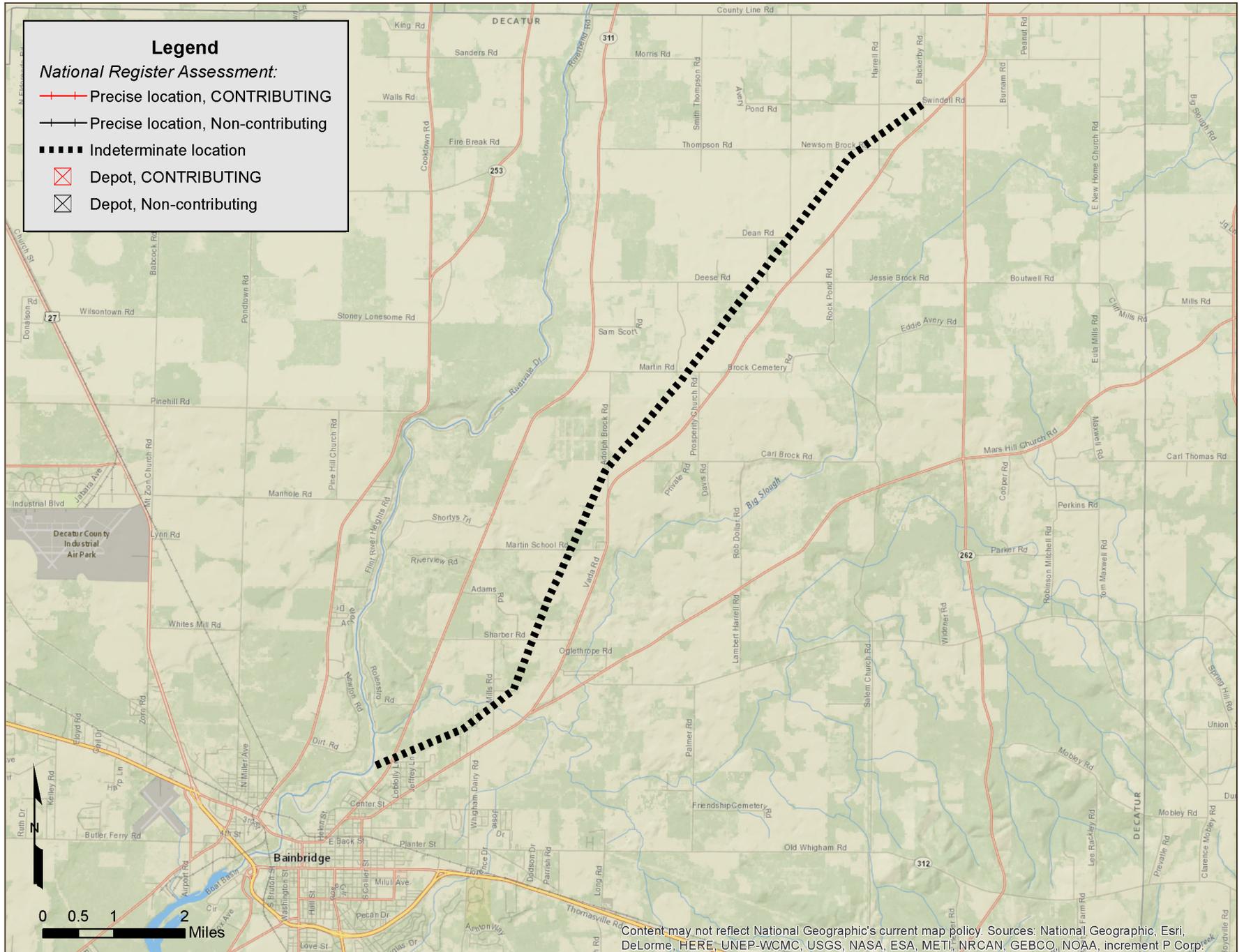
A ground-level field survey of the former rail corridor's area was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of any of the railroad's former railbed or infrastructure, 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 BBNE 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



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.

BBNE: Resource Location Map



BBNE: Bus US 84/SR 38 at Flint River, Bainbridge, Decatur County



BBNE: Bus US 84/SR 38 at Flint River, view to ACL, Bainbridge

BLAKELY SOUTHERN (BLKS)

Other names: Flowers Lumber Company

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Blakely to Jakin, Early County

DEVELOPMENTAL HISTORY

In 1906, two logging trams, one running south from Blakely and the other extending north from Jakin, were joined to create a through-route between those two places. The southern line fed the Flowers Lumber Company sawmill at Jakin, while the northern line did the same for the Flowers Brothers Lumber sawmill at Blakely. Both sawmills as well as the tram road were under the same ownership.

In 1911, the Blakely Southern Railroad (BLKS) was incorporated under Georgia law to purchase the tram road and convert it to a common carrier line. W. C. Snodgrass, the new railroad's president, spent some \$15,000 to \$20,000 to straighten and improve the line. He also acquired a locomotive, a passenger car, a baggage/freight car, and a small motor car. Scheduled service on the 22-mile route began March 1, 1912, with a daily roundtrip between Blakely and Jakin.

The BLKS connected with the Central of Georgia's (COG's) Southwestern Railroad at Blakely and with the Atlantic Coast Line (ACL) at Jakin. Its freight traffic consisted primarily of logs and lumber. After entering receivership, its charter was annulled on September 21, 1914, and the line was abandoned the same year.

DESCRIPTION

This approximately 22-mile railroad corridor ran along a north-south alignment through Early County, between Blakely and Jakin. Based upon rough delineations shown on historic maps, such as Rand McNally's "Georgia Map" from 1913, the line appears to have generally followed a route parallel to Early County's CR 14 for much of its length, likely shifting eastwards and closer to the present course of CR 301 between SR 273 and Jakin. However, no extant traces of the former railroad were identified in the vicinity during field surveys, so the corridor could not be positively confirmed. Likewise, the junction sites

of the line's former connections to the COG's Southwestern Railroad line at Blakely and the Alabama Midland Railway/ACL at Jakin could not be discerned in the field, and were not apparent on current aerial imagery. These sections of the ACL (now CSX) and the COG (now Norfolk Southern) are both still active main lines, and have been continually upgraded throughout their operational history, likely contributing to the erasure of the former tie-in infrastructure.

Similarly, continuous cultivation of fields and other agricultural use along the former route, as well as a century of general neglect, appear to have eliminated or obscured much of the remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Blakely 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 BLKS was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. No information has been found indicating that this railroad line had a notably significant impact on commercial development in the area. Jakin's development was initially spurred by its location on the Alabama Midland Railway's mainline, which was later merged into the ACL. The BLKS's brief period of operation thus did not contribute to Jakin's initial planning and development, and accomplished little to impact its growth. Blakely, the city at the line's northern end, was first established in 1825 as the county seat of Early County, and thus long predated the BLKS.

The rural corridor through which this short line traveled was sparsely settled, as it remains to this day, and there was not sufficient populace in the vicinity for the railroad to provide dedicated accommodations for passengers. In essence, the railroad was a logging line that attempted to expand in size, scope, and mission, but failed to achieve financial justification for continued operation. Its short duration of service lasted approximately eight years. Therefore, the BLKS is not significant in the

area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The BLKS 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 BLKS 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 identified by the surveyors. If any such features 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 are no longer intact or evident. Moreover, none of the railroad's depots are known to be extant. As a consequence, the BLKS 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 BLKS is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

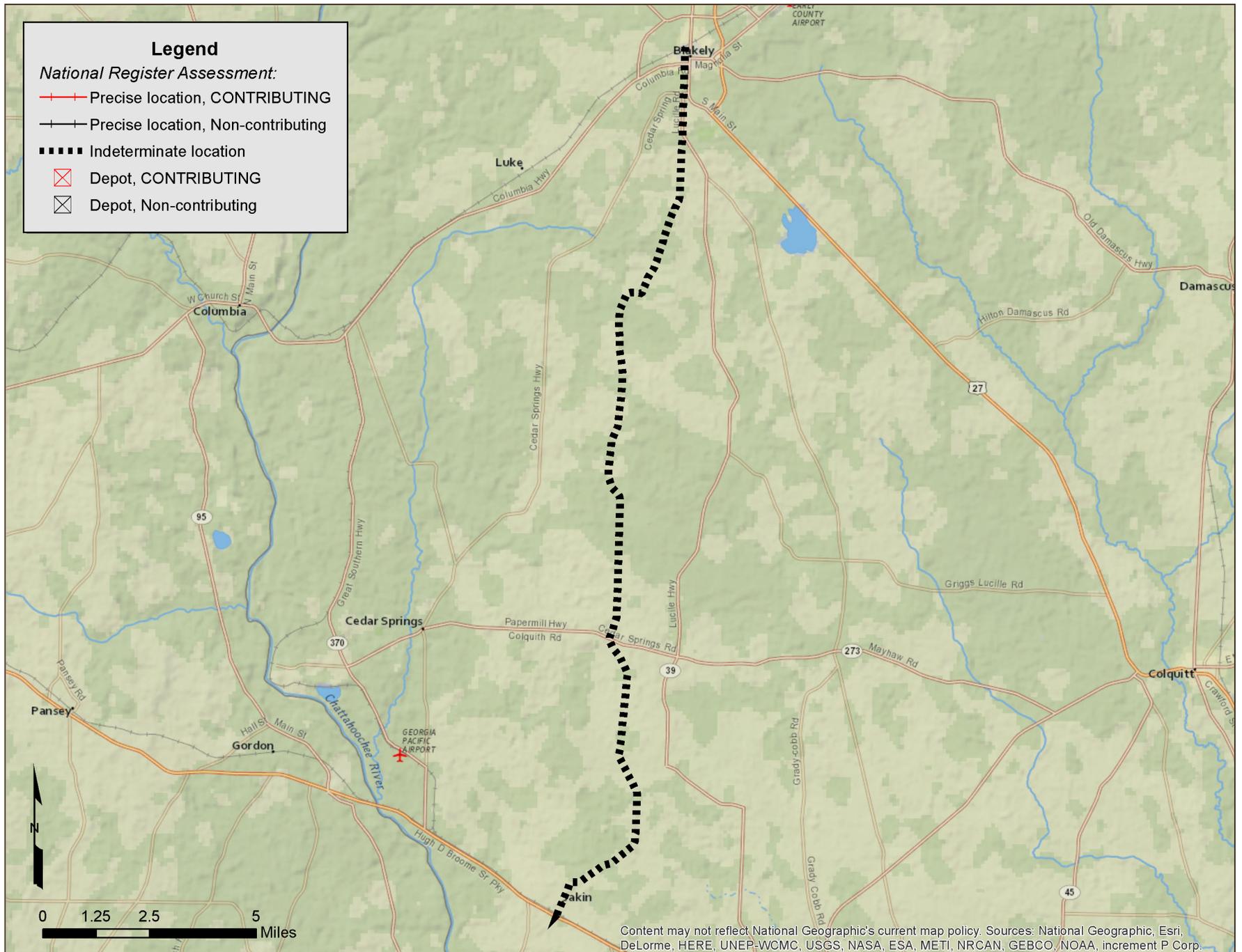
A ground-level field survey of the former rail corridor's vicinity was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of any of the railroad's former railbed or infrastructure, 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 BLKS 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



BLKS: Resource Location Map



BLKS: COG mainline, Blakely, Early County



BLKS: COG mainline, Blakely



BLKS: ACL mainline at Pot Likker Lane, Jakin, Early County



BLKS: Pearl Street, Jakin

BRUNSWICK & PENSACOLA RAILROAD (BRPC)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Suwanee Canal Company

Location: Camp Cornelia, Charlton County, to Bull Head Bluff, Camden County

DEVELOPMENTAL HISTORY

The Brunswick & Pensacola Railroad (BRPC) was constructed by the Suwanee Canal Company between 1895 and 1896. The railroad served as a lumber line, running approximately 23 miles through Charlton and Camden counties. Beginning at Camp Cornelia on the Okefenokee Swamp's east side, the line ran to the Bull Head Bluff community on the Satilla River in Camden County. In 1899, following the failure of the company, the rail line was abandoned and salvaged following its sale to the Isaac Joseph Iron Company of Cincinnati.

DESCRIPTION

This approximately 23-mile railroad generally followed a southwest to northeast alignment through Charlton and Camden counties. Camp Cornelia, a former lumber marshalling yard and camp, sat at the site of the current Okefenokee Swamp Wildlife Refuge Welcome Center at the Okefenokee Parkway's western terminus. From Camp Cornelia, the line ran northeast to Folkston, the county seat of Charlton County. From Folkston, the line continued to the Bullhead Bluff community on the Satilla River's south bank, in Camden County.

The BRPC has been abandoned since the end of the nineteenth century. Subsequent to its acquisition by the Isaac Joseph Iron Company, the rails, ballast, and ties were removed. Field reconnaissance yielded scant evidence of the former rail line. The only evidence discovered during the field survey consisted of a portion of causeway jutting into the Okefenokee Swamp from the former Camp Cornelia site. Swampy terrain, cut-over pine groves, and forests precluded the observation of additional components of the former line. No physical remnants of the line could be identified to the east of Folkston or in the vicinity of Bull Head Bluff. Review of aerial imagery was inconclusive regarding extant remnants of the former rail alignment.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Brunswick & Pensacola 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 BRPC was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad's construction during the mid-1890s occurred too late to play a role in the initial exploration and settlement of Charlton and Camden counties, which were established in the eighteenth century and mid-nineteenth century, respectively. Folkston, the county seat of Charlton County since 1901, was developed as a stop for the Savannah, Florida, and Western Railroad, which first passed through the town in 1881. Camp Cornelia has been repurposed as a Welcome Center for the Okefenokee Swamp Wildlife Refuge. Although Bull Head Bluff, the eastern terminus on the Satilla River, remains in existence, the community never achieved substantial growth. Therefore, the short-lived BRPC did not have a significant impact on local community planning and development.

Despite the association of the railroad with the timber industry during the late nineteenth century, this association is not significant based on its brief period of operation. The BRPC appears to have been temporarily useful as a means by which to more easily harvest and remove timber from the heavily forested areas of Charlton County along the St. Mary's River basin and the Okefenokee Swamp. However, there were also other logging railroads and tramways built through this area in the same time period. No information has been found indicating that this railroad line significantly impacted commercial development in the area. Additionally, the line likely never provided the connectivity that could generate sufficient traffic to sustain its economic viability, particularly following the exhaustion of old growth timber. Its short period of service lasted less than a decade. Therefore, the BRPC is not considered eligible for inclusion in the National Register under Criterion A.

The BRPC has no known associations with historically significant individuals whose specific contributions to history can be identified and

documented through this railroad. Therefore, the BRPC is not eligible for the National Register under Criterion B.

The BRPC was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. No BRPC depots, warehouses, or platforms are known to exist. Additionally, aerial imagery and USGS topographic maps indicated little evidence of the BRPC's former alignment or the potential for remnant railbed to remain within the Okefenokee Swamp, or elsewhere along the former line. The only remaining evidence of the former railbed was discovered at the former Camp Cornelia site, now the Okefenokee Swamp Wildlife Refuge Welcome Center. This small, extant segment of alignment is unable to convey the BRPC's essential linear character and continuity. As such, the railroad no longer possesses physical features that convey any important historic associations in the area of Engineering. Therefore, the BRPC 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 BRPC is not considered eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

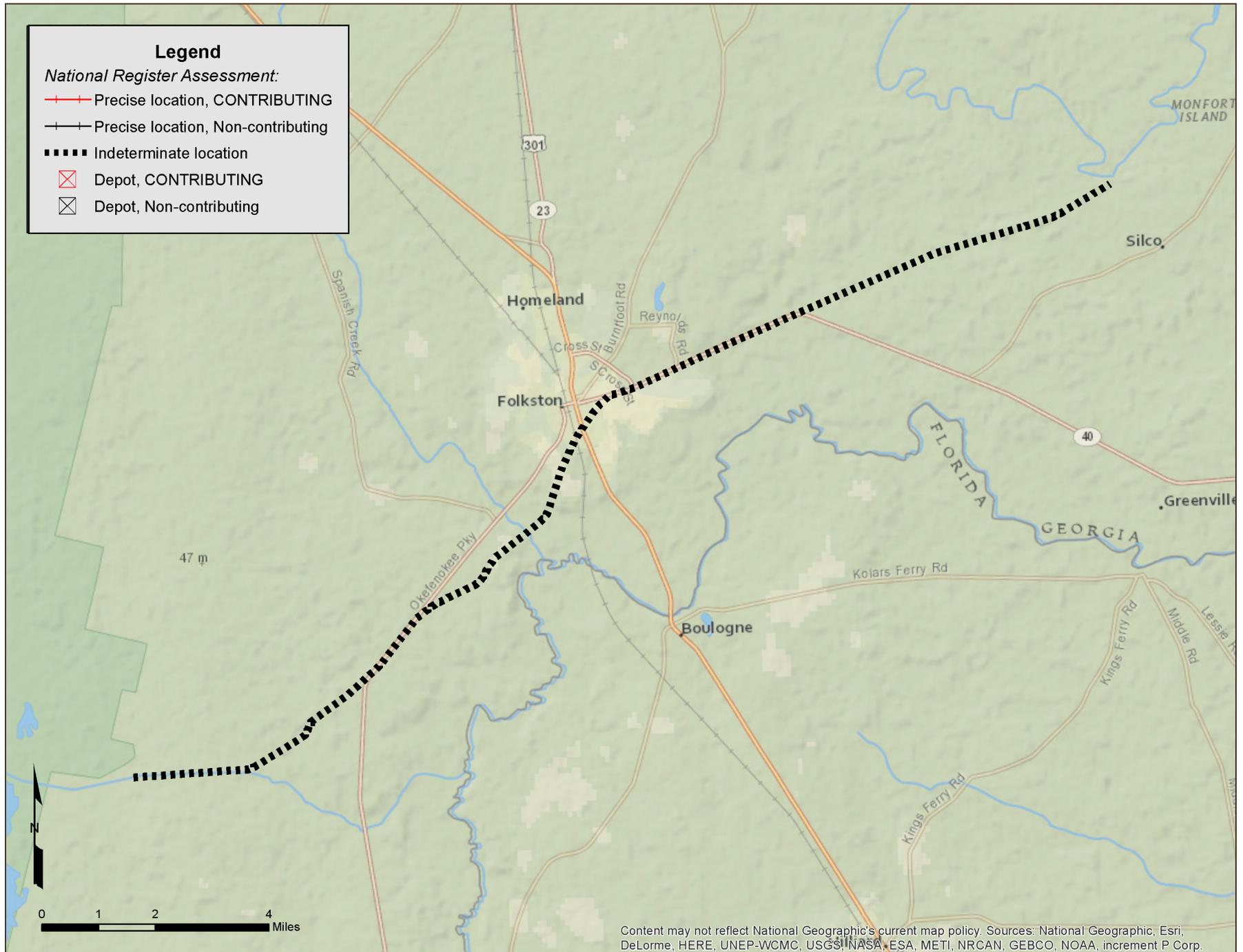
As accessible, a ground-level survey of the former rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little definitive evidence of the BRPC's graded railbed was identified. No definitive evidence of the railbed is visible in aerial imagery. It appears that no BRPC depots, warehouses, or platforms are extant. Accordingly, it has been determined that the BRPC lacks 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, Matt McDaniel, George Rounds, and Erin Murphy



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.

BRPC: Resource Location Map



BRPC: Approximate location, Suwanee Canal, Camp Cornelia, Charlton Co.



BRPC: Approximate SR 23 crossing, Traders Hill vicinity, Charlton County



BRPC: Approximate location, Prospect Rd, Traders Hill vicinity, Charlton County



BRPC: Approximate location, Traders Hill Road, Traders Hill

DOOLY SOUTHERN (DOOL)

Other names: Parrott Lumber Company

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Richwood, Dooly County, to Penia, Crisp County

DEVELOPMENTAL HISTORY

The Dooly Southern Railway (DOOL) received its charter on January 21, 1897, and completed its nine-mile line between Richwood and Penia in August 1898. It was operated by the Parrott Lumber Company but briefly served as a common carrier as well as a logging road. One of its advertisements noted that it was “operated for freight business, but passengers are carried on freight trains.”

In essence, this short line railroad constituted a shortcut or cutoff route, between the north-south alignment of the Georgia Southern & Florida (GSF) mainline and the east-west corridor of the Georgia & Alabama Railway mainline (originated as the Savannah, Americus & Montgomery, or SA&M, and later absorbed into the Seaboard Air Line, or SAL). Richwood was a stop between Vienna and Cordele on the GSF, and Penia was a stop between Cordele and Seville on the original SA&M. Since these two major, long-distance lines already crossed and connected with each other along the west side of downtown Cordele, the DOOL offered a limited utility as a freight railroad. It was abandoned in early 1903.

The Georgia State Gazetteer of 1896 listed Penia as a place of 100 residents on the Savannah, Americus & Montgomery Railroad about five and one-half miles east of Cordele. Its businesses consisted mainly of sawmills and naval stores operations. Richwood, the crossroads community that once comprised the other end of the line, lies between Vienna and Cordele; no buildings are left to mark its location, only pecan groves.

DESCRIPTION

This approximately nine-mile railroad corridor ran along a generally northwest-southeast alignment between the small communities of Richwood and Penia in central Crisp County. No extant traces of the DOOL's railbed were identified in the vicinity; no physical elements of the former railroad could be discerned at Richwood or Penia. Continued agricultural use in the vicinity of the former railroad's alignment appears to have eliminated almost all remnant aboveground evidence of this railroad's long-abandoned infrastructure, and the route of the corridor has been cut in half and thus disrupted by Interstate 75's north-south alignment, just east of Cordele.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Dooly 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 DOOL 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 turn of the twentieth century, this railroad was too late, and also too short in length, to play a role in the initial exploration and settlement of this part of Georgia, including Dooly and Crisp counties, even though the area was still somewhat sparsely populated at the time of the DOOL's construction. The rural corridor through which this short logging and freight line traveled did not contain sufficient populace to provide dedicated passenger accommodations. At the time of the DOOL's initial development, Cordele was rapidly growing, but this short line played no significant role in this growth. Instead, the development and success of the new city, founded in 1888, was a direct result of the extension of the SA&M from Americus to Abbeville, at the end of 1887, and of the GSF's opening through Cordele in early 1889.

The DOOL's brief period of operation also presented little lasting impact to the area's long term growth. The logging line was undoubtedly useful as a means by which to more easily harvest and remove timber from the

forested areas of Dooly and Crisp counties. However, there were also other logging railroads and tramways built through this area in the same time period, and no information has been found indicating that this railroad line had a notably significant impact on the growth or success of the area's agriculture, commerce, or, specifically, the timber industry, even at a local level.

As is reflected by its short period of service, which barely achieved five years, the line simply never generated sufficient traffic to sustain the railroad's economic viability, particularly once the supply of old growth timber in the vicinity began to become 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 long-term, continued operation. Therefore, the DOOL is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The DOOL 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 DOOL 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 railbed, in the form of grades, embankments, or cuts, may still be in place at certain unknown locations, but no features were discovered by the surveyors. If any such features 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 are no longer intact or evident. Moreover, none of the railroad's depots are known to be extant. As a consequence, the DOOL 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 DOOL is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

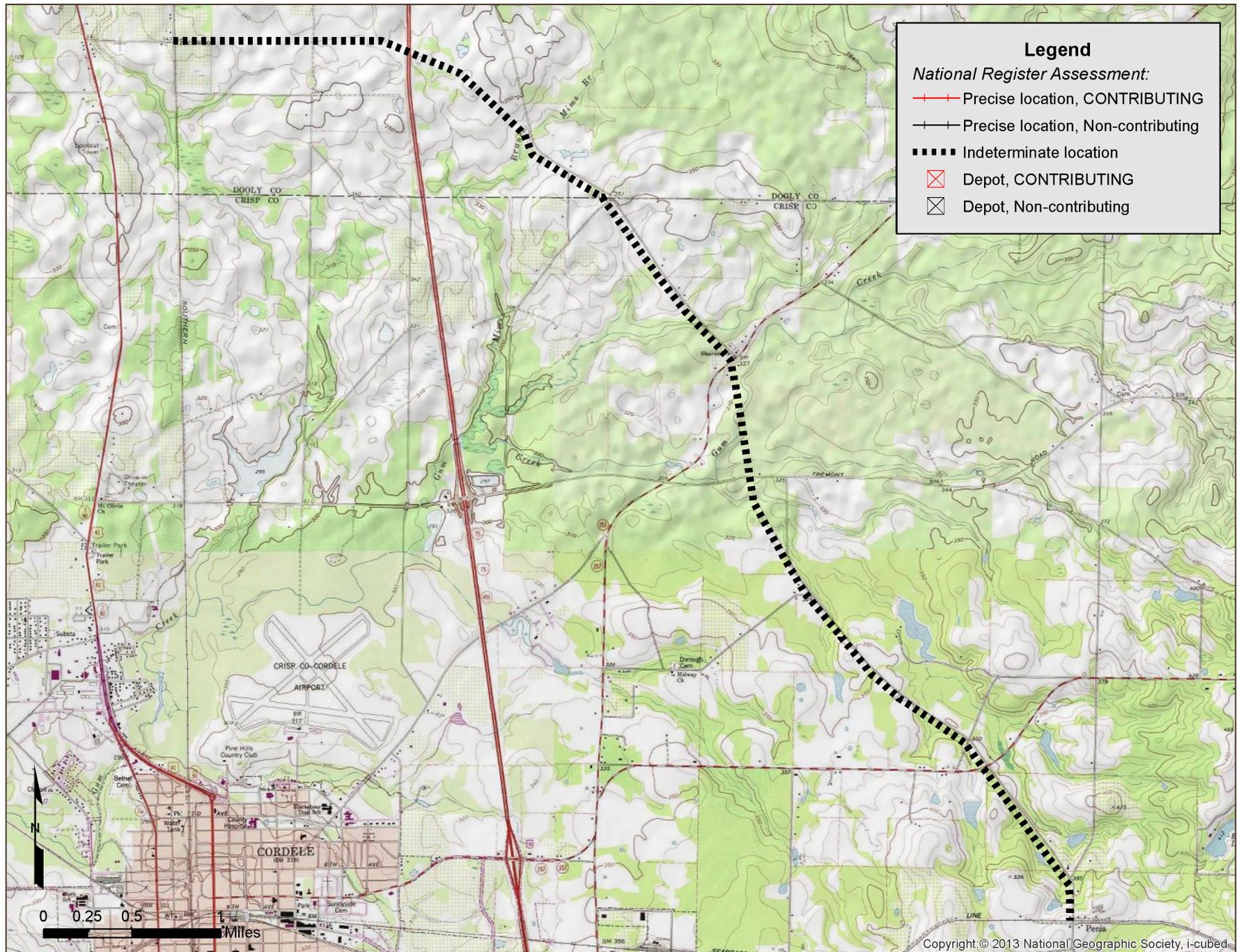
A ground-level field survey of the former rail corridor's vicinity was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of the railroad's former railbed or infrastructure, 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 DOOL 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



DOOL: Resource Location Map



DOOL: GSF mainline at Richwood, Dooly County



DOOL: SAL at Penia, Crisp County

DOUGLAS & McDONALD (DMCD)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Axson, Atkinson County, to Douglas, Coffee County

DEVELOPMENTAL HISTORY

In 1895-96, the Douglas & McDonald Railroad (DMCD) built a 15-mile rail line from Douglas to a junction with the Brunswick & Western Railroad at McDonald (a community which has since been renamed Axson). It is unclear if the line was a common carrier or exclusively a logging road. It was abandoned in 1904.

DESCRIPTION

This approximately 15-mile railroad corridor ran along a generally northwest-southeast alignment between Douglas in Coffee County and McDonald, now Axson, in Atkinson County. At the time of its construction, the DMCD would have constituted a spur line from a junction in McDonald/Axson with the Brunswick & Western mainline, originally the Brunswick & Albany and later absorbed into the Atlantic Coast Line, or ACL, which is still intact and in limited operation by CSX. However, construction of the Atlanta & Birmingham Railway (later to become the Atlanta, Birmingham & Atlantic then Atlanta, Birmingham & Coast, or ABC) mainline to Douglas, reached in 1900, may have allowed the DMCD to serve as a connector or bridge line between the two east-west mainlines for its last four years of operation. However, the ABC's arrival, which also ultimately connected to Waycross, quickly superseded the DMCD's former importance to Douglas as its once sole rail connection.

Few extant traces of the former railroad were identified in the corridor's vicinity; based on the few available historic maps that reference the railroad's general route, it is possible that the railbed roughly followed the present course of Axson Road north from Axson, then Mt. Zion Church Road, then SR 64 north to the Coffee County line, and finally Old Axson Road/Coffee County Road 553 towards Douglas. In Douglas, the northern end of Old Axson Road is appropriately named McDonald Street. However, the rail corridor's precise alignment was not confirmed in the field. Only a short segment of what appears to

be a straight section of raised railbed could be viewed on aerial imagery; the alignment, visible running northwest from Axson across a recently harvested field of planted timber, is located a short distance southwest of, and is aligned roughly parallel to, the course of Atkinson County Road 234. Access to the location, which disappears into large expanses of planted pine forests, was not available.

No remnant physical elements of the DMCD's former junctions to the ABC at Douglas or to the ACL at Axson could be discerned in the field, nor were they apparent on aerial imagery. Both mainlines are still in active use by CSX and have been continually upgraded throughout their operational history, likely contributing to the erasure of the former tie-in infrastructure. Also, the moderate level of urban development in Douglas and continued agricultural use, including the prevalence of pine plantations, in the former alignment's vicinity, appear to have eliminated most remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Douglas & McDonald 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 DMCD 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 turn of the twentieth century, this railroad was too late, and also too short in length, to play a role in the initial settlement of this part of southern Georgia, even though the area was still somewhat sparsely populated at the time of its construction. The rural corridor through which this short logging and freight line traveled did not contain sufficient populace or provide for dedicated accommodations for passengers.

At the time of the DMCD's initial development, both Douglas and McDonald were small communities, Douglas being founded as the county seat of Coffee County and McDonald as a rail stop. McDonald, later Axson, has never achieved much growth. Much of Douglas' growth would be attributable to its service by railroads, but this growth was derived not

from the DMCD, but rather from its location at the crossing of two major main lines, the east-to-west ABC and the north-to-south Georgia & Florida Railway, which was completed through Douglas between 1905 and 1907, after the DMCD had already been abandoned.

The DMCD's brief period of operation also presented little lasting impact to the area's long term growth. The logging line was undoubtedly useful as a means by which to more easily harvest and remove timber from the forested areas of Coffee County (Atkinson County was not formed until 1917). However, there were also numerous other logging railroads and tramways built through this general area in the same time period, and no information has been found indicating that this railroad line had a notably significant impact on the growth or success of the area's agriculture, commerce, or, specifically, the timber industry, even at a local level.

As is reflected by its short period of service, the line simply never generated sufficient traffic to sustain economic viability, particularly once the supply of old growth timber in the vicinity began to become 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 long-term, continued operation. Its short period of service did not even achieve a decade. Therefore, the DMCD is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The DMCD 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 DMCD 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. 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 small 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 DMCD 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 DMCD is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

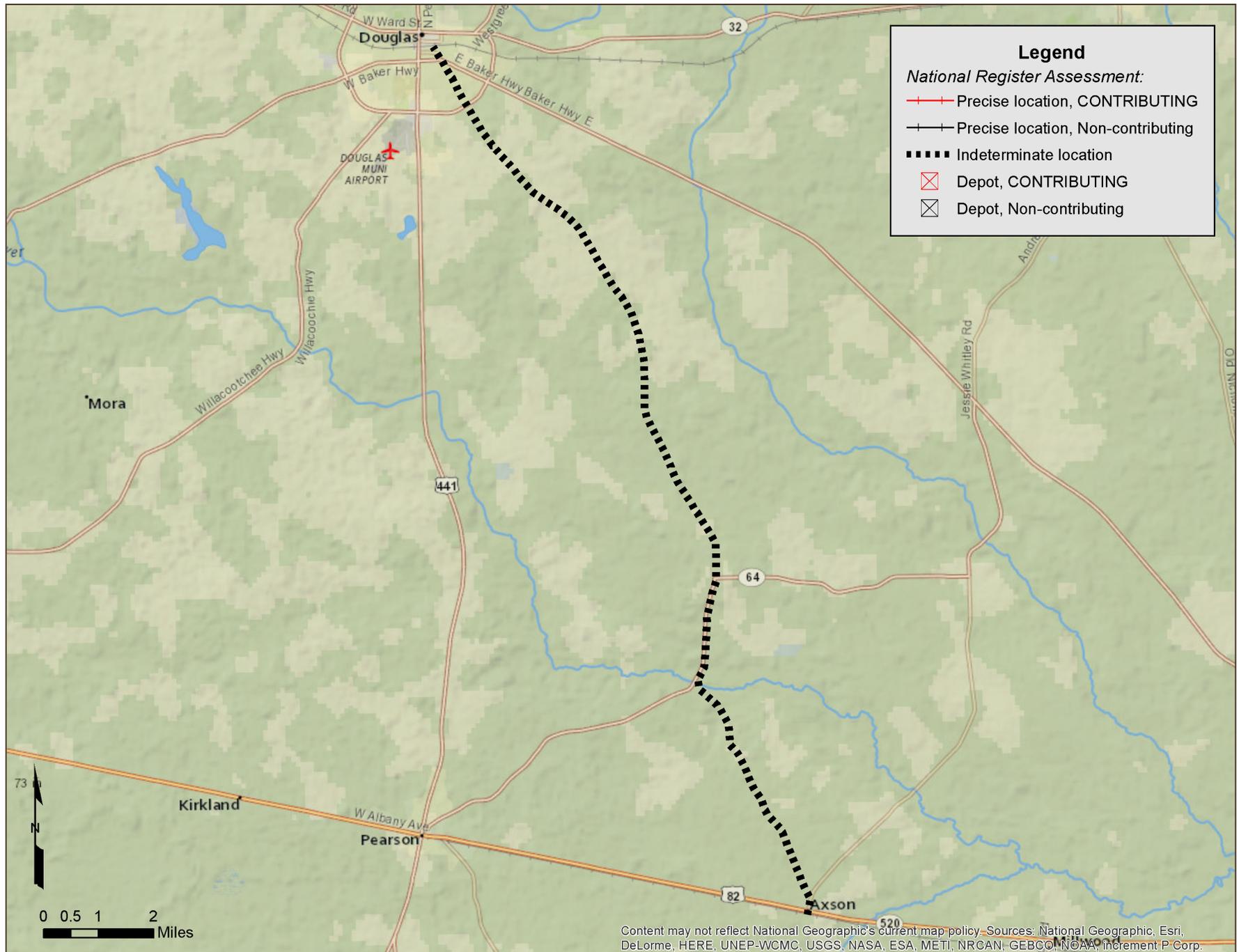
A ground-level field survey of the former rail corridor's vicinity was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little remaining evidence of the railroad's former railbed or infrastructure, 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 DMCD 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



DMCD: Resource Location Map



DMCD: ACL mainline, Axson, Atkinson County



DMCD: ACL mainline, Axson



DMCD: Along CR 324, north of Axson



DMCD: ABC mainline, Douglas, Coffee County

FOY RAILROAD (FOYR)

Other names: E. E. Foy Lumber Company

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Americus, Hawkinsville & Eastern Railway

Location: Rocky Ford, Screven County, to Portal, Bulloch County

DEVELOPMENTAL HISTORY

The 10-mile Foy Railroad (FOYR) was primarily a logging road, but it may also have been a common carrier during its brief existence. Developed and operated by the E. E. Foy Lumber Company, it connected the northern Bulloch County village of Portal to the Central of Georgia Railway's (COG's) original line from Savannah to Macon at Rocky Ford, on the north banks of the Ogeechee River. Its years of operation appear to have been 1899 to 1904.

At Rocky Ford, the FOYR not only connected to the COG mainline, but links and transfers were also enabled to the Sylvania Railroad, which opened between Sylvania, Woodcliff, and Rocky Ford in 1885, and was renamed the Sylvania Central Railroad in 1902, a short time before the FOYR's cessation.

DESCRIPTION

This approximately 10-mile railroad ran along a generally northeast-southwest alignment between Rocky Ford in Screven County and Portal in Bulloch County, and perhaps extending slightly farther into Bulloch County's timber stands around a now defunct community once called Laston. At the time of the FOYR's operation, Portal was located approximately two miles northeast of its present downtown's location. The town's commercial core was later moved to its present site to be alongside the Savannah, Augusta & Northern Railway; that railway was completed in 1908-09 and eventually comprised the Statesboro Northern branch of the Georgia & Florida Railway.

Despite the ensuing century since the FOYR line ceased operations, there are a limited number of physical remnants still evident in Rocky Ford and its surroundings. Most notably, the gently curving alignment of "Rail Road" Street, on the south side of the COG, traces and utilizes the path of the eastbound wye track of the FOYR as it connected to the COG's mainline; the wye's

layout is depicted on a 1921 US Geological Survey map of Rocky Ford. The former railbed's curving linear outline on South Main Street's west side is still clearly visible on aerial imagery; it soon begins to turn southwest, crossing Heard Street and then continuing its approach to the Ogeechee River, running roughly parallel to South Main Street/Rocky Ford Road.

Remnant pilings of the FOYR's former Ogeechee River trestle also appear to be present, but are only visible at times of low water level.

The apparent outline of a short segment of raised bed is also visible on aerial imagery to the north and south of Bay Gall Creek. However, no other extant traces of the former railroad were identified across the still rural landscape between Rocky Ford and Portal, and no other physical elements of the former railroad could be discerned in and around Portal. Continued agricultural use, including the prevalence of pine plantations, in the former alignment's vicinity appears to have eliminated most remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Foy 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 FOYR was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Commerce, Community Planning and Development, and Transportation. A development from the turn of the twentieth century, this railroad was too late and too short in length to play a role in the initial settlement of this part of east central Georgia. The rural corridor through which this short logging and freight line traveled was then somewhat sparsely settled, as it remains to this day, and there was not sufficient populace in the vicinity to provide dedicated accommodations for routine passenger service.

The FOYR's brief period of operation also presented little lasting impact to the area's long term growth. The logging line was undoubtedly useful as a means by which to more easily harvest and remove timber from the forested areas of Bulloch County. However, there were also numerous other

logging railroads and tramways built through east central Georgia in the same time period, and no information has been found indicating that this railroad line had a notably significant impact on the growth or success of the area's agriculture, commerce, or, specifically, the timber industry, even at a local level.

As is reflected by its short period of service, the line simply never generated sufficient traffic to sustain economic viability, particularly once the supply of old growth timber in the vicinity began to become exhausted. In essence, the railroad was a logging line that failed to achieve financial justification for long-term, continued operation. Its short period of service did not even achieve a full decade. Therefore, the FOYR is not significant in the area of Transportation and is not considered eligible for inclusion in the National Register under Criterion A.

The FOYR 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 FOYR 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 segments 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 small 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 FOYR does not convey 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 FOYR is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

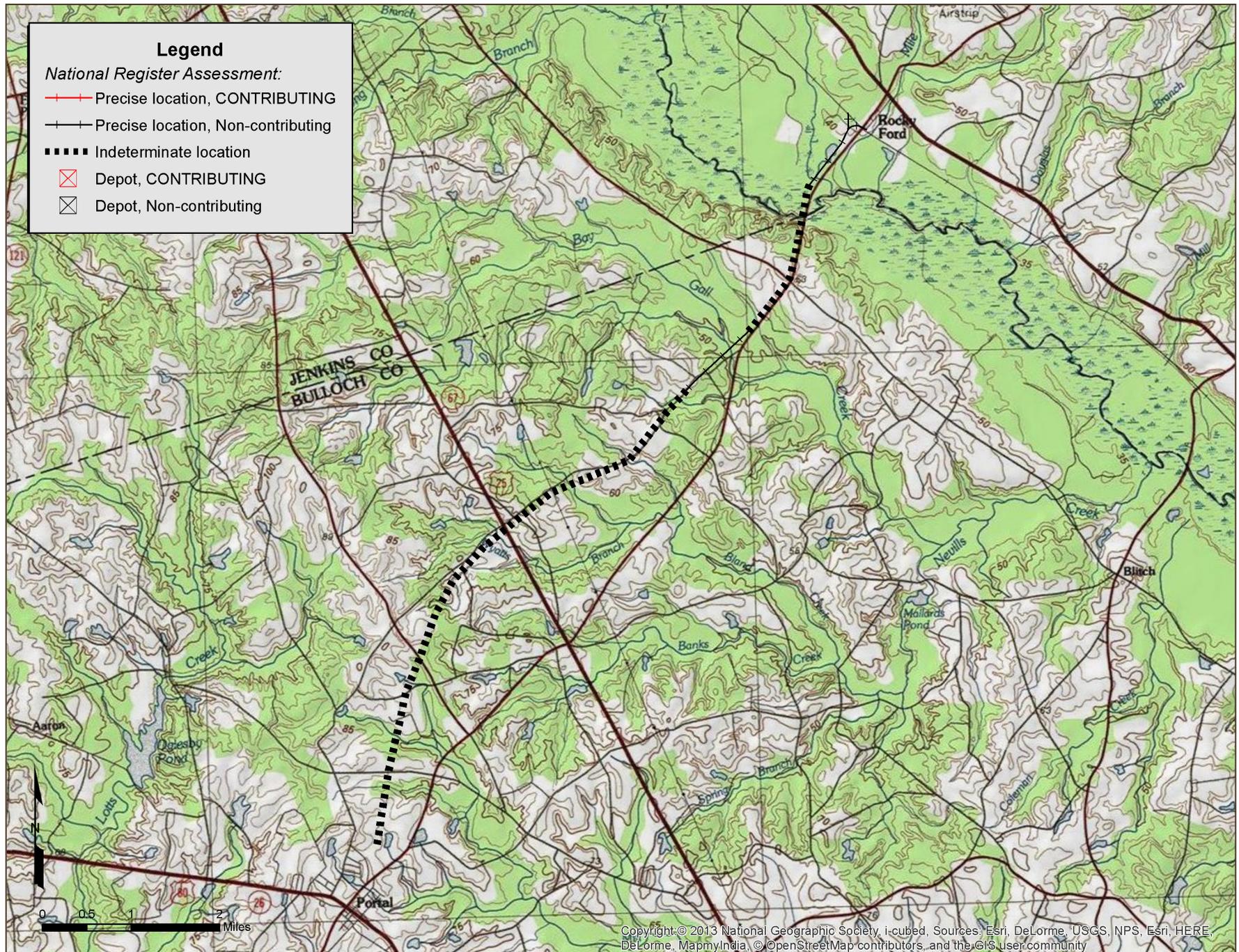
A ground-level field survey of the former rail corridor's vicinity was conducted, as was a review of available historic and current aerial imagery. In the abandoned right-of-way's vicinity that was accessible to surveyors, little remaining evidence of the railroad's former railbed or infrastructure, 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 FOYR 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, Matt McDaniel, and George Rounds



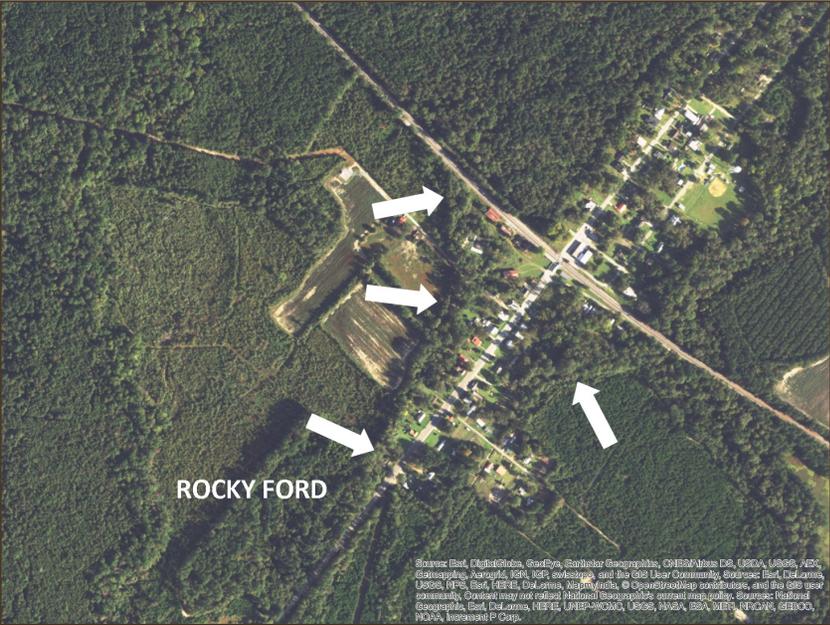
FOYR: Resource Location Map



FOYR: South Main Street at Railroad Street, Rocky Ford, Screven County



FOYR: Heard Street wye, Rocky Ford



FOYR: Aerial view of extant wye at Rocky Ford



FOYR: Aerial view of FOYR railbed at Bay Gall Creek, Bulloch County

MILLTOWN AIR LINE/LAKELAND RAILROAD (LAKE)

Other names: Gress Lumber Company

NR Evaluation: Eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Milltown Air Line Railway

Location: : Lakeland, Lanier County, to Naylor, Lowndes County

DEVELOPMENTAL HISTORY

Developed from about 1902 and opened in 1904, the 10-mile long Milltown Air Line Railway connected Milltown (now Lakeland) with the Atlantic Coast Line Railroad (ACL) at Naylor. There was also at one time a 2.5-mile branch to the Alapaha River. Ostensibly, owner George V. Gress began and funded this short line's construction to support and provide rail service to his large new saw mill in the Milltown vicinity, which had opened about 1901. Whereas Milltown's population had numbered about 200 through the last decades of the nineteenth century, the sizable mill's influence grew the town's population by an additional 1000 citizens by 1910.

Around 1912, the line was sold, but continued to operate primarily as a lumber railroad. The Official Railway Equipment Register of October 1917 listed it as having one locomotive and no freight cars. Soon after, in 1919, the Gress Lumber Mill burned and was never rebuilt; as a consequence, the Milltown Air Line's business and traffic was decreased. After a brief abandonment in 1928, the town itself purchased the rail line and renamed it the Lakeland Railroad (LAKE), in order to correspond with the town's own renaming. A description of the LAKE in the 1929 edition of the Official Guide of the Railways notes that the line is open to "freight and express service only." Regardless, the line continued in this service for another quarter century; the LAKE was not fully abandoned until 1957.

DESCRIPTION

This approximately 10-mile railroad, which operated in succession as the Milltown Air Line and later the Lakeland Railroad, ran along a generally north-south alignment between Lakeland and Naylor. Naylor began as a station stop on the ACL's Savannah Florida & Western mainline between Savannah, Valdosta, Thomasville, and Bainbridge. Thus, the LAKE served essentially as a long industrial spur or, from an alternate perspective, as a short branch line. This section of the ACL is still active as a CSX mainline, and has been continually upgraded throughout its operational history, contributing to the erasure of any former tie-in infrastructure. For a relatively brief period, the LAKE offered a second connection to another railroad, for the east-west oriented Waycross & Western Railroad reached Lakeland from Waycross about 1914. Timetable statements imply that the two were physically connected to allow transfers, but the junction point is not known. Nonetheless, the Waycross & Western was short-lived and was abandoned in 1925, after only a decade of service, and the LAKE's northern connectivity was lost.

The terrain between these endpoints is mostly level or near level, and much of the landscape is now covered by planted pine plantations. Railbed segments are depicted on several iterations of the US Geological Survey topographic map for the area, which note it as an 'old railroad grade.' These USGS maps show enough of the former line to confirm that the railroad essentially ran along a dead-straight, north-south oriented alignment, from Lakeland's southern outskirts all the way to Naylor. Parts of the former alignment have been adapted for use as unpaved county roads.

Beginning just north of US 84 in Naylor, Wright Road encompasses and utilizes the former railbed, thus running parallel to but east of the course of SR 135 in the area. Wright Road continues uninterrupted northward to its intersection with the similarly unpaved Old State Road. From this intersection northward to a similar intersection with Lanier County Road 17, the bed is mostly intact, and is still highly visible on current aerial imagery. Although access was not available, most of it still appears to be in use for local access trails to cultivated fields, deer plots, or the rows of planted pine that covers most of the landscape through which the railbed passes. At CR 17, the rail corridor has been repurposed as CR 19,

which continues north to a crossing intersection with SR 135. From this crossing north to the Lakeland-Lanier Industrial Park at the intersection of US 221 and Murray Boulevard, the railbed is unused, but still remains clearly discernible in aerial imagery. A few short segments appear to have reverted to the surrounding terrain due to continuous cultivation, but these brief disruptions make up a small percentage of the line's total length, which is still clearly evident as a linear resource.

From the Murray Boulevard intersection northward, for the remainder of the short distance into downtown Lakeland, no evidence was observed of the former route. A few local interviews indicate a likelihood that the railroad engaged in street running for its approach into town, traveling within the middle of or along one side of South Valdosta Road/US 221/SR 31. These same recollections report that the railroad tracks ended at Valdosta Street's intersection with Murrell Avenue in downtown, and that a small depot formerly stood near the site of the old Lakeland City Hall, built in 1956 and which still stands.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Milltown Air Line Railway/Lakeland 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 LAKE was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The LAKE indicates local significance in the areas of Exploration/Settlement and Community Planning and Development, although it did not factor in Milltown's original, antebellum settlement. However, Milltown, nee Lakeland, did not grow substantially as a community until the Gress Lumber Company developed its sawmill there, and the railroad was an integral and perhaps crucial part of the mill's operation. George Gress thought a rail line to the ACL mainline was important enough to his business's success that he funded the Milltown Air Line's construction and operation. In short order, the two integrated developments caused a population boom in Milltown, and the town's built environment grew rapidly to meet the demands of the new residents. Thus, the LAKE played a major role in Lakeland's settlement and its development.

Primarily developed for and used through its early years for hauling sawn lumber, the railroad was for a time greatly useful and important as a means to import and export materials and goods into and out of Milltown/Lakeland, and it certainly played a significant role in maintaining the town's economic competitiveness with other towns and saw mills in this far southern region of Georgia. After all, for much of its existence, the LAKE was a dead end spur line, operated expressly for the purpose of providing rail connectivity between the otherwise bypassed town and the ACL's mainline to Valdosta, Thomasville, and the Chattahoochee River. Therefore, the LAKE indicates a local level of significance in the area of Commerce, and was also highly beneficial to the town's main sawmill and to the area's exportation of timber products. As such, it played an important role in the sustained success of the Gress saw mill operations, as well as sustaining the town's new growth and business development.

The LAKE constituted and functioned as a truly local line, operated for the benefit of those citizens and businesses residing in Milltown, later Lakeland. Its connectivity with the ACL mainline allowed potential distributions of passengers and freight supplies and products to and from almost anywhere. For this reason, the LAKE offers significance in the area of Transportation, as it is representative of the roles, as well as the influence and impact, of short-line branch railroads within the larger railroad networks of south Georgia in the late nineteenth and early twentieth centuries. Therefore, the LAKE is considered eligible under Criterion A for its locally significant contributions to the commercial and industrial development of Milltown/Lakeland and Lanier County, and as a historically significant, albeit small, component segment of Georgia's rail transportation network.

The LAKE 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 LAKE was also evaluated under Criterion C for potential significance in the area of 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 this area.

Although a substantial portion of the railroad's rails and ties were removed following the line's closing, its alignment remains largely intact, and is physically represented by the intact form of the railroad's remnant sections of built up railbed and rail embankments. Most of the railbed is physically and visually present in the landscape and still conveys its historically significant design characteristics. In part due to the maintained rural nature of the landscape of much of Lanier and Lowndes counties, the LAKE's essential linear quality and continuity have been mostly preserved, either as undisturbed rail embankments, or as repurposed narrow and unpaved roadways. The railroad thus remains a good and generally intact example of turn of the twentieth century rail engineering and construction within the near level to gently rolling topography and rural landscape of south central Georgia.

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 LAKE is considered eligible for listing in the National Register of Historic Places, for the reasons described above. Its period of significance is 1902 to 1957, corresponding to the period of the line's development and operation prior to its abandonment.

EVALUATION OF INTEGRITY

The LAKE has been determined to retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains substantially unchanged since its construction; therefore, the resource retains integrity of location and setting. Despite its abandonment and the removal of rails and ties, as well as the adapted use of some lengths of the rail corridor for unpaved county roads, the alignment remains intact, and the resource thus 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 LAKE's proposed National Register boundary corresponds to the railroad's historic rights-of-way, and includes the sections that are now parts of Lanier County roadway alignments, including the rights-of-way of CR 19 and Wright 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.

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



LAKE: ACL mainline at Naylor, Lowndes County



LAKE: US 84/SR 38 crossing, Naylor



LAKE: US 84/SR 38 crossing, Naylor



LAKE: Railbed, SR 135 at CR 19, Lanier County



LAKE: US 221/SR 31 at Murrell Avenue, Lakeland, Lanier County



LAKE: Murrell Avenue at US 221/SR 31, Lakeland

MILSTEAD RAILROAD (MILS)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Milstead Manufacturing Company

Location: Milstead to Conyers vicinity, Rockdale County

DEVELOPMENTAL HISTORY

The Milstead Railroad (MILS) began operation in 1909 to serve the Milstead Manufacturing Company, located along the Yellow River, approximately three miles north of Conyers, in Rockdale County. The line connected to the Georgia Railroad just west of Conyers. Although Callaway Mills assumed operation of the factory around 1904, the surrounding mill community continued to be known as Milstead. The railroad discontinued operation in 1960, around the time the mill closed. Subsequent to the abandonment of the line, the rails and associated features were removed. A locomotive owned by the Milstead Railroad, “The Dinky,” is one of the few remnants of the former railroad and is currently on display near the depot in Conyers.

DESCRIPTION

The MILS was an approximately three-mile railroad which connected the Milstead Manufacturing Company on the Yellow River, to the Georgia Railroad in west Conyers. The line followed a circuitous alignment to Milstead, the associated factory community. Few physical remnants remain due to the significant redevelopment which has occurred along its historic alignment. The tie-in with the Georgia Railroad west of downtown Conyers is no longer in existence, and no rails, ties, or ballast remains. The field survey identified a small segment of railbed near the approach to the mill site at the intersection of SR 20 with Main Street and River Street in Milstead. However, continued urban development in the vicinity of the former railroad’s alignment appears to have eliminated most of the railbed and other infrastructure. As indicated, a MILS locomotive, “The Dinky,” is displayed near the depot in Conyers.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Milstead 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 MILS was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad's construction in 1909 occurred too late to play a role in the initial exploration and settlement of Rockdale County. The factory and the associated mill town appear to have been established by 1902, predating the construction of the associated Milstead Railroad. Therefore, the MILS itself did not have a significant impact on community planning and development in the area. Despite the usefulness of the MILS as a means of transporting the raw materials and manufactured goods to and from the Milstead Manufacturing Company factory, the utility of the line subsided as truck transportation began to eclipse rail transport as the primary means of transporting goods. Additionally, no information has been found indicating that the railroad had a critically significant impact on the growth or success of agriculture or commerce in the area. Although it appears to have been an important transportation component for the Milstead factory, the MILS no longer possesses physical features that convey this association due to the apparent almost comprehensive destruction of the graded alignment and its lack of linear continuity. Therefore, the MILS is not considered eligible for listing in the National Register under Criterion A.

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

The MILS was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. No MILS-related depots, warehouses, or platforms are known to be extant. In addition, the majority of the MILS railbed has been lost to modern development. The only remaining evidence of the former railbed was discovered near the approach to the former Milstead Manufacturing Company factory. This small

remaining segment is unable to convey the MILS essential linear character and continuity. The MILS only intact physical relic is a locomotive, "The Dinky," located near the Georgia Railroad depot in downtown Conyers. As such, the railroad no longer possesses physical features to convey any historic associations in the area of Engineering. Therefore, the MILS 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 MILS 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 railbed was identified. No definitive evidence of the railbed is visible in aerial imagery. Although a MILS locomotive remains, no associated depots, warehouses, or platforms are extant. Accordingly, it has been determined that the MILS 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, George Rounds, and Erin Murphy



MILS: Milstead Road, possible mill building, Milstead, Rockdale County



MILS: Milstead Road, Conyers vicinity, Rockdale County



MILS: Milstead Road, Conyers vicinity, Rockdale County



MILS: Milstead Road, Conyers vicinity, Rockdale County



MILS: Milstead Road, Conyers., Rockdale County



MILS: The Dinky, former MILS engine, Conyers

OCMULGEE & HORSE CREEK RAILROAD (HCRK)

Other names: Georgia Land & Lumber Company

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Americus, Hawkinsville & Eastern Railway

Location: Ocmulgee River at Horse Creek, Telfair County

DEVELOPMENTAL HISTORY

A seven-mile logging road built in 1878, the Ocmulgee & Horse Creek Railroad (HCRK) was owned by the Georgia Land & Lumber Company of Lumber City. The 1881 edition of Poor's Manual of the Railroads reported that the line ran from the Ocmulgee River to a point in the pine woods near Horse Creek. It was sold in 1885 and abandoned in 1888. Horse Creek flows into the Ocmulgee River about halfway between Jacksonville and Lumber City.

DESCRIPTION

This short-lived, approximately seven-mile logging railroad ran from a landing on the Ocmulgee River northward into the nearby forests in the vicinity of Horse Creek, between Lumber City and Jacksonville in Telfair County. No extant traces of the former railroad were identified. Continued agricultural use and reforestation along the former railroad's alignment appear to have eliminated much or even most of the remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Ocmulgee & Horse Creek 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 HCRK was evaluated under Criterion A for potential significance in the areas of Commerce, and Transportation. The railroad's brief period of operation presented little lasting impact to the area's long term growth. This logging railroad was undoubtedly useful as a physically effective means by which to more easily harvest and remove timber from Telfair County's heavily forested areas along the Ocmulgee River basin. However, there were also numerous other logging railroads and even more temporary tramways built through this area in the same time period, and no information has been found indicating that

this railroad line had a notably significant impact on the growth or success of the area's agriculture, commerce, or, specifically, the timber industry, even at a local level.

As is reflected by its short period of service, the line simply never provided connectivity or reached a destination at either end that could provide sufficient traffic to sustain the railroad's economic viability, particularly once the supply of old growth timber in the vicinity began to be exhausted. In essence, the railroad was a logging line that was never intended to be expanded in size, scope, and mission, but it thus failed to achieve financial justification for continued operation. Therefore, the HCRK is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The HCRK 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 HCRK 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 features 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 are no longer intact or evident. Moreover, none of the railroad's depots, platforms, warehouses, or other affiliated buildings or structures are known to be extant. As a consequence, the HCRK 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 HCRK is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

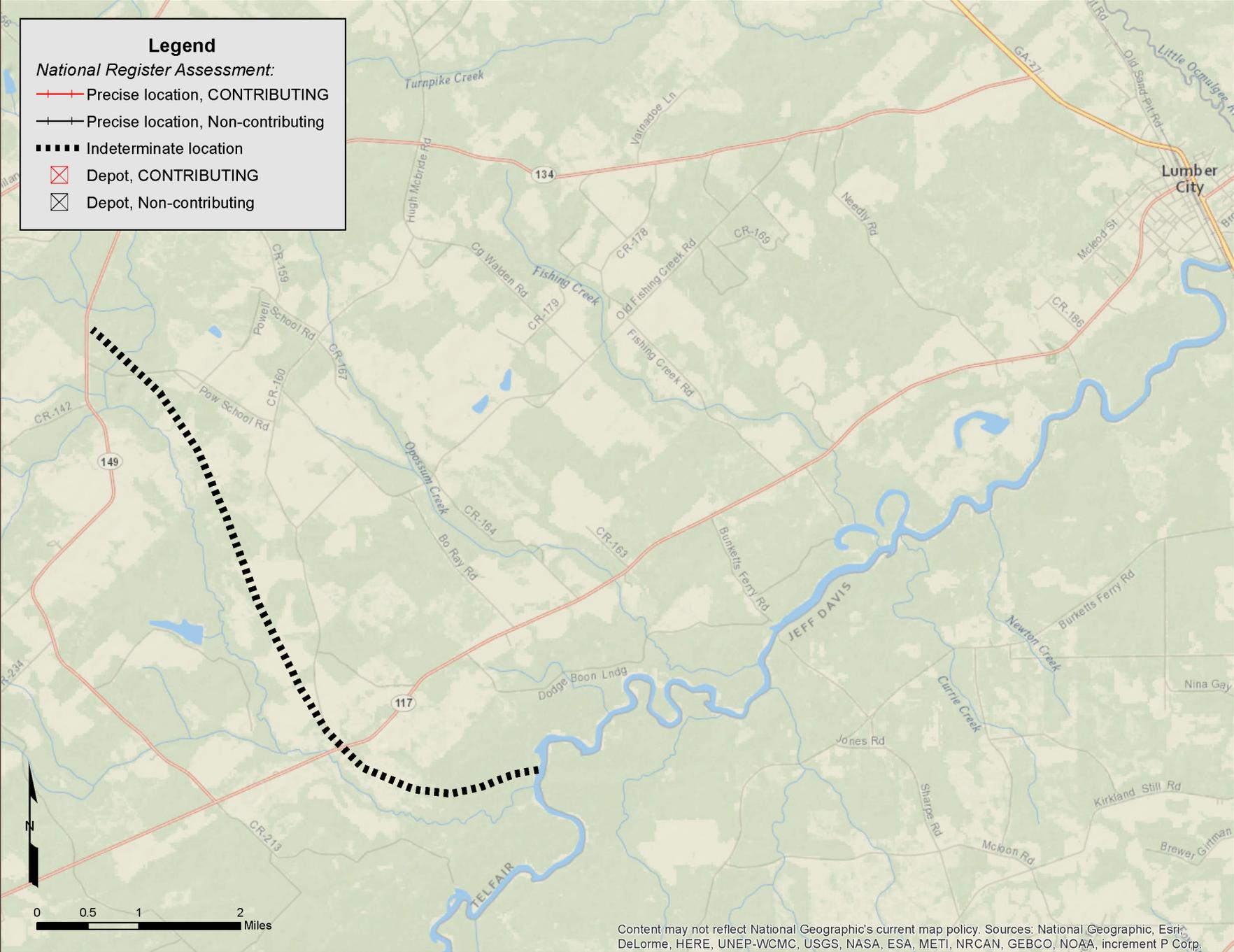
A ground-level field survey of the former rail corridor's vicinity was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of the railroad's former railbed or infrastructure, 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 HCRK 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



HCRK: Resource Location Map



HCRK: SR 117 at Big Horse Creek, Telfair County



HCRK: SR 117 at SR 149, Telfair County

OCMULGEE & NORMANDALE RAILROAD (NORM)

Other names: Dodge Land & Lumber Company

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Normandale/Suomi, Dodge County, to Ocmulgee River, Telfair County

DEVELOPMENTAL HISTORY

The Ocmulgee & Normandale Railroad (NORM) was a logging railroad constructed from Normandale to the Ocmulgee River sometime before 1885. It was abandoned about 1890. The mostly defunct community of Normandale, which was just west of the tiny but still extant railroad stop called Suomi, was a short distance east of Chauncey, on the Macon & Brunswick Railroad (later acquired by the Southern Railway and still in operation by Norfolk Southern).

Normandale was home to the headquarters and a large saw mill of the Dodge Land & Lumber Company, which was owned by William E. Dodge, after whom the county itself is named. He named his company's Normandale mill community and plant for his son, Norman W. Dodge. However, the enormous mill and drying house were both fully consumed by fire on September 9, 1892, and were not rebuilt, since the surrounding forests were already largely depleted of virgin, old growth timber. This depletion almost certainly led to the closure of railroad operations as well.

DESCRIPTION

This short-lived, approximately 20-mile long railroad ran along a generally north-south alignment through the pine forests between Suomi (just east of Normandale) and the Ocmulgee River in Dodge and Telfair counties. No extant traces of the former railroad were identified in its vicinity. No physical elements of the former railroad could be discerned within the vicinity of Suomi and the line's historic rail junction with the Macon & Brunswick or at select access points along the line. Continued agricultural use and reforestation along the former railroad's alignment appear to have eliminated much or even most of the remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Ocmulgee & Normandale 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 NORM was evaluated under Criterion A for potential significance in the areas of Commerce and Transportation. The railroad's brief period of operation contributed little lasting impact to the area's long term growth, as its short period of service came near the chronological end of the Dodge Land & Lumber Company's timber harvesting and milling operations in the immediate area. This logging railroad was undoubtedly useful as an effective means by which to more easily harvest and remove timber from the heavily forested areas of Dodge County and Telfair County along the Ocmulgee River basin. However, there were also numerous other logging railroads and even more temporary tramways built through this area in the same time period, and no information has been found indicating that this railroad line had a notably significant impact on the growth or success of the area's agriculture, commerce, or, specifically, the timber industry, even at a local level.

As is reflected by its short period of service, which did not achieve a decade, the line simply never provided connectivity or reached a destination that could provide sufficient traffic to sustain economic viability, particularly once the supply of old growth timber in the vicinity began to be exhausted. In essence, the railroad was a logging line that was never intended to be expanded in size, scope, and mission, and it thus failed to achieve financial justification for continued operation. Therefore, the NORM is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The NORM 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 NORM 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 railbed, 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 features 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 are no longer intact or evident. Moreover, none of the railroad's depots, platforms, warehouses, or other affiliated buildings or structures are known to be extant. As a consequence, the NORM 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 NORM is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

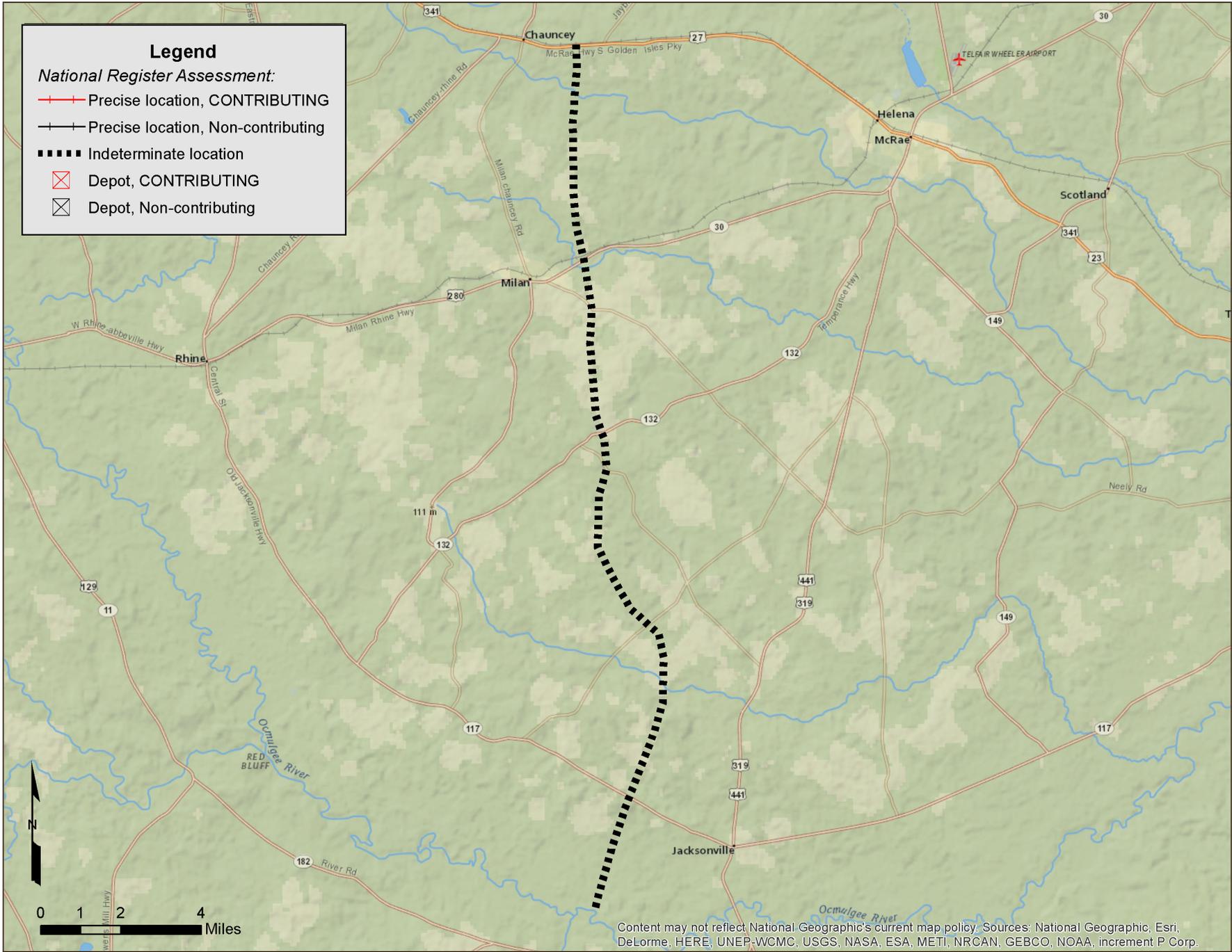
A ground-level field survey of the former rail corridor's vicinity was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of any of the railroad's former railbed or infrastructure, 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 NORM 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



NORM: Resource Location Map



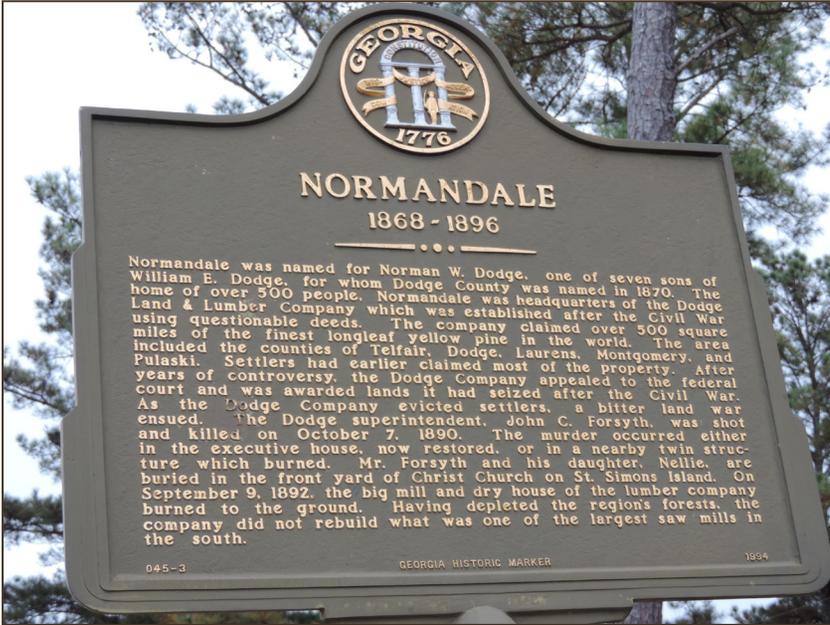
NORM: View west along SOU mainline, Suomi, Dodge County



NORM: View northeast along SOU mainline, Soumi



NORM: View north across SOU mainline, Soumi



NORM: Normandale historic marker along US 23/341

OCMULGEE RIVER & NORTHERN RAILROAD (OCMU)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Milan to Ocmulgee River, Telfair County

DEVELOPMENTAL HISTORY

An 1898 map by George F. Cram shows the Ocmulgee River & Northern Railroad (OCMU) running across western Telfair County, connecting the Ocmulgee River and the town of Milan. If completed, the railroad was probably a logging line that may have occasionally served as a common carrier.

DESCRIPTION

This short-lived, approximately 20-mile railroad ran along a generally northeast-southwest alignment between Milan and the Ocmulgee River, in the vicinity of Temperance, also a former stop. No extant traces of the former railroad were identified in its vicinity. No physical elements of the former railroad could be discerned within Milan and the line's historic rail junction with the Georgia & Alabama Railway (later the Seaboard Air Line) mainline, at Temperance, or at select access points along the line. Continued agricultural use and reforestation along the former railroad's alignment appear to have eliminated remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Ocmulgee River & 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 OCMU was evaluated under Criterion A for potential significance in the areas of Commerce and Transportation. The railroad's brief period of operation presented little lasting impact to the area's long term growth. This logging railroad was undoubtedly useful as a physically effective means by which to more easily harvest and remove timber from the heavily forested areas of

Telfair County along the Ocmulgee River basin. However, there were also numerous other logging railroads and even more temporary tramways built through this area in the same time period, and no information has been found indicating that this railroad line had a notably significant impact on the growth or success of the area's agriculture, commerce, or, specifically, the timber industry, even at a local level.

As is reflected by its short period of service, the line simply never provided connectivity or reached a destination that could provide sufficient traffic to sustain the railroad's economic viability, particularly once the supply of old growth timber in the vicinity began to be exhausted. In essence, the railroad was a logging line that was never intended to be expanded in size, scope, and mission, and thus failed to achieve financial justification for continued operation. Therefore, the OCMU is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The OCMU 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 OCMU 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 railbed, 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 features 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 are no longer intact or evident. Moreover, none of the railroad's depots, platforms, warehouses, or other affiliated buildings or structures are known to be extant. As a consequence, the OCMU 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 former OCMU is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

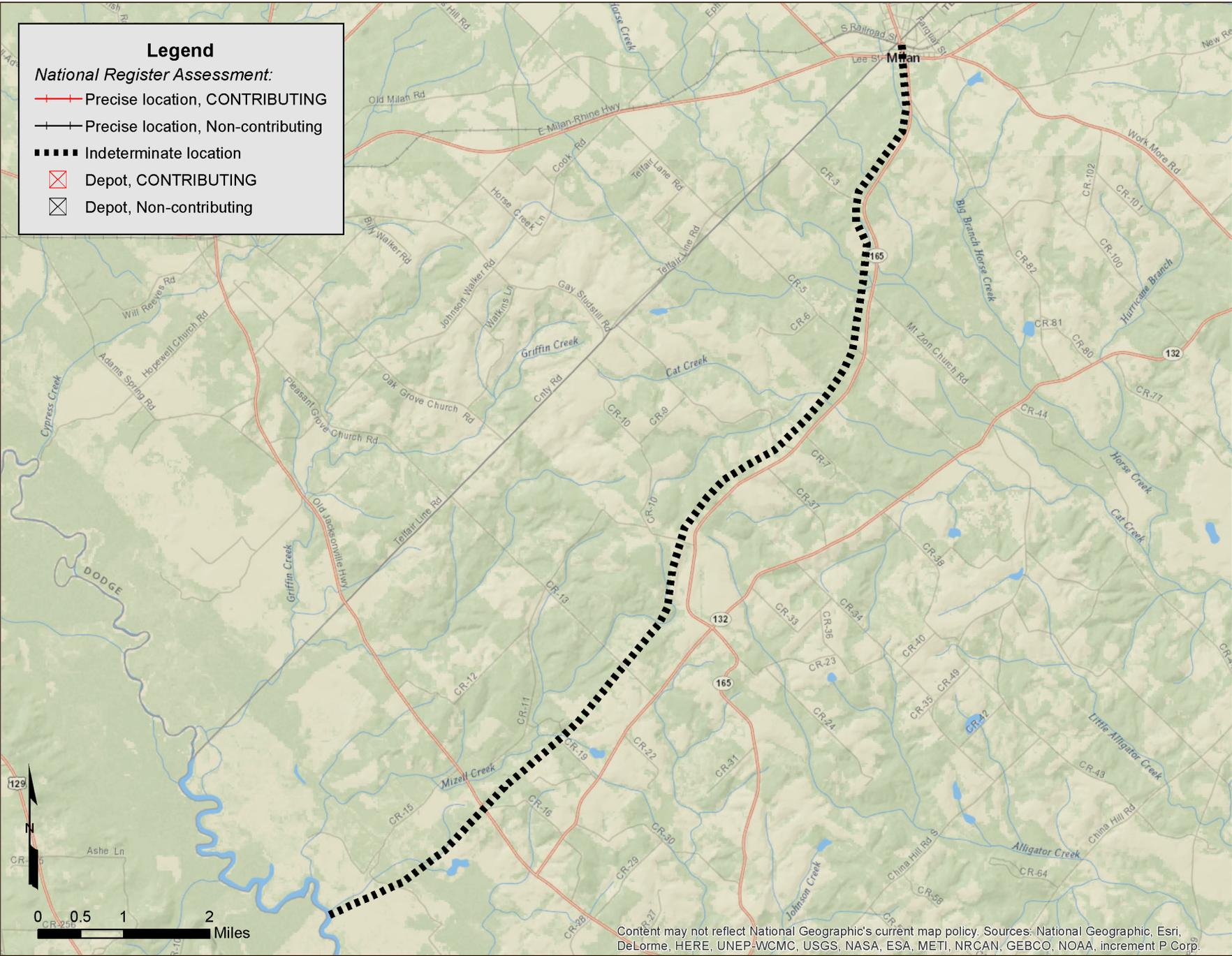
A ground-level field survey of the former rail corridor's vicinity was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of the railroad's former railbed or infrastructure, 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 OCMU 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



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.

OCMU: Resource Location Map



OCMU: SAL at Milan, Telfair County



OCMU: SAL at Milan



OCMU: SR 117 at Temperance, Telfair County



OCMU: Dodges Lake Landing, Ocmulgee River, Telfair County

OCMULGEE VALLEY RAILROAD (OVAL)

Other names: Ocmulgee River Lumber Company

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Jacksonville to Lumber City, Telfair County

DEVELOPMENTAL HISTORY

From 1915 to 1917, a 21-mile long line from Jacksonville to Lumber City was briefly operated as the Ocmulgee Valley Railroad (OVAL). At Lumber City, this railroad would presumably have offered connection or transfer to the Southern Railway's (SOU's) existing mainline (the former East Tennessee, Virginia & Georgia) between Macon and Brunswick. The OVAL may have developed from the earlier logging line of the Ocmulgee River Lumber Company. A former president and shareholder of the lumber company, whose mill in Lumber City had burned a short time prior to 1915, assumed a similar role afterwards in the railroad venture. The OVAL was reported to have nearly reached Jacksonville, but was purported to have done so using some equipment, rails, and rolling stock formerly owned and utilized by the lumber company during its logging operations.

Operation of the OVAL's entire line was abandoned in 1917. It appears that a successful lawsuit brought by other shareholders of the lumber company against the railroad company in early 1917, claiming non-payment for these items and rights to reclaim them, was at least a partial cause of the railroad's quick demise. Records of this court case also indicate that no depots or platforms were built by the railroad enterprise.

DESCRIPTION

At its maximum 21-mile length, this railroad corridor ran on a northeast-southwest alignment from Lumber City westward along the north side of the Ocmulgee River to Jacksonville, a former county seat of Telfair County. The general route of the railroad probably roughly paralleled the present road alignment of SR 117. No extant traces of the former railroad grade are known to exist in this vicinity. Likewise, no indications of the line's potential junction points with the SOU mainline at Lumber City are now apparent. Continued agricultural use and reforestation along the alignment, as well as neglect, appear

to have obscured much, if not all, of the remnant aboveground evidence of this railroad's long-abandoned infrastructure. The expedient, make-do nature and quality of this rail line's original, poorly funded construction has also probably 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 physical imprint of the railbed on its surroundings.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Ocmulgee Valley 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 OVAL was evaluated under Criterion A for potential significance in the areas of Commerce, Exploration/Settlement, Community Planning and Development, and Transportation. No information has been found indicating that this railroad line had a notably significant impact on commercial development in the area, even at a local level. Lumber City's development was spurred by its location on the Ocmulgee River and by the construction through town of the Macon & Brunswick Railroad's mainline, which was later merged into the SOU. The OVAL's brief period of operation contributed nothing to Lumber City's initial development, and little to impact its growth. Jacksonville, the line's western terminus, was founded in the early nineteenth century as Telfair County's original county; it not only long predated the OVAL, but it has never achieved substantial growth. The rural corridor through which this short 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 attempted to expand in size, scope, and mission, but failed to achieve financial justification for continued operation. Its short duration of service lasted only approximately two years. Therefore, the OVAL is not significant in the area of Transportation, and is not considered eligible for inclusion in the National Register under Criterion A.

The OVAL 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 OVAL was also evaluated under Criterion C for potential significance in the area of Engineering. Based upon on-site surveys, it has been determined that this former railroad line no longer conveys historic significance in this area, as it lacks integrity. Following its abandonment, the railroad's rails, ties, and ballast were comprehensively removed. Parts or sections of the railbed, 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 features 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 are no longer intact or evident. As a consequence, the OVAL 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 OVAL 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's vicinity 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

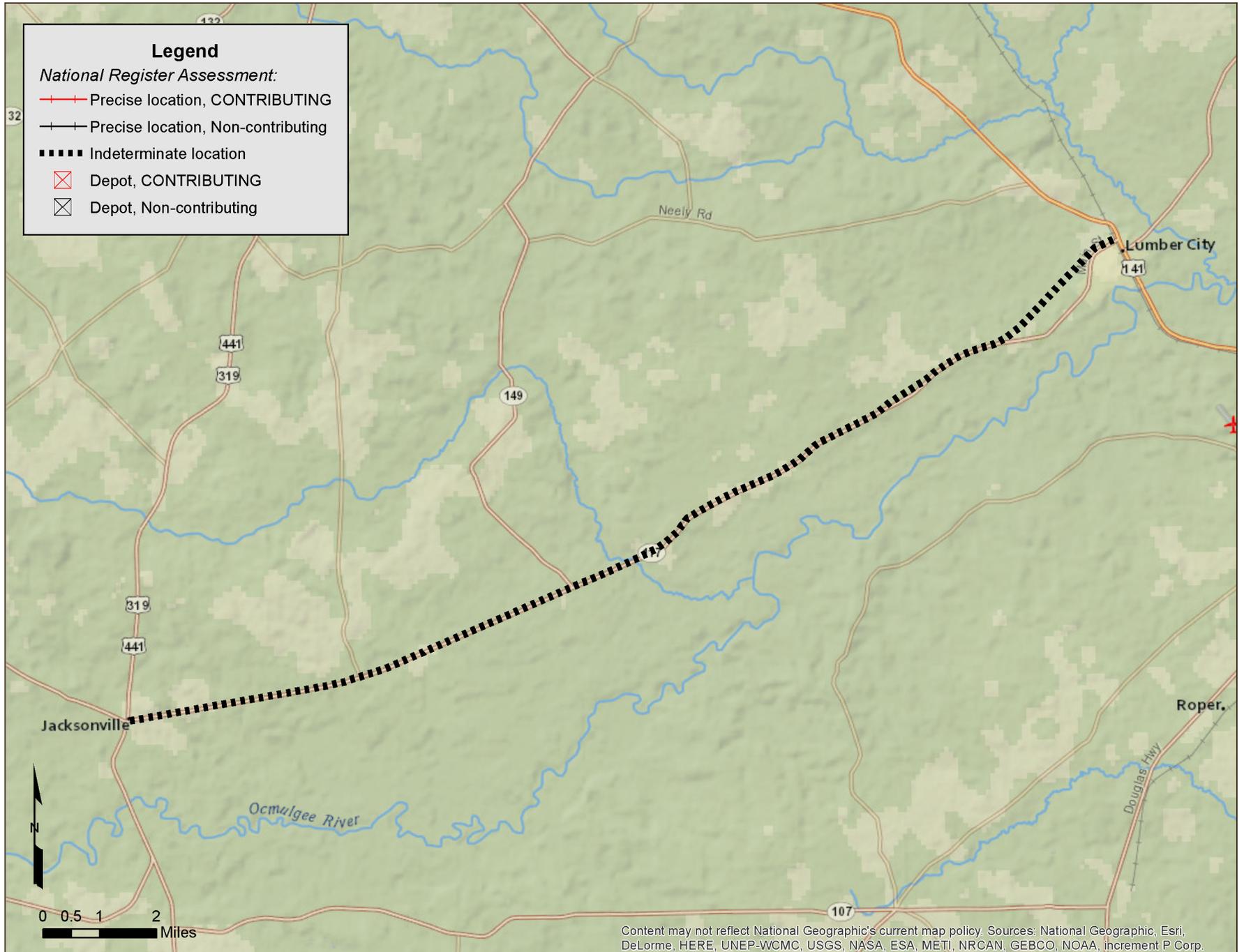
or infrastructure, such as raised embankments, cuts, trestles, or bridges, was found, and it appears that no depots, warehouses, or platforms are in existence. Accordingly, it has been determined that the OVAL does not retain integrity in the areas of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not applicable

PREPARED BY

Steve Storey, David Ray, and Matt McDaniel



OVAL: Resource Location Map



OVAL: SOU at Lumber City, Telfair County



OVAL: SR 117/Ocmulgee Street, Lumber City



OVAL: SR 117 at SR 149, Telfair County



OVAL: SR 117/SR 31 intersection, Jacksonville, Telfair County

ST. MARY'S, LAKE CITY & GULF (SMLC)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Brooks Brothers Lumber Company

Location: Charlton, Charlton County, to Boulogne, Florida, via Toledo

DEVELOPMENTAL HISTORY

The Brooks Brothers lumber and turpentine company constructed the St. Mary's, Lake City & Gulf Railroad (SMLC) between 1893 and 1896 during a period of tremendous growth of the timber industry in Georgia. The railroad appears to have been headquartered in the defunct Toledo community. An 1895 report from the Georgia Public Service Commission lists the railroad as possessing 31 miles of track. The line appears to have been abandoned at the turn of the twentieth century as it is listed as such in a 1906 guide to railroads and steam navigation lines.

DESCRIPTION

The SMLC once connected the community of Charlton, south of the Okeefenokee Swamp in Charlton County, with Boulogne, Florida; at least one branch connected Boulogne to Traders Hill in Camden County. From Charlton, the alignment continued in a northeasterly direction, connecting with the now defunct community of Toledo, where the SMLC was headquartered. At Toledo, evidence of the railbed was located at the intersection of Toledo Lane, King Lane, and Reed Road. From Toledo, the alignment connected with the Traders Hill community. From Toledo to Traders Hill, field survey identified no physical evidence of the former rail alignment. Neither aerial imagery nor historic USGS topographic maps provided definitive evidence of the former railroad's path. More than a century removed from the SMLC's abandonment, neglect, reforestation, and silviculture along the former alignment appear to have eliminated most of the railroad's remnant aboveground evidence.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The St. Mary's, Lake City & Gulf 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 SMLC was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad's construction during the mid-1890s occurred too late to play a role in the initial exploration and settlement of Charlton County, although the swampy, rural corridor through which this short logging and freight line traveled remains sparsely settled. Traders Hill, a former station along the route, is the only one of the SMLC's named stops still extant. An older community that predated the SMLC, it nonetheless never achieved substantial growth. The other two principal stops along the route in Georgia, Toledo and Charlton, are defunct. The SMLC was a means by which to more easily harvest and remove timber from the heavily forested areas of Charlton County along the St. Mary's River basin and the Okefenokee Swamp. However, there were also other logging railroads and tramways built through this area in the same time period, and no information has been found indicating that this railroad line had a critically significant impact on the growth or success of agriculture, commerce, or, specifically, the timber industry in the area. Despite the SMLC's goals of expansion, the line never provided the connectivity that could generate sufficient traffic to sustain economic viability, particularly following the area's exhaustion of old growth timber. Its short period of service lasted less than a decade. Therefore, the SMLC is not considered eligible for inclusion in the National Register under Criterion A.

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

The SMLC was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. No SMLC depots, warehouses, or platforms are extant. Additionally, little of the railbed was identified during the field survey, and aerial imagery and USGS topographic maps indicated

no definitive evidence of this feature. As such, the railroad no longer possesses physical features to convey any significant historic association in the area of Engineering. Therefore, the SMLC 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 known condition, the SMLC is not considered eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

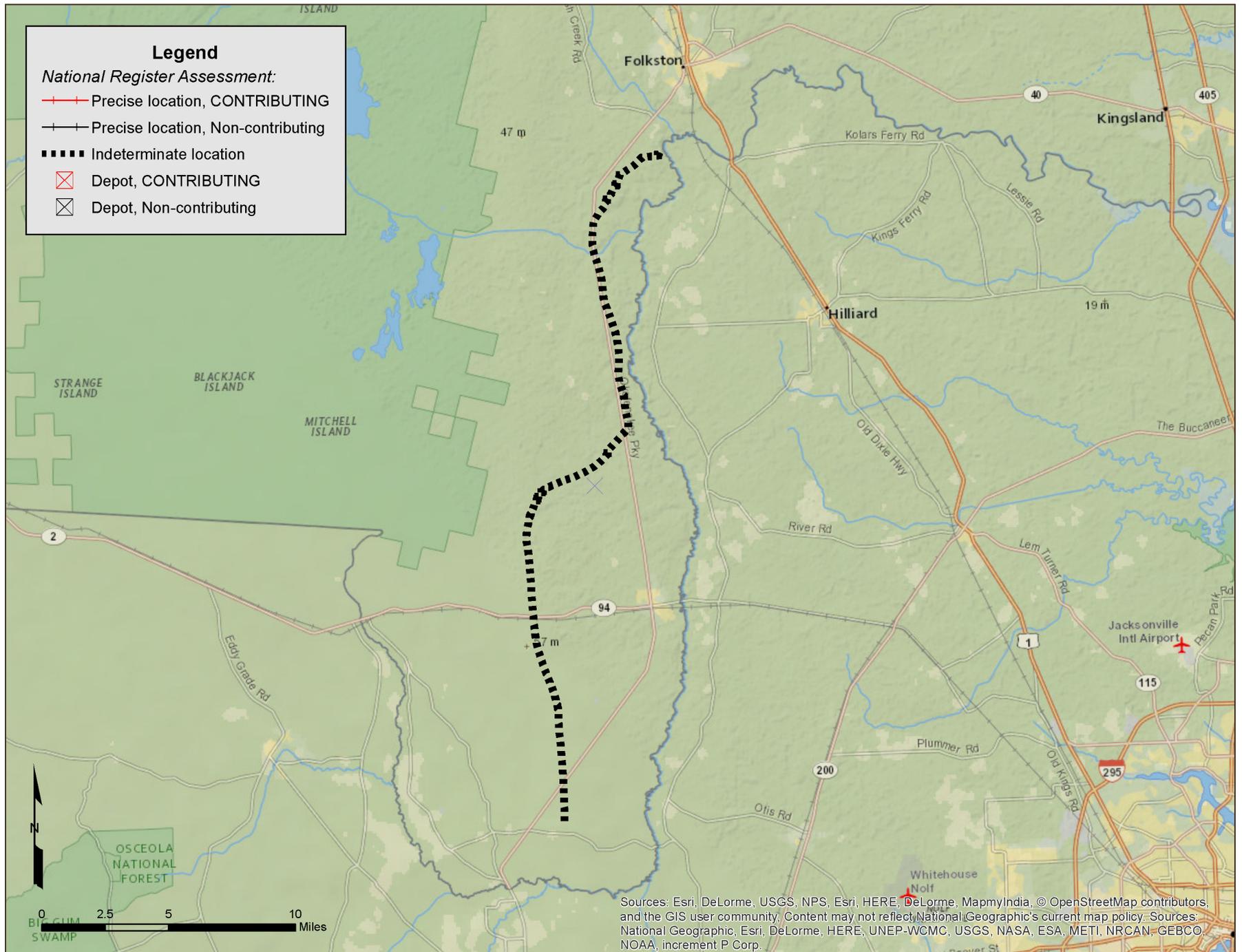
A ground-level survey of the rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, little evidence of the graded railbed was identified. No definitive evidence of the historic alignment was visible in aerial imagery. No SMLC depots, warehouses, or platforms are known to be extant. Accordingly, it has been determined that the SMLC 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, George Rounds, and Erin Murphy



SMLC: Resource Location Map



SMLC: Along SR 94, Charlton vicinity, Charlton County



SMLC: Approximate location, Reed Lane, Toledo, Charlton County



SMLC: Approximate location, Reed Lane, Toledo, Charlton County

SMITHONIA & DUNLAP RAILROAD (DUNL)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: Winterville & Pleasant Hill Railroad Company

Location: Smithonia to Dunlap, Oglethorpe County

DEVELOPMENTAL HISTORY

James Monroe Smith, a prominent land owner and Georgia legislator, owned and operated the Smithonia & Dunlap Railroad (DUNL). Smith, owner of a 30 square-mile plantation in Oglethorpe County, began in the railroad business cutting crossties and selling them to the Georgia Railroad, and gradually put together one of the state's largest farms, with 10,000 acres under cultivation and upwards of 500 buildings.

In 1888, realizing that horses and wagons could not continue to efficiently transport the products of his plantation and town, Smith put his workers, presumably acquired through the convict leasing system, to the task of constructing a railroad. The line was finished in February 1889. When finished, the seven-mile-long DUNL connected Smithonia, the center of Smith's agricultural enterprise, to the Georgia Railroad at Dunlap, southeast of Winterville. The DUNL was originally chartered as the Winterville & Pleasant Hill Railroad Company on January 6, 1888. As Smith continued acquiring property, the Pleasant Hill community eventually became known as Smithonia. Additionally, the town of Winterville was not located on the rail line. On November 11, 1889, the Georgia General Assembly approved the renaming of the rail line to the Smithonia & Dunlap Railroad.

Smith also constructed the five-mile Smithonia, Danielsville & Carnesville Railway, which carried his farm products north to a connection with the Seaboard Air Line Railway at Five Forks (now Colbert). In the 1894 edition of *The Official Railway List*, the DUNL and the Smithonia, Danielsville & Carnesville Railway jointly reported operating 20 miles of railroad with 2 locomotives, 1 passenger car, and 8 freight and miscellaneous cars. The DUNL was abandoned around 1930.

DESCRIPTION

The DUNL was an approximately seven-mile rail line that ran along a generally northeast-southwest alignment between Smithonia and Dunlap (just east of Winterville) in Oglethorpe County. A loose collection of historic buildings at Smithonia include the former residence of James Monroe Smith, and what appear to be ancillary agricultural and commercial structures.

No extant traces of the DUNL were identified in the vicinity of the former rail alignment during the field survey. No physical elements of the former railroad could be discerned at Smithonia, the line's historic rail junction at Dunlap, or at select access points along the line. Continued agricultural use and reforestation along the former railroad's alignment, as well as general neglect associated with the 1930 abandonment, appear to have eliminated remnant aboveground evidence of this long-abandoned rail line.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Smithonia & Dunlap 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 DUNL was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad's construction during the early twentieth century occurred too late to play a role in the initial exploration and settlement of Oglethorpe County, established in the eighteenth century. Smithonia began as a plantation owned by James Monroe Smith, who constructed the rail line to transport products between his expansive farm and the greater market. Neither Dunlap nor the Smithonia community achieved substantial growth as a result of the railroad's construction. Smithonia currently exists as a loose collection of historic buildings, including Smith's former house.

The rail line served as a means of linking Smithonia with the state's larger rail network. However, its brief period of service indicates that the railroad did not generate sufficient traffic to sustain long-term viability. No information was obtained during background research indicating that the railroad had

a significant impact on commercial growth. The railroad was constructed for the purpose of transporting primarily agricultural products from the Smithonia community and the farm of James Monroe Smith. The DUNL likely but briefly served as an important transportation link for Smithonia, the seat of the Smith farm. Regardless, based on the field survey and aerial imagery, the DUNL no longer possesses physical features to convey any historic associations due to the destruction of its graded alignment and lack of linear continuity. Therefore, the DUNL is not considered eligible for listing in the National Register under Criterion A.

The DUNL is associated with James Monroe Smith, a prominent land owner and Georgia legislator. Smith's contributions to history are most likely best represented by Smith's Smithonia farm, of which the DUNL was essentially a component. However, the DUNL no longer possesses physical features to convey its association with Smith. Its railbed has been lost to agricultural use, the construction of roads for automobiles, and neglect associated with its 1930 abandonment. Therefore, the DUNL is not considered eligible for listing in the National Register under Criterion B.

The DUNL was evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. No DUNL depots, warehouses, or platforms are extant. No remaining portions of the graded railbed could be discerned during the field survey nor in aerial photography. As such, the railroad's essential linear quality and continuity are not conveyed. Additional segments of the rail bed may still be intact, but they were not readily visible in aerial photography nor were they accessible during the field survey. Therefore, the DUNL 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 DUNL is not considered eligible for listing in the National Register of Historic Places.

EVALUATION OF INTEGRITY

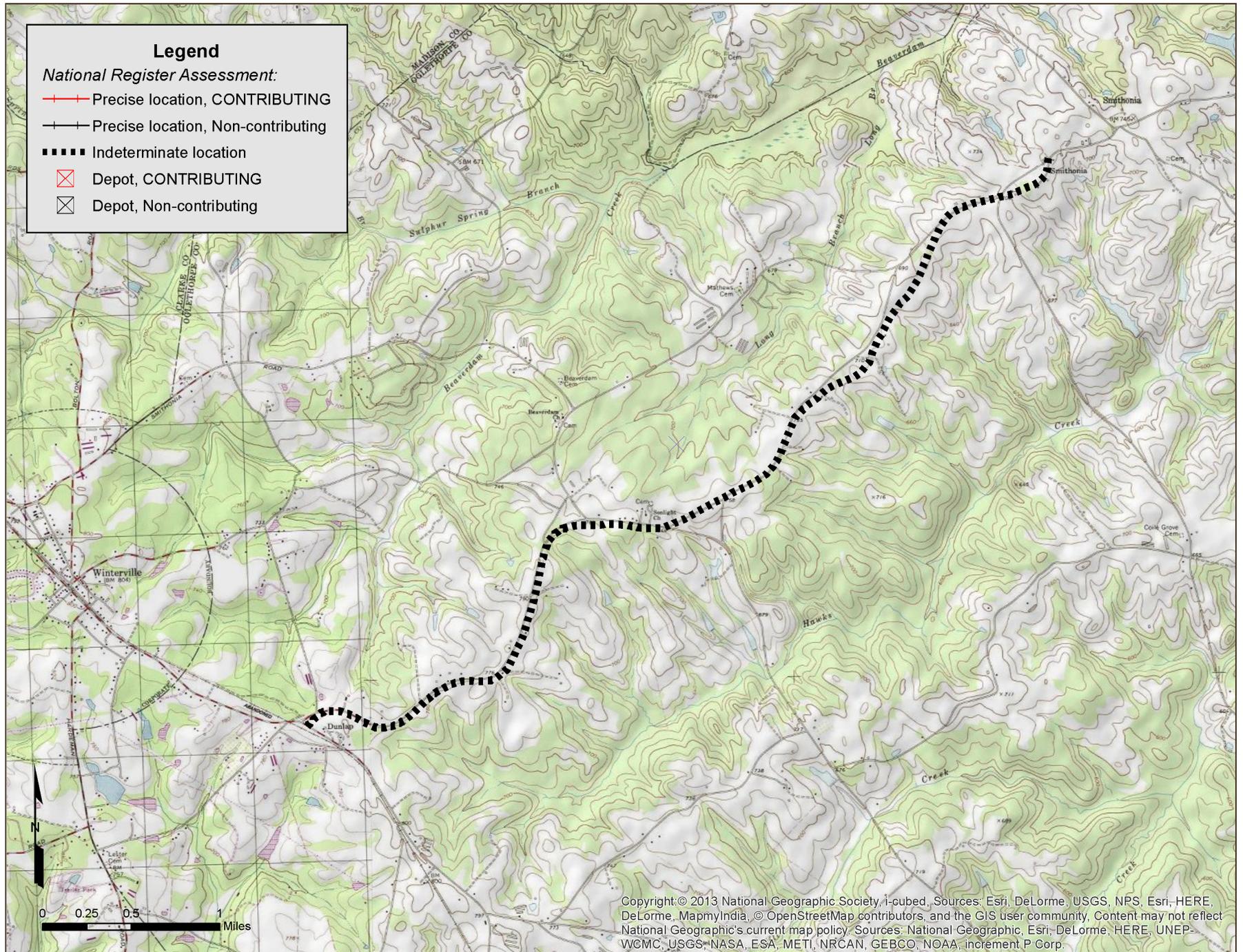
A ground-level survey of the rail corridor was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no intact evidence of the railbed could be discerned. It appears that no DUNL depots, warehouses, or platforms are extant. Accordingly, it has been determined that the DUNL 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, Mike Reynolds, George Rounds, and Erin Murphy



DUNL: Resource Location Map



DUNL: James Monroe Smith House, Smithonia, Oglethorpe County



DUNL: Smith farm, Crawford-Smithonia Road, Smithonia

SMITHONIA, DANIELSVILLE & CARNESVILLE RAILWAY (SDAC)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Smithonia, Oglethorpe County, to Colbert, Madison County

DEVELOPMENTAL HISTORY

The Smithonia, Danielsville & Carnesville Railway (SDAC) was begun by James Monroe Smith, who owned and operated the railroad. Smith, owner of a 30 square-mile plantation in Oglethorpe County, began in the railroad business cutting and selling crossties to the Georgia Railroad. Smith gradually put together one of the state's largest farms, with 10,000 acres under cultivation and upwards of 500 buildings. Smithonia, the center of his small empire, had a hotel, a post office, and several factories and warehouses. In *Georgia*, an encyclopedia published in 1906 by Allen D. Candler and Clement A. Evans, Smithonia was described as “one of the most important towns of Oglethorpe County,” with a population of 200 persons.

Realizing that horses and wagons could not continue to efficiently transport the products of his plantation and town, Smith built two railroads, the Smithonia, Danielsville & Carnesville Railway and the Smithonia & Dunlap Railroad, beginning in 1888. The SDAC ran five miles from Smithonia north to a connection with the Seaboard Air Line Railway at Five Forks, later renamed Colbert. The Smithonia & Dunlap Railway ran west to connect with the Georgia Railroad at Dunlap, two miles from Winterville. This rail line has been evaluated separately.

In the 1894 edition of *The Official Railway List*, the SDAC and the Smithonia & Dunlap Railroad jointly reported operating 20 miles of railroad with two locomotives, one passenger car, and eight freight and miscellaneous cars. The railroad's offices were noted as being in Colbert. In 1916, the SDAC was abandoned following Smith's death the previous year.

The SDAC never reached Danielsville or Carnesville; only the five miles between Smithonia and Five Forks were constructed. Other lines that Smith considered, but did not ultimately build, included a Danielsville-Hartwell connection and a line from Smithonia to Augusta.

DESCRIPTION

The SDAC was an approximately five-mile railroad which ran along a generally northwest-southeast alignment between Smithonia, in Oglethorpe County, and Colbert (formerly Five Forks), in Madison County. No extant traces of the former railroad were identified in the vicinity of the former rail alignment during the field survey. No physical elements of the former railroad could be discerned within Smithonia, at the line's historic rail junction at Colbert, or at select access points along the line. Continued agricultural use and reforestation along the former railroad's alignment, as well as general neglect associated with the railroad's 1916 abandonment, appear to have eliminated remnant aboveground evidence of this long-abandoned rail line.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Smithonia, Danielsville & Carnesville 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 SDAC was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The railroad's construction during the early twentieth century occurred too late to play a role in the initial exploration and settlement of this part of northeast Georgia. Although Colbert was founded after the arrival of the SDAC, that community was already connected to the larger rail network via the Seaboard Air Line Railway. The community of Smithonia, originally part of the James Monroe Smith plantation, appears to exist only as a loose collection of historic buildings. The rail line served as a means of linking Smithonia with the state's larger rail network. However, its brief period of service indicates that the railroad did not generate sufficient traffic to sustain long-term viability. No information was obtained during background research indicating that the railroad had a significant impact on the growth of commerce or industry. The railroad was constructed for the purpose of transporting primarily agricultural products from the Smithonia community and the farm of James Monroe Smith. The SDAC likely but briefly served as an important transportation link for Smithonia, the seat of the Smith farm. Regardless, based on the

field survey and aerial imagery, the SDAC no longer possesses physical features to convey any historic associations due to the destruction of its graded alignment and lack of linear continuity. Therefore, the SDAC is not considered eligible for listing in the National Register under Criterion A.

The SDAC is associated with James Monroe Smith, a prominent land owner and Georgia legislator. Smith's contributions to history are most likely best represented by Smith's Smithonia farm, of which the SDAC was essentially a component. However, the SDAC no longer possesses physical features to convey its association with Smith. Its railbed has been lost to agricultural use, the construction of roads for automobiles, and neglect associated with its 1916 abandonment. Therefore, the SDAC is not considered eligible for listing in the National Register under Criterion B.

The SDAC was evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. No SDAC depots, warehouses, or platforms are extant. No remaining portions of the graded railbed could be discerned during the field survey or in aerial photography. As such, the railroad's essential linear quality and continuity are not conveyed. Additional segments of the rail bed may still be intact, but they were not readily visible in aerial photography nor were they accessible during the field survey. Therefore, the SDAC 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 SDAC 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 intact evidence of the

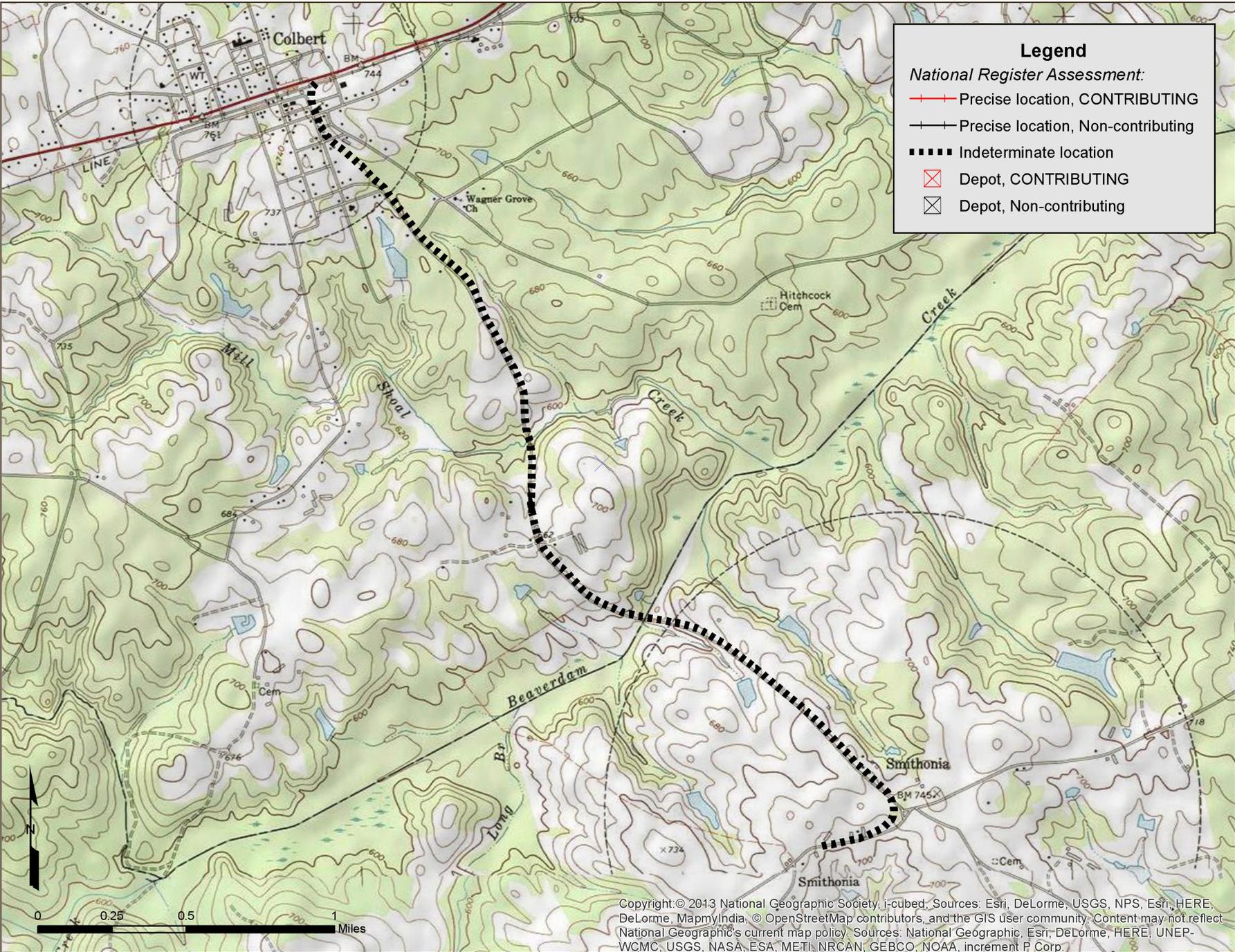
railbed could be discerned. It appears that no SDAC depots, warehouses, or platforms are extant. Accordingly, it has been determined that the SDAC lacks integrity of location, setting, design, materials, workmanship, feeling, and association.

PROPOSED NATIONAL REGISTER BOUNDARY

Not Applicable

PREPARED BY

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



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SDAC: Resource Location Map



SDAC: James Monroe Smith House, Smithonia, Oglethorpe County



SDAC: Smith farm, Crawford-Smithonia Road, Smithonia

SOUTH BRUNSWICK RAILROAD (SOBR)

Other names: N/A

NR Evaluation: Eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: South Brunswick Terminal Railroad

Location: Fancy Bluff, Glynn County, to Waynesville, Brantley County

DEVELOPMENTAL HISTORY

The South Brunswick Railroad (SOBR) began with the reorganization of the South Brunswick Terminal Railroad in 1898. This obscure 17.5-mile line from South Brunswick (now Fancy Bluff) to Waynesville was originally chartered as a corporation comprised of Glynn County residents and other persons named as stockholders in 1888. Following its foreclosure in 1895, it was sold and reorganized as the South Brunswick Railroad. The line was abandoned around 1900, and the tracks were removed.

DESCRIPTION

This approximately 17.5-mile railroad ran along a generally northwest-southeast alignment between Fancy Bluff (formerly South Brunswick) on the Brunswick River's south side and Waynesville in Brantley County. Much of the alignment is still extant and has been repurposed as unpaved Tram Road between Fancy Bluff and Waynesville. However, no physical elements of the former railroad could be clearly discerned at Fancy Bluff or at the line's historic rail junction with the Savannah, Florida & Western Railway near Waynesville.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The South Brunswick 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 SOBR was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Community Planning and Development, Commerce, and Transportation. The SOBR's construction during the 1890s occurred too late to play a role in the initial exploration and settlement of southeast Georgia. Waynesville became the county seat of Wayne County in 1829, before becoming a part of Brantley County in 1920. Additionally, Brunswick, in Glynn County, has served as the

county seat since the eighteenth century. Both termini were previously connected to the larger rail network prior to the SOBR's construction. 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 extremely brief period of operation. No information has been found indicating that this railroad line had a critically significant impact on the growth or success of agriculture, commerce, or industry in the area, even at a local level. Therefore, the SOBR is not considered eligible for listing in the National Register under Criterion A.

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

The SOBR was also evaluated under Criterion C for potential significance in the areas of Architecture and Engineering. No SOBR depots, warehouses, or platforms are known to be extant. However, much of the long-abandoned rail line has been repurposed as a narrow, unpaved local road, utilizing the SOBR extensive use of intact berms. Although some segments of the line were not discernable in the field or in aerial imagery, the SOBR's essential linear quality and continuity is substantially intact and physically present within the landscape. As such, it is a good and relatively intact example of a short line and its attendant design, including alignment, grading, and construction, from the late nineteenth century when it was constructed. The SOBR is also notable for its extensive use of berms to traverse coastal marshland. Therefore, the SOBR is considered eligible for the National Register under Criterion C in the area of Engineering.

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 SOBR is considered eligible for listing in the National Register of Historic Places under Criterion C in the area of Engineering.

EVALUATION OF INTEGRITY

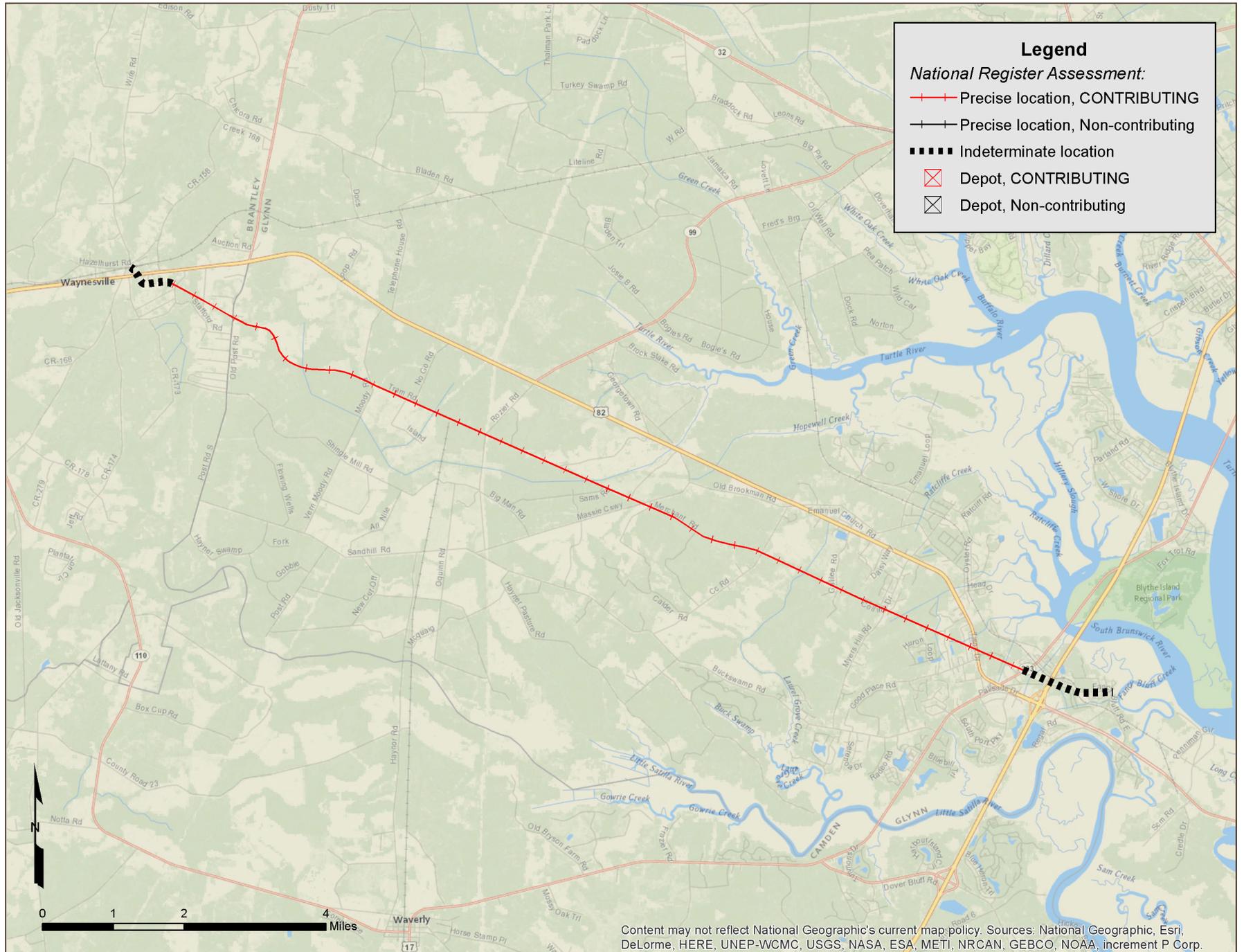
Despite its long abandonment and deterioration, the SOBR has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains unchanged since its construction; therefore, the 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 repurposing of the line as a narrow, unpaved local road has not substantially diminished the line's historic design characteristics, and in fact essentially has preserved its linear quality and continuity. 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 SOBR 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, George Rounds, and Erin Murphy



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.

SOBR: Resource Location Map



SOBR: Approximate location, US 82 at Tyson Rd, Waynesville, Brantley County



SOBR: Along Tram Road, Waynesville vicinity, Glynn County



SOBR: Along Tram Road, Brookman vicinity, Glynn County



SOBR: Aerial view of SOBR railbed/Tram Road, Glynn County

WAINHURST RAILWAY (WAIN)

Other names: N/A

NR Evaluation: Not eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Brinson, Decatur County, to Chattahoochee River, Seminole County

DEVELOPMENTAL HISTORY

The Wainhurst Railway (WAIN) was a logging line in Seminole and Decatur counties built in 1903. It ran south/southwest from a connection with the Atlantic Coast Line's (ACL's) former Alabama Midland Railway mainline at Brinson, and continued by way of Reynoldsville to the Chattahoochee River near its confluence with the Flint River (now submerged under Lake Seminole). It was abandoned in 1916, and thus technically never operated within the lands of Seminole County, since this southwest Georgia county, which geographically contains most of the former route of the WAIN, was not created out of Decatur and Early counties until 1920.

DESCRIPTION

This approximately 40-mile long railroad ran along a generally northeast-southwest alignment from the town of Brinson in Decatur County to the banks of the Chattahoochee River in Seminole County, passing en route through the small crossroads communities of Reynoldsville and Lakeland (Fairchild vicinity). No extant traces of the former railroad were identified in its vicinity. No physical elements of the former railroad could be discerned in Brinson, Reynoldsville, or at select access points along the former line. The site of the wye junction with the ACL in Brinson was not found. This segment of the former ACL is still an active CSX mainline, and has been continually upgraded throughout its operational history, likely contributing to the erasure of any former tie-in infrastructure.

However, one of Brinson's paved east-west thoroughfares is called Wainhurst Avenue between the ACL right-of-way and its western end at Spring Creek (which runs north-south along the Brinson's west edge). It is possible that Wainhurst Avenue follows and utilizes the former rail route of the WAIN, as it departs obliquely from the ACL mainline, and its right-of-way

leads to a crossing of Spring Creek at a perpendicular angle (the street does not actually bridge the creek, but rather ends at its east bank). It is also highly plausible that, through Brinson, the rail line ran within the street's right-of-way.

Continued agricultural use and the construction of Lake Seminole along the former railroad's alignment appear to have eliminated or at least obscured much of the remnant aboveground evidence of this railroad's long-abandoned infrastructure.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Wainhurst 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 WAIN 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 twentieth century, this railroad was too late in development to play a role in the initial exploration and settlement of this part of Georgia and Decatur County, even though the area was still somewhat sparsely populated at the time of the railroad's construction. The rural corridor through which this short logging and freight line traveled was sparsely settled, as it remains to this day, and there was not sufficient populace in the vicinity for the railroad to provide dedicated accommodations for passengers.

The railroad's brief period of operation also left little lasting impact to the area's long term growth. The WAIN was undoubtedly useful as a means by which to more easily harvest and remove timber from the heavily forested areas of Decatur County in the basin between the Chattahoochee and Flint rivers. However, there were also numerous other logging railroads and tramways built through this area in the same time period, and no information has been found indicating that this railroad line had a notably significant impact on the growth or success of the area's agriculture, commerce, or, specifically, the timber industry, even at a local level. None of the small, crossroads communities that also served as station stops ever achieved substantial growth. Reynoldsville, Rhodesville, and Lakeland are

now settlements in name only, with no congregate population or definitive collections of buildings.

As is reflected by its short period of service, which lasted just over a decade, the line simply never provided connectivity or reached a destination that could provide sufficient traffic to sustain the railroad's economic viability, particularly once the supply of available old growth timber in the vicinity began to be exhausted. In essence, the railroad was a logging line that planned to expand in size, scope, and mission, but failed to achieve financial justification for continued operation. Therefore, the WAIN is not significant in the area of Transportation and is not considered eligible for inclusion in the National Register under Criterion A.

The WAIN 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 WAIN 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 railbed, 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 features 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 are no longer intact or evident. Moreover, none of the railroad's depots, platforms, warehouses, or other affiliated buildings or structures are known to be extant.

As a consequence, the WAIN 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 known state, the WAIN is not eligible for listing in the National Register of Historic Places, for the reasons described above.

EVALUATION OF INTEGRITY

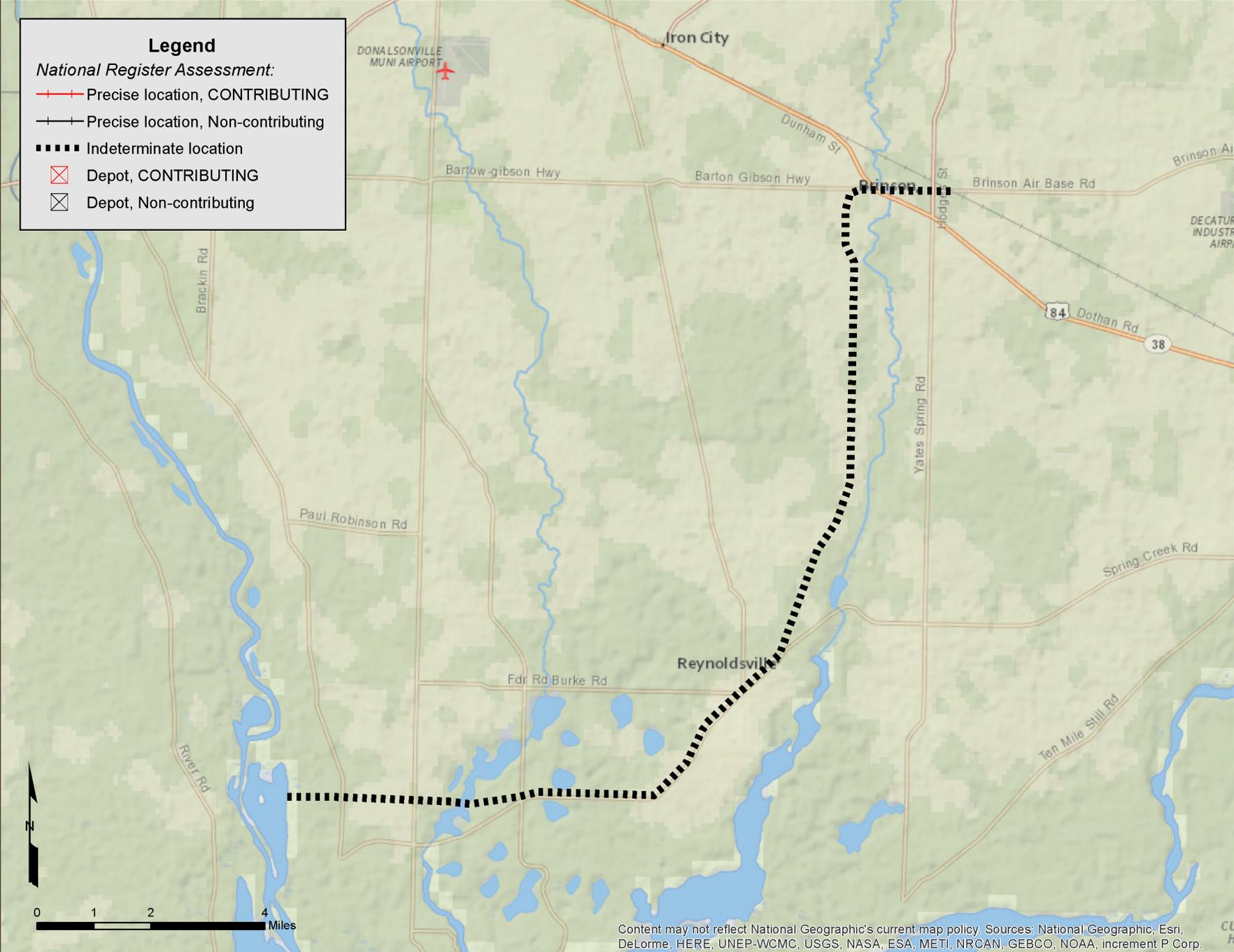
A ground-level field survey of the former rail corridor's vicinity was conducted, as was a review of available historic and current aerial imagery. In the vicinity of the abandoned right-of-way that was accessible to the surveyors, no remaining evidence of any of the railroad's former railbed or infrastructure, 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 WAIN 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



WAIN: Resource Location Map



WAIN: ACL mainline, Brinson, Decatur County



WAIN: Wainhurst Avenue, Brinson



WAIN: Wainhurst Avenue, Brinson



WAIN: Spring Creek at Wainhurst Avenue, Brinson

WAYCROSS & SOUTHERN (WASO)

Other names: Hebard Cypress Company

NR Evaluation: Eligible

Physical Status: Abandoned and dismantled

Current owner: N/A

Predecessors: N/A

Location: Waycross, Ware County, to Hopkins, Charlton County

DEVELOPMENTAL HISTORY

In 1910, the Hebard Cypress Company of Scranton, Pennsylvania opened a 10-mile logging line from its new lumber mill at Hebardville, two miles northwest of Waycross, to Fredel, a point in the woods near Black River. Within two or three years, the line had been extended another 10 miles to the Hopkins community, on the edge of the Okefenokee Swamp, and had become a 20-mile common carrier line officially named the Waycross & Southern Railroad (WASO), with the nickname “The Okefinokee Route.” The November 1, 1908 issue of *Lumber World* states that the Hebard Company owned the rights to 273,000 acres in the swamp.

From Hopkins, the rails continued into the swamp as a tramroad running to (in order) Cravens Hammock, Mixons Hammock, The Pocket (now part of Stephen Foster State Park), Billys Island (at the height of swamp logging operations some 600 people lived on Billys Island), and Floyds Island. Additional tram lines branched off this central spine.

D. L. Hebard of Philadelphia is listed as the WASO Vice President and General Manager of in a 1918 timetable. The Pennsylvanian owners and managers of the Hebard Company and the WASO had ambitious plans for their railroad, intending to build not only a branch to Fargo, but also to go on to Jacksonville, Florida, some 75 miles south. But the WASO never progressed beyond the swamp. With the end of logging in the area in 1927, the railroad lost its essential purpose and was soon abandoned.

DESCRIPTION

This approximately 20-mile long railroad ran from the Hebard Company’s former sawmill site in Hebardville, now an integrated neighborhood northwest of downtown Waycross, around the western edge of downtown Waycross. It then exited the southwestern quadrant of the city through the large Rice (Railroad) Yard’s west edge, before turning due south in route to Hopkins, which was located along Suwannee Creek at the Okefenokee Swamp’s western edge. From Hopkins, narrow gauge or tram lines dispersed further into the swamp to access cypress forest.

The Index Map for the 1913 and 1922 editions of the Sanborn Map Company's Fire Insurance maps for Waycross illustrate the "Waycross & Southern R.R." running roughly north-south in a gentle curve just west of Walker Street (now Waller Street). It crossed both the Waycross & Western Railroad and the Albany branch (the former Brunswick & Albany Railroad mainline) of the Atlantic Coast Line (ACL) at a complicated, three-way railroad intersection between Albany and Brunswick avenues (which ran alongside the ACL) and at Walker Street's southern end, in the area now known as the Deenwood neighborhood.

Comparison of this Sanborn map and current maps clearly reveal that, in northwestern Waycross, the rail corridor and track alignment of the WASO is still intact and in place, for it has been adopted by CSX as a means to allow its trains to bypass downtown Waycross. At the Albany branch line, which is also still intact and in service in Waycross, the WASO's short in-service segment is now connected to and integrated with the ACL's own bypass around the southwestern corner of downtown, which was already in place by 1913. The WASO's original alignment south of the Albany branch line formerly continued to the southwest, crossing Columbus and Colquitt streets on a diagonal (these streets have since been removed in this area). Since its abandonment, residential construction in southwestern Waycross appear to have covered over the remnant traces of the WASO.

Beyond Waycross, the grade remains partially intact from Rice Yard, still a large and busy rail yard with a CSX locomotive shop, south to the former location of the now defunct, Ware County community of Hopkins (which is sited just north of Swamp Perimeter Road, and just west of the Charlton County line). Although the rails, ballast, and bridges have long since been removed and/or deteriorated, the railbed, which tends to follow long, straight courses, is visible at select, accessible locations along the route, and is clearly demarcated on US Geological Survey (USGS) maps. Much of the rail corridor's path is clearly discernible on current aerial imagery. Parts of the railbed have been adaptively reused as unpaved local or county roads. Almost all of these segments, which include lengths of Hercules Road, are narrow and unpaved, and other segments of the built-up bed have simply been repurposed as unnamed access roads through the swamp or for surveying and logging pine plantations. Although most of these areas were

not accessible, timber is still actively harvested throughout much of the rail corridor, and available aerial views of recently logged areas reveal the existence of the remnant rail embankment.

Associated tram lines are also demarcated on USGS maps within the swamp, but likewise could not be accessed. Notably, place names now indicated on USGS maps and located along the rail route no longer correspond to those shown in historic mapping, which included Grundy, Lavinia, Fredel, Atwood, Olive, and Moneta, but the present monikers of Eight Mile Post, Twelve Mile Post, and Fifteen Mile Post all appear to correspond to the distance between those locations and Hebardville to the north.

NATIONAL REGISTER DETERMINATION OF ELIGIBILITY

The Waycross & 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 WASO was evaluated under Criterion A for potential significance in the areas of Exploration/Settlement, Commerce, and Transportation. A development from the second decade of the twentieth century, this railroad was too late in development to play a role in the initial exploration and settlement of southeastern Georgia and Ware County, even though the area was still sparsely populated at the time of the railroad's construction. The rural corridor through which this short logging and freight line traveled was sparsely settled, as it remains to this day, and there was not sufficient populace in the vicinity for the railroad to provide dedicated accommodations for passengers.

However, the WASO was undoubtedly useful and critically important in the area of Commerce, as it provided the most efficient and effective means to transport harvested timber, mostly cypress trees, out of the Okefenokee Swamp and its surroundings and north to the sawmills in Hebardville, Waycross, and elsewhere. During the heyday of logging in this part of the state, the timber industry was the principal industry and generator of both jobs and capital in southeastern Georgia; harvesting timber remains a major industry in the area even today.

There were at least several other major logging railroads and numerous tramways operating in and around the Okefenokee Swamp in the same general timeframe, at the end of the nineteenth century and through the first decades of the twentieth century. However, the WASO was the principal railroad, dedicated primarily to logging, to connect the Okefenokee Swamp to Waycross, which was already a major regional railroad hub. The WASO thereby played an indispensable role in allowing the rapid sawing and finishing of felled timber at Hebardville's sawmills, and then the quick exportation of the newly prepared lumber to markets throughout the nation.

Therefore, the WASO is considered eligible under Criterion A for its locally significant contributions to the commercial development of southeastern Georgia and as a historically significant segment of Georgia's rail transportation network.

The WASO 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 WASO was also evaluated under Criterion C and appears to possess a local level of significance in the area of Engineering. Although most of the railroad's rails and ties have been removed long ago, following the line's abandonment around 1930, its alignment remains largely intact, and is physically represented by the railroad's remnant segments of built-up railbed and rail embankments. A segment near the railroad's northern terminus at Hebardville, in the northwest quadrant of Waycross, is still in full service and in heavy use, as a mainline component of CSX Transportation's rail system. For these reasons, the alignment is physically and visually present in the landscape and still conveys its historically significant design characteristics. In large part due to the maintained rural nature of Ware County's landscape south of Waycross, and by the fact that the Okefenokee Swamp's terrain and its immediate surroundings have limited development, the essential linear quality and continuity of the WASO have been mostly preserved, either as undisturbed rail embankments, or as repurposed narrow, unpaved roads or trails. The railroad thus remains a good and generally intact example of early-twentieth-century rail construction in southeastern and coastal Georgia.

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 WASO is considered eligible for listing in the National Register of Historic Places, for the reasons described above. Its period of significance is 1910 to 1927, the primary period of the line's development and operation prior to its abandonment.

EVALUATION OF INTEGRITY

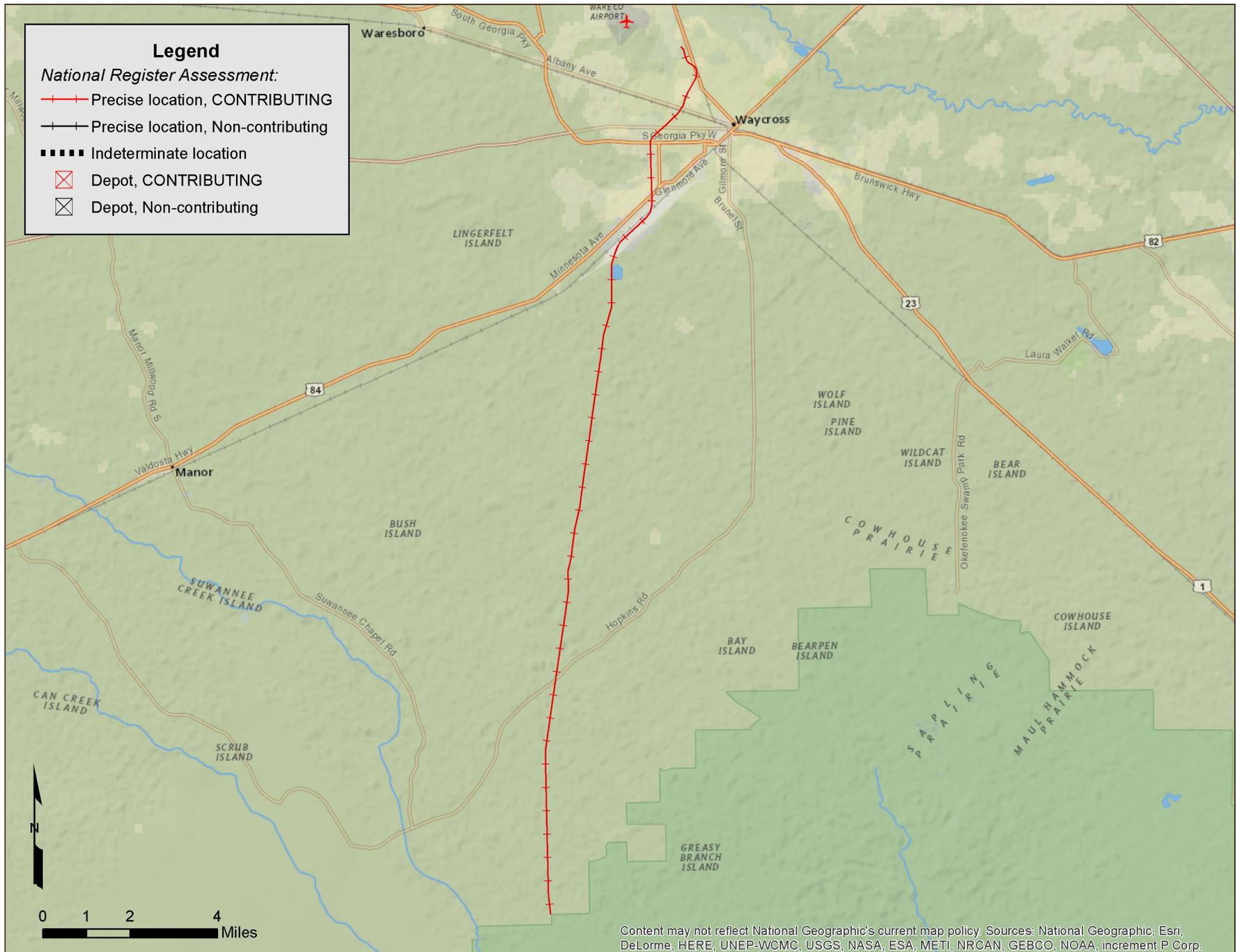
The WASO has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains substantially unchanged since its construction; therefore, the resource retains integrity of location and setting. As the alignment and roadbed, including cuts and grades, remains substantially intact, despite its 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 WASO's proposed National Register boundary corresponds to the railroad's historic rights-of-way, including the section in Waycross that is now operated by CSX Transportation. This proposed boundary contains all National Register-qualifying characteristics and features of the resource and includes the railroad's former alignment, including the railbed and other elements of the rail resource, including any cuts and built-up grades.

PREPARED BY

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WASO: Resource Location Map



WASO: State Street crossing, Hebardville (Waycross) vic., Ware County



WASO: State Street crossing, Hebardville vic.



WASO: Garlington Avenue crossing, Hebardville



WASO: Garlington Avenue crossing, Hebardville