

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

76000628

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Peachtree Southern Railway Station
AND/OR COMMON
Brookwood Station

2 LOCATION

STREET & NUMBER
1688 Peachtree Street, N.W.
CITY, TOWN
Atlanta
STATE
Georgia
VICINITY OF
COUNTY
Fulton
CODE
CONGRESSIONAL DISTRICT
NOT FOR PUBLICATION

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
Southern Railway System
STREET & NUMBER
99 Spring Street, S.W.
CITY, TOWN
Atlanta
STATE
Georgia
VICINITY OF

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.
Fulton County Courthouse
STREET & NUMBER
160 Pryor Street, S.W.
CITY, TOWN
Atlanta
STATE
Georgia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Survey of Historic Structures, Sites and Districts, Urban Design Commission
DATE
1973
DEPOSITORY FOR
SURVEY RECORDS
City Hall, Atlanta Urban Design Commission
CITY, TOWN
Atlanta
STATE
Georgia
FEDERAL STATE COUNTY LOCAL

DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Brookwood Station, located on the corner of Peachtree Road and Deering Road, was conceived by its architects, Hentz, Reid and Adler, as an Italian Renaissance pavillion. Typical of the renaissance pavillion, the Peachtree facade is composed of three bays defined on each end and separated by a total of four wide, brick pilasters. Each pilaster, of the giant order, possesses a low limestone base and an unusual capital which at first seems to be made up of one large capital. On second glance, however, the capital proves itself to be quite deceptive, for it is, in fact, made up of two parts: an ill-proportioned "capital" which is only slightly larger than the pilaster base below and a portion of the building's heavy, projecting entablature. Due to the fact that the uppermost courses of moulding in the entablature flare out in a manner not dissimilar to most capitals, this treatment of the pilasters can be taken as intentional on the architects' behalf. This entablature, which connects the pilasters and is relatively flush with the brick facade which spans them, has been finished in sections and chiseled out to bear the words "Peachtree", "Southern Ry." and "Station", in the first, second, and third bays respectively. In addition, each bay of this facade is infilled by a large entranceway executed in a Palladian window motif which is the key element in producing the building's unusual sense of scale. A double wood and glass door is found in the center of each of these entrances and is topped by a small canopy which is probably the only non-High Renaissance element in the motif. The center bay canopy is actually a pedimented gable with swags set between its supporting brackets. The two end canopies are less classical and have curved tops which terminate in acroterions. Four corinthian columns make up each of the major vertical elements of the Palladian-inspired entranceways while large, but well-proportioned, bracketed keystones tie the round arches of the portals to the building's entablature.

The south facade, which faces the Interstate highway, is one bay wide with the brick wall terminated in both the east and west ends by the same type of wide, brick pilasters as are found on the Peachtree front of the terminal. Between the pilasters are four corinthian columns which are set in pairs with each pair supporting a broken entablature that is joined by a semi-circular fanlight-type window in the same Palladian-inspired motif as the other facades. This motif has been carried out in smooth-cut stone and set against the red brick of the wall, reminiscent of Georgia-type detailing. A statue of the president of the Samuel Spencer (1867-1906), which formerly stood at the Terminal Station in downtown Atlanta, was placed on this side of the building in 19 , and positioned in such a manner as to be framed by the decorative elements of this facade. A garden has been created utilizing the statue as a focal point of the design and has been made into a secluded space by means of dense shrubbery and a relatively low brick wall which was built out from the station to better define the area.

The rear, or west facade, of the Brookwood Station is rather unsightly which is attributable in large part to the functional requirements of this portion of the building. While the station proper is basically a rectangular building, a sheltered porch-like area and several clerk's offices have been created off of the main block of the building and attached to it at a skewed angle. The clumsiness of the composition of the rear facade is the direct result of this odd

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angle of attachment. Overlooking the railroad tracks is the concourse from which stairs descend to the track platform. Both the stairway and the track platform are covered with the platform proper being some 1,100 feet in length, designed to accommodate the largest of passenger trains. It should also be noted that the station is so arranged that no tracks have to be crossed in any fashion to reach a train, the primary advantage that the "through station" concept has over other railroad terminals.

The Deering Road facade is somewhat more unified than the rear facade and the skewed angle at which the rear additions are attached appears to be more natural on this side of the building. A space at the side of the main block of the terminal has been utilized as a taxi stand with a double wood and glass door leading directly into the waiting room of the building.

The interior of the Brookwood Station is simple both in terms of its layout and design. There are two waiting room spaces, with one slightly larger than the other, that constitute the bulk of the main block of the building; both rooms possess pew-like wooden benches whose curved backs act as stands for street-like lighting lamps. A short brass rail defines the ticket window area against the west wall of the main waiting room. A door to the left of this window gives access to the "rear porch" of the building and the stairs that lead to the railroad concourse.

SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1918

BUILDER/ARCHITECT Hentz, Reid, and Adler

STATEMENT OF SIGNIFICANCE

The sole survivor of a bygone era, the Brookwood Station - formerly known as the Peachtree Station of the Southern Railway Company - is located on the Brookwood Bridge at Peachtree and Deering Road. Its significance in the area of transportation lies in the fact that it is the last of the passenger terminals in Atlanta - a city which owes its very existence to the railroads. It has greater significance, however, in the area of architecture where it proudly stands as a work of the eminent Atlanta architects, Hentz, Reid and Adler, and represents a good example of the "Through Station" design concept applied to a suburban railroad terminal. While located in what is now a bustling section of "mid-town" Atlanta, the small scale and minimal facilities are attributable to the fact that the station was originally designed as a suburban station and was not intended to handle urban traffic. The building, from a functional standpoint, has remained suitable nevertheless and the irregularly shaped site, bounded on the east by the Interstate 75-85 Connector, has been the primary force in preventing the demolition of this, the last of the railroad passenger terminals in Atlanta.

Placed into service at one minute after midnight on March 17, 1918, the Brookwood Station was designed to compliment the beautiful suburban residential section in which it was originally built. Even though the neighborhood has now changed to a highly commercialized urban environment, the old Peachtree Station has remained almost exactly as it was when the first train, Number 36 - The United States Fast Mail, rolled in forty minutes after midnight on the morning the building opened. The station originally serviced fourteen trains arriving and seven departing on a daily basis. Today, however, only a few trains come and go, primarily providing passenger service to Birmingham and Washington, D.C.

Built in a fashion after the Italian Renaissance, the Brookwood Station was never intended to be the "main station" - as it is now - of Atlanta. In fact, the Atlanta Constitution of March 17, 1918 reported that the station was constructed solely as a convenience to the customers of the Southern Railway: "Realizing the great convenience it would prove to the residents of Atlanta . . . The station was constructed purely for accommodation . . . and to prevent the necessity of passengers passing within walking distance of their homes . . . having to travel eight miles by train and six or eight miles by automobile or streetcar. The new station is expected to conserve at least an hour's time for passengers and its use is also expected to greatly relieve the congestion at Terminal Station (P. Thornton Marye, 1901; demolished 1972)."

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Time caught up with the railroads in America and Atlanta was no exception. Terminal Station gave way to the wrecking ball in 1972 and Union Station (1930) followed suit a year later. Only Brookwood Station remains: its compact size is probably its only raison d'etre in a modern world plagued by hard economic realities. How long the Brookwood Station will continue to operate is now questionable. Its preservation as an architectural delight which contributes a sense of humanized scale and dignity to the now characterless urban environment in which it is located, is essential.

MAJOR BIBLIOGRAPHICAL REFERENCES

Garrett, Franklin, Atlanta and Environs (New York, 1954).
 Consultation with Dr. Elizabeth A. Lyon, Atlanta Urban Design Commission Advisory
 Committee on Historic Sites, Structures and Districts.
Atlanta Journal, March 17, 1918.
Atlanta Constitution, March 17, 1918.
 Grady, James H., The Architecture of Neel Reid, University of Georgia Press, 1971.

GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approx. .3 acres
 UTM REFERENCES

A	1,6	7,4,14,0,0	3,7,4,2,7,6,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Bounded on the north by Deering Road, on the south by Interstate 75-85 Connector, on the east by Peachtree Road and on the west by the Southern Railway tracks right-of-way.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

FORM PREPARED BY

NAME/TITLE Consultant to Atlanta Urban Design Commission Advisory Committee
H. Lee Dunagan, on Historic Structures, Sites and Districts
 ORGANIZATION _____ DATE _____

STREET & NUMBER _____ TELEPHONE _____
Atlanta City Hall, Room 4- (404) 656-2840
 CITY OR TOWN _____ STATE _____
Atlanta Georgia

STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

David M. Sherman
 DAVID M. SHERMAN
 DATE 7-23-76

TITLE Chief, Historic Preservation Section

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I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	DATE _____
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION	DATE _____
ATTEST:	DATE _____
KEEPER OF THE NATIONAL REGISTER	