

Wadley Railroad Depot
Wadley, Randolph County, Alabama



**Nomination to the
National Register of Historic Places**

First Draft, October 31, 2010



SCHNEIDER
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5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public - Local
- public - State
- public - Federal

Category of Property
(Check only **one** box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		district
		site
		structure
		object
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: rail-related

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19th & 20th CENTURY REVIVALS:
Mission/Spanish Colonial Revival

Materials
(Enter categories from instructions)

foundation: CONCRETE
walls: CONCRETE
roof: TILE
other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Wadley Depot is a one-story poured concrete Mission style railroad building with a hipped clay tile roof with partially exposed rafter ends, cross gables intersecting neo-Spanish style frontones, and extended eaves supported by oversized decorative wooden brackets. The building is located on a relatively flat, open site along the west side of the present-day CSX Transportation railroad line just east of the historic commercial core of Wadley. The irregularly-shaped building consists of a rectangular core to the north with a small secondary gable wing to the east toward its south end and a larger gable extension to the south with a smaller projection to its west. A concrete cargo platform extends along the north end of the east elevation of the core and ramps down at its south end. A smaller ramp accesses a cargo entrance off-center at the west elevation.

Narrative Description

The principal three-bay wide south façade has an oversized central round arched opening that contains a double leaf door with leaded glass sidelights and a large round-arched leaded glass transom. The opening has a raised concrete surround with a decorative keystone and imposts. Segmental arched window openings with raised concrete surrounds flank the entrance to either side and retain their historic double hung sash: segmental arched leaded glass upper sash above two-light lower sash. Brackets supporting the wide roof overhang flank each opening. Each bracket consists of a horizontal chamfered cross bar with a shaped end, an angled chamfered strut, and a chamfered tie perpendicular to the strut. The brackets are supported by shaped wooden bases on simple projecting concrete imposts. A shaped neo-Spanish style frontone is centered at the roof above the entrance and has a slightly projecting cap and a recessed decorative panel. The foundation projects slightly below a water table between the entrance opening and the building corners. Exterior wall surfaces are poured concrete that have been painted. The southern elevation of the west projection is recessed one from the façade and has no openings. The southern elevation of the east wing is recessed two bays from the façade and has a centrally-placed window similar to those at the façade.

The ten-bay east elevation faces the railroad tracks and its design is similar to the facade. The northern six bays represent the core. The next two bays to the south project one bay to the east of the core and represent the east wing. The east wing is capped by a shaped neo-Spanish style frontone. The two southern bays are recessed behind the plane of the core and represent the south extension. Segmental arched cargo openings with raised concrete surrounds are set within the two northern bays and open onto the concrete loading platform. Each contains a sliding vertical board wood cargo door with cross bracing. A short, wide rectangular window opening flanks the southern cargo door and is set within a segmental arched projecting surround close to the roof. The opening contains a fourteen-light wood window. The next bay to the south and the four southern bays contain windows similar to those at the façade. The remaining two bays have segmental arched openings with raised concrete surrounds and five-panel wood pedestrian doors with arched leaded glass transoms.

The west elevation is similar in design to the east. Similar fourteen-light windows are set within the first and fourth bays (from the north) and flank similar cargo entrances. A pedestrian entrance within a rectangular opening with a five-panel wood door and a rectangular transom is located at the fifth bay. A pair of four-light windows within rectangular projecting concrete surrounds is set just below the roofline at the sixth bay. A pair of windows, similar to those at the façade, is located at the seventh bay. The eighth bay has a segmental arched pedestrian entrance, similar to those at the east elevation, with a shed clay tile canopy supported by decorative brackets. The ninth bay, representing the west extension to the south extension, has a pair of similar four-light windows. The west elevation of the south extension is recessed one-bay and has an off-center window similar to those at the façade. The two southern bays of the core extend to a shaped neo-Spanish style frontone. The north elevation has a central cargo entrance similar to those at the side elevations.

The interior plan consists of a passenger lobby at the south end of the building that is flanked to the west by two small ancillary rooms. Two rooms are located to the north of the lobby at the southern end of the core. The easternmost of these rooms appears to have originally served as a passenger waiting room and the westernmost as a ticket office. A secondary corridor and room located to the north of the easternmost room extends into a large cargo room at the north end of the building. A smaller closet is partitioned at the southwest corner of the cargo area. The three southern rooms and the secondary corridor are finished with beaded board ceilings and walls and have exposed wood floors. The three southern rooms also have molded window and door surrounds, molded baseboards, and chair rails. The cargo area has an exposed concrete floor, exposed concrete walls, and exposed roof truss system.

Alterations have been limited to the removal of some interior trim and doors, vandalism to all exterior windows, and the addition of a temporary wire mesh wall that subdivides the cargo area. The building is in generally fair condition, with evidence of moisture-related deterioration to interior finishes and flooring.

Archaeology

An archaeological assessment of the study area was not completed as part of this project. However, given the nature of the area's history, there is potential that subsurface remains could provide additional information about the historical development of the site.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions)

Transportation _____

Architecture _____

Period of Significance

1907-ca. 1964 _____

Significant Dates

1907 _____

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

The period of significance for the resource is 1907 to circa 1964, reflecting the period from the construction of the resource through circa 1964, when it ceased to function as a railroad depot.

Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Wadley Railroad Depot is locally significant under Criterion A in the area of transportation and is of statewide significance under Criterion C in the area of Architecture. The building was constructed in 1907 by the Atlanta, Birmingham, and Atlantic Railroad to serve the new town of Wadley, planned and developed by the Callaway Development Company of LaGrange, Georgia. The company abandoned its plans in 1910 and the lofty expectations for the town's growth and potential went unrealized. Still, Wadley had established itself by that time as a small regional trade center, a role it has continued to play ever since. The Wadley Railroad Depot was a central element of the community's economic and social life until it closed circa 1964.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

Transportation

The Wadley Railroad Depot is of local significance in the area of Transportation for its role as the principal train depot for the town of Wadley from 1907 until circa 1964. The Callaway Company conceived Wadley as a planned model industrial community that would couple its location along the Tallapoosa River with an excellent central location between Birmingham and LaGrange along the new Atlanta, Birmingham, and Atlantic Railroad line. The Wadley Railroad Depot served as the passenger and freight depot in Wadley for the ABA and its successors from 1907 until it was closed circa 1964.

Architecture

The Wadley Railroad Depot is of statewide significance in the area of Architecture as one of only three documented Mission style railroad stations surviving in Alabama. The other examples are the North Carolina and St. Louis Railroad Depot in Bridgeport and the Gulf, Mobile, and Ohio Passenger Terminal in Mobile. Only the former shares the relatively restrained stylistic detailing found in the Wadley depot including a clay tile roof, neo-Spanish style frontones, and stucco or concrete exterior walls. The three-story Mobile terminal is a much larger and high style example that exhibits elaborate architectural detailing. The Wadley depot is the only one story example among the three. A fourth example, very similar to the Wadley Depot and also built for the ABA Railroad, was destroyed by fire in 2006.

Developmental history/additional historic context information (if appropriate)

Historical Narrative

The Atlanta, Birmingham, and Atlantic Railroad was organized in 1905 with the intent of acquiring the Atlantic and Birmingham Railway and linking Atlanta and Birmingham. The consolidation was completed in April 1906 and work progressed from Montezuma to Talbotton, Georgia, that year and was completed to LaGrange, Georgia in January 1907.¹ The Railway Age reported that the railroad was opened to Wadley on September 8, 1907 and noted: “work is progressing from Wadley to Pyriton, Ala., where a junction is made with the Alabama Division, which is in operation from Talladega to Ashland. Work also is progressing from Talladega to Birmingham and on a branch to Atlanta, Ga.”²

Advertisements for the railroad in 1907 boasted that the line “Operates the Finest Trains in the South. Vestibuled. Electric-lighted throughout, with Steam Heat in Winter and Electric Fans in Summer, Coaches elegantly appointed and provided with all modern appliances, affording travel with ease, comfort, and luxury.”³ A “Map of the Atlanta, Birmingham & Atlantic Railroad and Brunswick Steamship Company” of that year showed the line extending from Birmingham and Atlanta to Warm Springs, Georgia, then southeast to Fitzgerald, where one branch headed southwest to Thomasville, and another southeast to Brunswick where it linked to steamship lines serving New York, Boston, and Havana, Cuba.

The section of the railroad extending to Birmingham was completed in the summer of 1908. By 1909, the company was referring to itself as the Bee Line and boasting that it provided the most direct route from Birmingham to the Atlantic Coast.

The AB&A was plagued by financial problems almost immediately and went into receivership in 1909. The company was reorganized in 1916 as the Atlanta, Birmingham, and Atlantic Railway. At that time, the company’s entire bonded debt “including more than \$14 million first mortgage bonds, and more than \$2.4 million Alabama Terminal Company first mortgage bonds” plus a substantial amount of stock were wiped out.⁴ The reorganized company had capital stock worth \$30 million and its security holders paid in \$3.6 million in cash against an outstanding bond issue of \$4 million and bonds totaling \$5 million.

On October 23, 1916, the Interstate Commerce Commission posted a tentative valuation for the company:

Cost of reproduction of property owned and used (not including land)	\$24,155,000
Lands owned and used	2,291,413
Lands owned and not used	1,165,000
Materials and supplies	433,000
Mulga Branch leased to another operating company	788,000
Total	\$28,832,413
Cash on hand	200,000
Grand Total	\$29,032,413 ⁵

The company defaulted on its bonds the following year and the New York Times noted that the company “has been in the hands of a receiver since February 24, 1921, and had operated at a loss since it was turned back from Federal control.”⁶

¹ Storey, Steve. “Atlanta, Birmingham, & Atlantic Railroad.” Georgia’s Railroad History and Heritage, www.railga.com.

² “Construction,” The Railway Age, Vol. XLIV, No. 13, September 27, 1907, p. 442.

³ American Association of General Passenger and Ticket Agents, “The Official Railway Guide of the Railways and Steam Navigation Lines of the United States (Philadelphia, PA: National Railway Publication Co.), No. 2, July, 1907, p. 1016.

⁴ “Liquidation Rumor is Denied by Bayne,” New York Times, January 3, 1920.

⁵ “Report on Valuation,” The Traffic World, November 18, 1916, p. 1033.

The company went into foreclosure in 1922 and was again reorganized as the Atlanta, Birmingham and Coast Railroad in 1926. In a 1935 court case, the opinion of the court stated that “it appeared, among other things, that the railroad had been an enterprise peculiarly disastrous to investors.”⁷ The Atlantic Coast Line Railroad was the company’s major stockholder and acquired it outright in 1946, when it became the Atlantic Coast Line Western Division. In 1967, the Atlantic Coast Line merged with the Seaboard Air Line to form the Seaboard Coast Line Railroad. The line was merged with the Chessie System and the Seaboard System in the 1980s as the CSX System.

Wadley

The area surrounding present day Wadley was settled in the 1830s by members of the Harris, Hardy, Smith, McGill, Roberts, Danielly, and Noell families. The nearest town, Louina, was located on the east side of the Tallapoosa River. The present town was created with the coming of the Atlanta, Birmingham, and Atlantic Railroad, with its first businesses established in 1906 to serve the railroad workers.

Fuller E. Callaway, president of the Callaway Development Company of LaGrange, Georgia, recognized the potential for a new city along the ABA Railroad’s main line and adjacent to the Tallapoosa River, 54 miles from Talladega and 39 miles from LaGrange, to become a regional market and trade center. Callaway was a self-made entrepreneur who, by 1900, had established textile mills along the Chattahoochee River in and around LaGrange. Callaway’s various business enterprises grew over time to include several cotton mills, banks, other industrial and commercial businesses, and his family became one of the wealthiest and most prominent in Georgia. In 1952, they established Callaway Gardens and were noted for the philanthropic endeavors.

The Callaway company acquired the land on which the new town would be built circa 1906. Anticipating that the new community would rival at least the nearby mill town of Roanoke, the ABA planned and constructed the present substantial concrete depot. Contemporary accounts record that the depot cost \$12,000 to build and was completed in 1907.⁸

Callaway carefully planned the new “model” community and named it after George Dole Wadley, Vice President and General Manager of the Wright, William, and Wadley construction company, one of three contractors then building railroads for the ABA, and also Second Vice President of the railroad itself.⁹

Wadley was designed as a model city, its principal streets are eighty feet wide, and the narrowest sixty feet. The business lots are 25 x 90 feet with twenty foot alleys in the rear, and residence lots are 50 x 190 feet and upward, and all have alleys in the rear. The first thing the Development Company did after deciding upon the location of the town was to have a topographic survey and map made of the entire property. This consumed several weeks of time of an expensive engineering party, taking levels at every five feet and preparing a map showing the exact contour of the ground, every elevation, depression, twist or turn just as it was. This map was then turned over to one of the most expert engineers in the country who planned the layout of the town. Experts have pronounced it ideal and anyone can appreciate its excellence.¹⁰

⁶ “Bondholders’ Committee,” *New York Times*, December 3, 1921.

⁷ *Atlanta, B. & C.R Co. v. United States*, et al. 296 U.S. 33, November 11, 1935.

⁸ “Wadley, Alabama,” *LaGrange Reporter*, August 14, 1908, reprinted in: Iota Chapter of Phi Theta Kappa, ed. *Tap Roots: A Historical Account of Southern Union State Junior College and Areas in Randolph County* (Roanoke, AL: The Roanoke Ledger, 1976), p. 21.

⁹ “Construction,” *The Railway Age*, Vol. XLI, No. 19, May 11, 1906, p. 803; American Association of General Passenger and Ticket Agents, p. 1015.

¹⁰ No record has been found to document the name of the of the engineer or landscape architect responsible for the town’s plan; “Wadley, Alabama,” pp. 19-20.

An article in the LaGrange Reporter dated August 1, 1908 boasted that Wadley was a “veritable ‘magic city’ which bids fair to soon to become the most important city in East Alabama.”¹¹

The first commercial building in the new town was constructed about 1906 by M. H. Radney to serve the construction workers building the railroad. By the time the line was completed in 1907, additional businesses had opened and the town soon contained a small collection of substantial brick commercial buildings, including a hardware store built by Radney to replace the frame building had begun his business in. By the following summer, the LaGrange Reporter noted:

Although the development of Wadley has been wonderfully rapid, it is in no sense a boom town. On the contrary, its development has been conducted along the most original lines. The efforts of its developers have been directed so far toward gathering a nucleus of sound, substantial citizens and business enterprises as a foundation.¹²

By the time Wadley was incorporated on September 15, 1908 its population had risen to 333 and the downtown commercial core included the Bank of Wadley, Fletcher Brothers Supply Merchants, Handley’s Hardware Store, and “three substantial brick stores.”¹³ The Callaway Development Company was then building a brick building that would house five stores on the first floor and a hotel on the second and L. S. Schuressler’s supply company was building a new building. The LaGrange Reporter article summarized the town’s growth in its first year:

Wadley now has sixteen brick stores completed and in various stages of construction in addition to a number of wooden stores. It’s station building, a handsome concrete edifice, cost over \$12,000. The two brick businesses and hotel block in course of construction will cost about \$20,000. With a strong bank in its own building, with two warehouses, a large modern ginnery, a wood working establishment, with good schools, two churches nearing completion, and a third in contemplation, with houses going up on all sides and three to five applicants for each house, it will be readily seen that Wadley has passed the doubtful stage and has taken its place in the front rank of Alabama’s young municipalities

The Methodist Episcopal Church South established a church here in December 1907 and erected a sanctuary the following year. Baptist and Christian churches were begun in 1908. By 1910, the town’s population reached 426.¹⁴

Residential development also progressed rapidly from 1907 until 1910. On October 15, 1908, the Callaway Company held a free barbeque where “lots were auctioned off with easy payment terms; special trains with low round-trip fares were arranged, and the public was invited to write for ‘handsome’ illustrated circulars and maps.”¹⁵ The focal point of the town’s plan was a large park atop a hill to the west of the commercial core that was named Highland Circle. More substantial residences were built surrounding the park with more modest dwellings constructed to its north and west.

The Callaway Development Company acquired the water rights along the river with the intent of developing the town as a manufacturing center much as it had done in LaGrange. Callaway had intended to dam the river and to build a textile mill but by 1910 he and the town council had a disagreement and the company abandoned its activities in Wadley.

¹¹“Wadley, Alabama,” p. 19.

¹² Ibid.

¹³ “Wadley, Alabama,” p. 20

¹⁴ Mrs. Frank Ross Stewart, Sr., Alabama’s Randolph County: A History of the County and Her People, Volume One (Centre, AL: The Stewart University Press, 1992), n.p.

¹⁵ Mrs. Grace Crowder, “History of Wadley,” Roanoke Ledger, June 6, 1977; reprinted in Tap Roots, p. 52.

The loss of such a substantial business interest ended Wadley's hopes of becoming the "Magic City" that Callaway had envisioned. But the community had become firmly rooted and continued to develop as a small regional trade center, albeit at a much slower pace. The town's population grew to 505 by 1920 and only reached 527 by 1930.

In addition to its various commercial enterprises, the Marbury Lumber Company began operations in Wadley in 1917. A 1933 fire insurance map published by the Alabama Inspection and Rating Bureau indicates that the core commercial area was much the same as it had been in 1910 with small clusters of brick buildings at the intersections of Main and Broad and Lee Streets. Several adjacent frame business buildings and a planing mill to the east of the depot are also indicated, as is a planing mill operated by O. O. Cotney is also shown.

When the General Convention of Christian Churches in the South began looking for a site to locate its new college in 1920, John M. Hodge of the Bank of Wadley offered land and the people of Wadley raised \$22,262.50 toward the venture. The town's fortunes in the ensuing years would rely heavily on the school. Opened in September 1923 as Bethlehem College, the institution offered a full four-year high school program and two years of college with "the noble idea of providing education and ideas for scattered rural churches in the area of low family incomes."¹⁶ The name of the college was changed to Piedmont College in 1928 when the Congregational and Christian denominations united. The school was forced to close for a short time during the Depression and was reincorporated in 1934 as the Southern Union College. It was acquired by state university system in 1964 and now operates as a state junior college.

Wadley continues to be a small rural community with a 2009 population of 649. While much of its historic core remains, many of the buildings are underutilized and suffer from deferred maintenance.

Architecture

The Wadley Railroad Depot is an excellent example of a small scale Spanish Mission style railroad station. It retains the essential elements of its historic design: a clay tile roof with wide bracketed overhanging eaves, neo-Spanish style frontone parapets at its three principal elevations, smooth concrete walls simulating adobe, and vestiges of original leaded glass windows.

The Wadley Railroad Depot is one of only three documented Mission style railroad stations surviving in Alabama. The North Carolina and St. Louis Railroad Depot in Bridgeport shares the relatively restrained stylistic detailing found in the Wadley depot including a clay tile roof, neo-Spanish style frontones, and stucco exterior walls. The three-story Mobile, and Ohio Passenger Terminal in Mobile terminal is a much larger high style example that exhibits elaborate architectural detailing. Of the three, the Wadley depot is the only one-story example.

Only two other Spanish Mission style railroad stations have been documented along the route of the Birmingham, and Atlantic Railroad, those in Fitzgerald, Georgia and Roanoke, Alabama. While the Fitzgerald station was larger than those in Wadley and Roanoke, it was stylistically less cohesive, as only its flanking wings exhibited the shaped frontones that dominated the designs of the other stations. The Roanoke depot was very in similar in appearance to the Wadley Depot but was destroyed by fire in July 2006.

¹⁶ Tap Roots, p. 11

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

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"Wadley, Alabama." LaGrange Reporter, August 14, 1908, reprinted in: Tap Roots, 1976.

"Wadley's Growth was Phenomenal." The Roanoke Ledger. March 27, 1912, p. 1.

Wedowee, Alabama. Randolph County Judge of Probate. Deed Books.

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been Requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
 Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 0.25 ac.
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	16	634075	3665504	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

The nominated boundary is shown on an accompanying scaled map prepared from tax assessment maps for the Assessor's Office for Randolph County, Alabama and U.S.G.S topographic maps. The boundary includes a 52'0" x 210'0" parcel leased to the City of Wadley from the Seaboard System Railroad, Inc., by a lease dated June 10, 1983, with the present building centered on UTM reference 16 / 634075 / 3665504.

Boundary Justification (explain why the boundaries were selected)

The boundary includes the resource and the land leased to the City of Wadley by the Seaboard System Railroad, Inc. The nominated area includes the entire building footprint plus all roof overhangs.

11. Form Prepared By

name/title David B. Schneider/Susan Enzweiler (reviewer)
 organization Schneider Historic Preservation, LLC/Alabama Historical Comm. date 10/31/2010
 street & number 411 E. 6th Street telephone 256-310-6320
 city or town Anniston state AL zip code 36207
 e-mail dbschneider@bellsouth.net

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Wadley Railroad Depot
City or Vicinity: Wadley
County: Randolph County
State: AL
Name of Photographer: David B. Schneider
Date of Photographs: September 2010
Location of Original Digital Negatives: 411 E. 6th St., Anniston AL 36207

Photo #1 (AL_RandolphCo_WadleyRRDepot_0001)
South facade (left) and east elevation (right), camera facing northwest

Photo #2 (AL_RandolphCo_WadleyRRDepot_0002)
South facade (right) and west elevation (left), camera facing northeast

Photo #3 (AL_RandolphCo_WadleyRRDepot_0003)
East (left) and north (right) elevations, camera facing southwest

Photo #4 (AL_RandolphCo_WadleyRRDepot_0004)
North (left) and west (right) elevations, camera facing southeast

Photo #5 (AL_RandolphCo_WadleyRRDepot_0005)
East (right) elevation and south (left) facade, camera facing northwest

Photo #6 (AL_RandolphCo_WadleyRRDepot_0006)
South facade, camera facing north

Photo #7 (AL_RandolphCo_WadleyRRDepot_0007)
South facade, detail of frontone, camera facing north

Photo #8 (AL_RandolphCo_WadleyRRDepot_0008)
South facade, detail of lower level, camera facing north

Photo #9 (AL_RandolphCo_WadleyRRDepot_0009)
South facade, detail of window, camera facing north

Photo #10 (AL_RandolphCo_WadleyRRDepot_0010)

West elevation, detail, camera facing east

Photo #11 (AL_RandolphCo_WadleyRRDepot_0011)
Interior, south room, camera facing southwest

Photo #12 (AL_RandolphCo_WadleyRRDepot_0012)
Interior, center-east room, camera facing northeast

Photo #13 (AL_RandolphCo_WadleyRRDepot_0013)
Interior, center-west room, camera facing southwest

Photo #14 (AL_RandolphCo_WadleyRRDepot_0014)
Interior, north room, camera facing north

Photo #15 (AL_RandolphCo_WadleyRRDepot_0015)
Interior, north room, camera facing south

Property Owner:

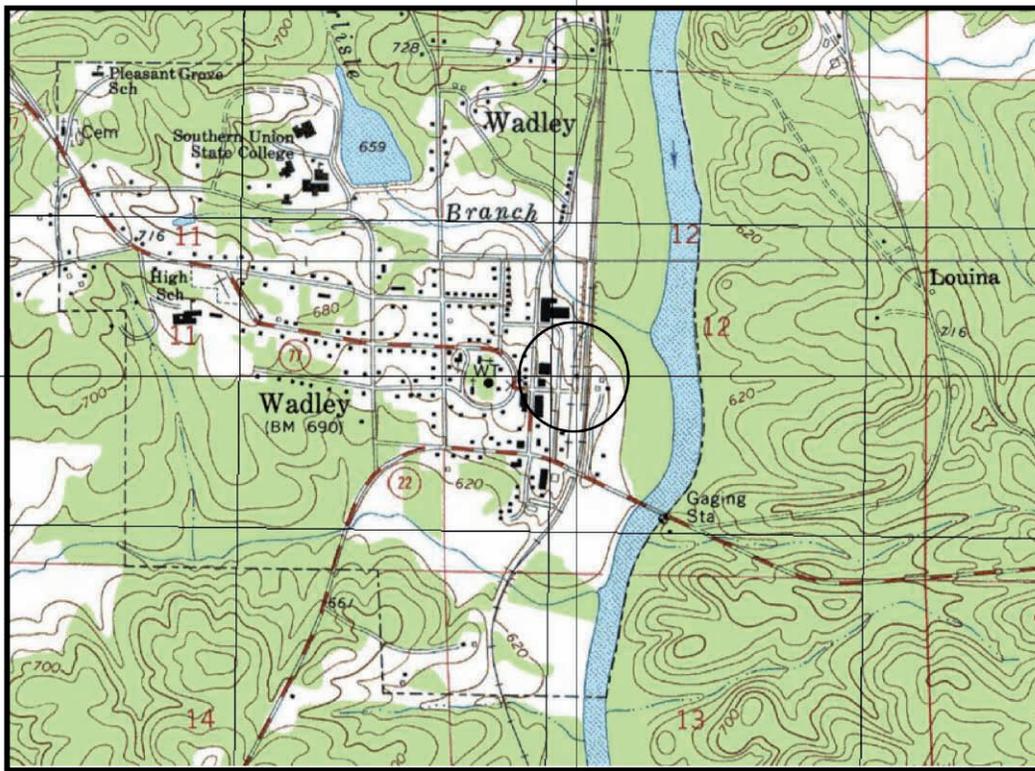
(complete this item at the request of the SHPO or FPO)

name CSX Transportation, Inc.
street & number 500 Water Street telephone 904-359-3200
city or town Jacksonville state FL zip code 32202

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

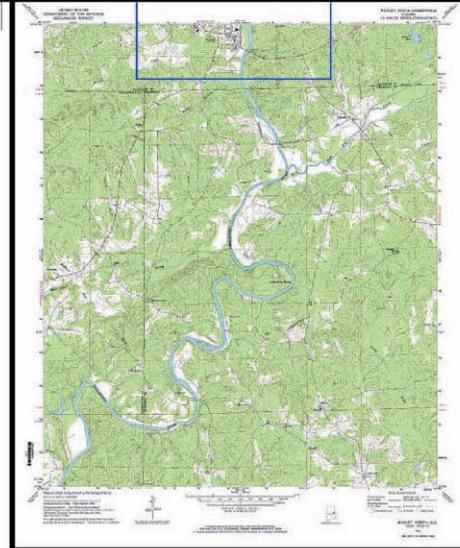
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

U.S.G.S. Topographic Map



Wadley South Quadrangle

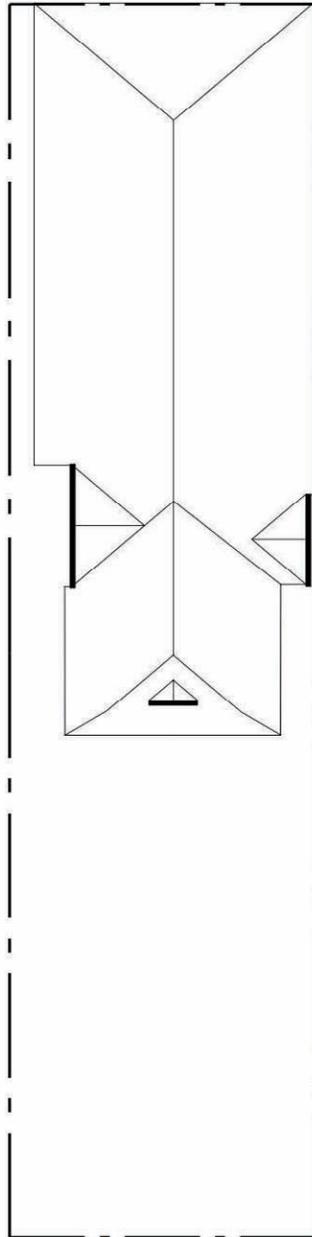
Zone Easting Northing
16 634075 3665504



Site Plan

Wadley Railroad Depot

Broad Street, Wadley, Randolph County, Alabama



Scaled Drawing
Reduction Scale Not Determined



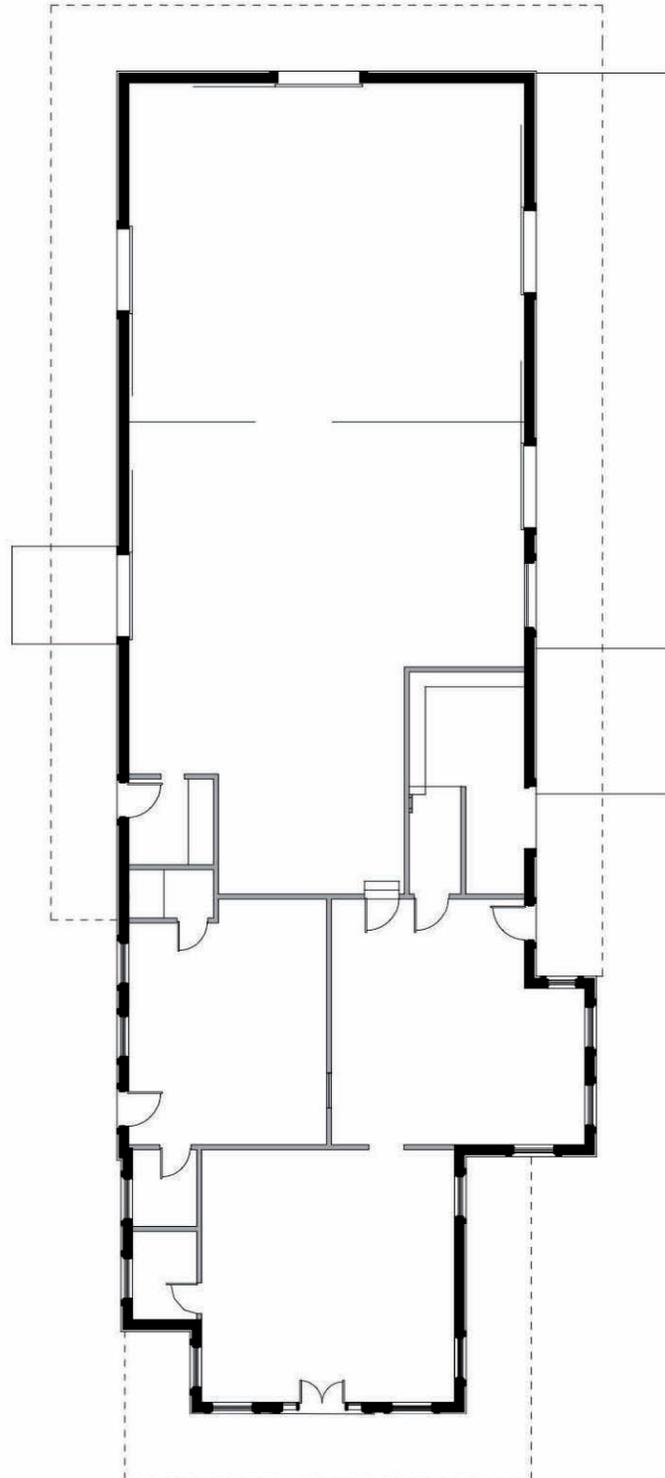
SCHNEIDER Historic Preservation, LLC

411 East 6th Street, Anniston AL 36207 • Phone: (256) 310-6320
Fax: (334) 323-5631 • e-mail: dbschneider@bellsouth.net

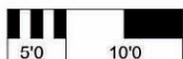
Floor Plan

Wadley Railroad Depot

Broad Street, Wadley, Randolph County, Alabama



Scaled Drawing
Reduction Scale Not Determined



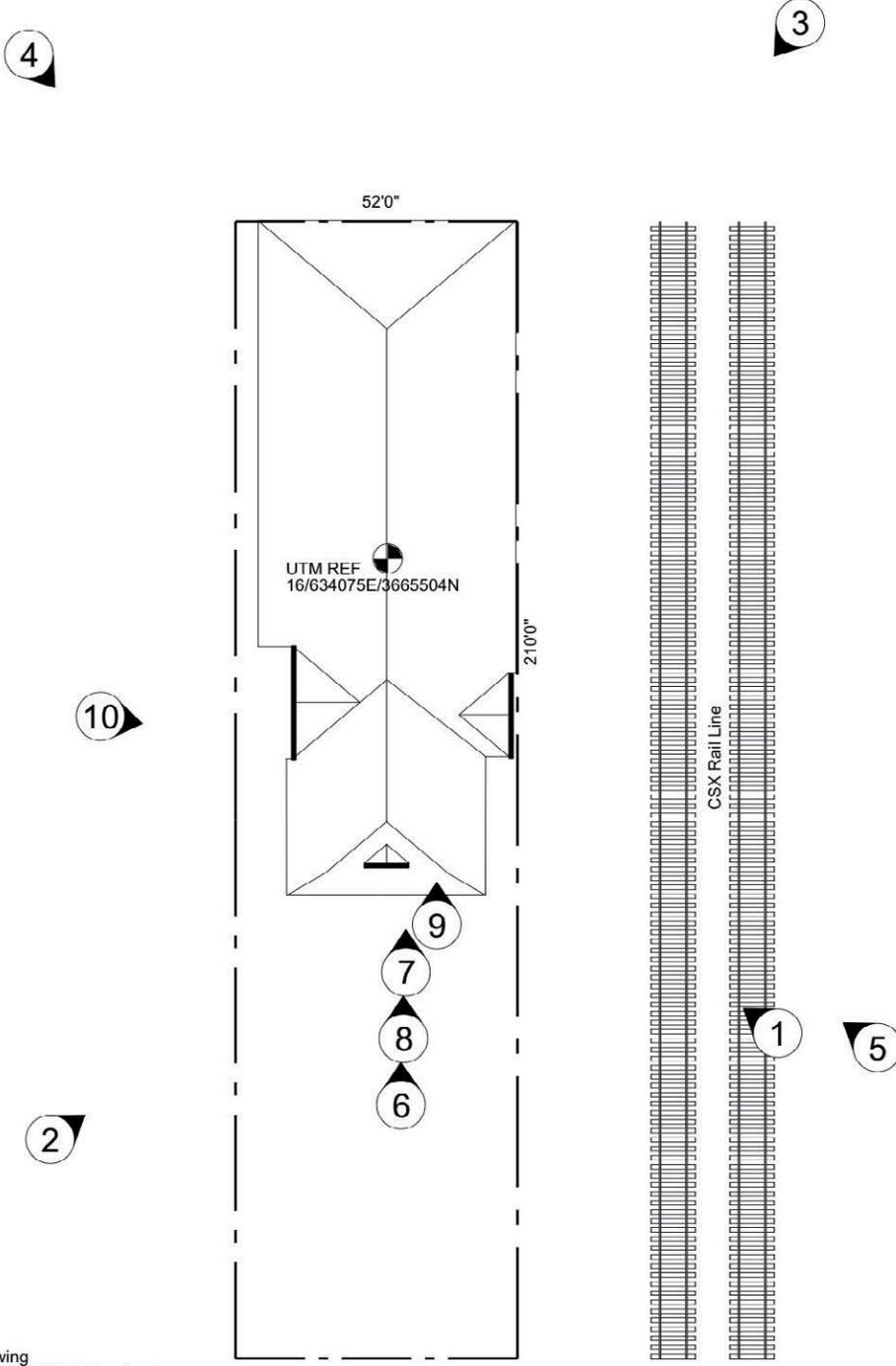
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Site Plan with Photo Directions Indicated

Wadley Railroad Depot

Broad Street, Wadley, Randolph County, Alabama

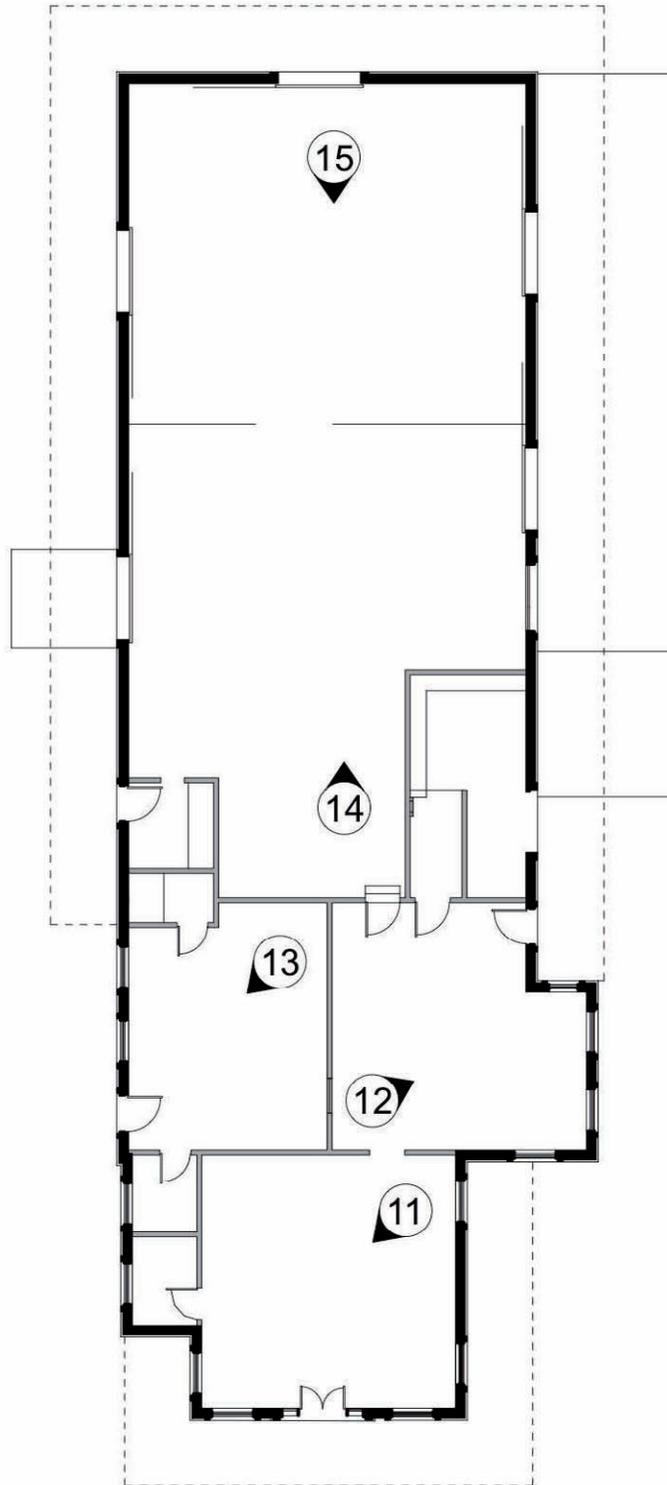


NORTH
Scaled Drawing
Reduction Scale Not Determined
50 100

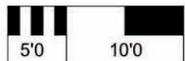
First Floor Plan with Photo Directions Indicated

Wadley Railroad Depot

Broad Street, Wadley, Randolph County, Alabama



Scaled Drawing
Reduction Scale Not Determined



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Wadley Railroad Depot
Wadley, Randolph County, AL
David B. Schneider
September 2010
411 E. 6th St., Anniston AL 36207

Photo #1
South facade (left) and east elevation (right),
camera facing northwest
Image: AL_RandolphCo_WadleyRRDepot_0001
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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David B. Schneider
September 2010
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Photo #2
South facade (right) and west elevation (left),
camera facing northeast
Image: AL_RandolphCo_WadleyRRDepot_0002
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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Photo #3
East (left) and north (right) elevations, camera
facing southwest

Image: AL_RandolphCo_WadleyRRDepot_0003
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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Photo #4
North (left) and west (right) elevations, camera
facing southeast

Image: AL_RandolphCo_WadleyRRDepot_0004
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
Wadley, Randolph County, AL
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September 2010
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Photo #5
East (right) elevation and south (left) facade,
camera facing northwest
Image: AL_RandolphCo_WadleyRRDepot_0005
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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Photo #6
South facade, camera facing north
Image: AL_RandolphCo_WadleyRRDepot_0006
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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Photo #7
South facade, detail of frontone, camera facing
north
Image: AL_RandolphCo_WadleyRRDepot_0007
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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Photo #8
South facade, detail of lower level, camera facing
north
Image: AL_RandolphCo_WadleyRRDepot_0008
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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Photo #9
South facade, detail of window, camera facing north
Image: AL_RandolphCo_WadleyRRDepot_0009
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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Photo #10
West elevation, detail, camera facing east
Image: AL_RandolphCo_WadleyRRDepot_0010
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



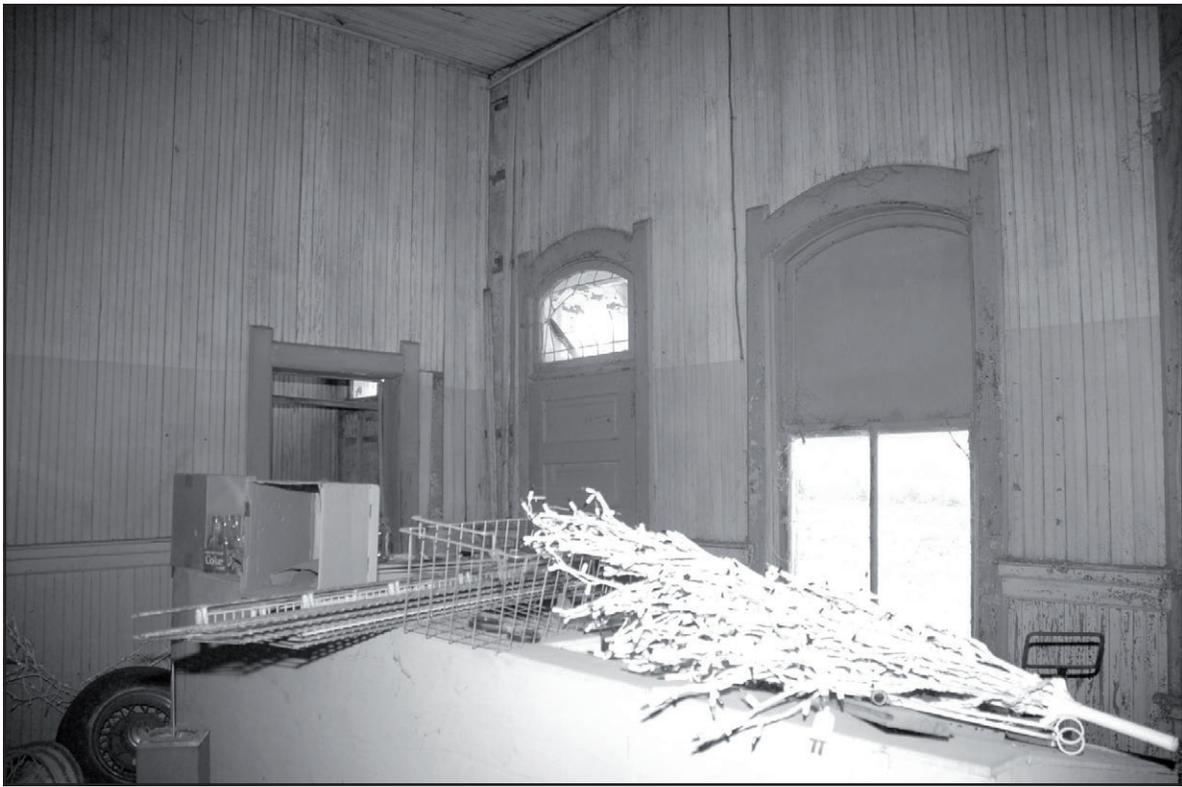
Wadley Railroad Depot
Wadley, Randolph County, AL
David B. Schneider
September 2010
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Photo #11
Interior, south room, camera facing southwest
Image: AL_RandolphCo_WadleyRRDepot_0011
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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Photo #12
Interior, center-east room, camera facing northeast
Image: AL_RandolphCo_WadleyRRDepot_0012
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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Photo #13
Interior, center-west room, camera facing
southwest
Image: AL_RandolphCo_WadleyRRDepot_0013
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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Photo #14
Interior, north room, camera facing north
Image: AL_RandolphCo_WadleyRRDepot_0014
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper



Wadley Railroad Depot
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Photo #15
Interior, north room, camera facing south
Image: AL_RandolphCo_WadleyRRDepot_0015
Print: Epson Ultrachrome Ink on Premium Glossy Photo Paper