

Fall 2015

# Central of Georgia Depot

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# The Central of Georgia Depot Interpretive Plan



Heritage Preservation Program  
Georgia State University  
History 7040  
Fall 2015

## **The Central of Georgia Depot Interpretive Plan**

Prepared for:

The City of Madison

Downtown Development Authority

Historic Madison-Morgan Foundation

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Front cover:

Madison Agent's Office Interior, courtesy of the Morgan County Archives.

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# INTRODUCTION

## Central of Georgia Railroad Depot, Madison

Located in downtown Madison, Georgia, the Central of Georgia Railroad Depot is the second to be built to service the rail line. The depot stands along the railway right-of-way that runs through downtown Madison and was constructed around 1902. Originally located between the rail lines, the depot was relocated to its current location in 2013 where the structure was placed on a new foundation and stabilized.<sup>1</sup>

The project for the depot will continue with reconstructing the demolished waiting room, changing the remaining waiting room into a kitchen, and constructing restrooms centrally. The freight room will remain intact with the graffiti on the walls and freight scale.

The depot is situated within the Downtown Urban Redevelopment Area and has become part of the larger project created by the Downtown Development Authority (DDA). The mission of the DDA is to renovate the Central of Georgia Depot to serve as “a catalyst project for helping reverse the decline of the West Washington Street Gateway into Madison and remaking this area into the dynamic contributor it once was to the city’s and county’s economic well-being.”<sup>2</sup> The goals of the project include 1. serving as an environmental center and trailhead for the planned city-wide trail system, 2. stimulating economic activity through the creation of a new tourist destination and center for training, conferences, and the creative arts in an authentic historic setting, and 3. contributing materially to the redevelopment of a part of the community which has been in decline<sup>3</sup>

## The Interpretive Planning Process

The process of interpretive planning is used to identify and define visitor experiences and to make recommendations regarding policies and actions to facilitate those experiences. The plan addresses resources, visitor needs, and goals to offer guidance from the most effect approach in establishing the depot within the community of Madison.

The Interpretive Plan for the Central of Georgia Railroad Depot in Madison was compiled by graduate students in the Master of Heritage Preservation program at Georgia State University. Drawing on historical research, community outreach, personal observations, and feedback from members of the DDA, students researched the city of Madison, the Madison depot, Central of Georgia Railroad history, individuals and companies whose names were painted on the walls of the freight room, agriculture, and segregation to compile content for this interpretation. Students surveyed the community to assess historical ties to the depot and gathered oral history to help create a narrative of the depot's history and connection to the community.

# FOUNDATIONS FOR PLANNING

## Statement of Purpose

The purpose of this interpretive plan is to facilitate the preservation of the Madison Central of Georgia Depot. Further, this plan will provide the City of Madison, the Downtown Development Authority, and the Historic Madison-Morgan and surrounding communities with a potential lens to interpret Madison's past with special attention to Madison's business, agricultural, and transportation legacy.

## Objectives

- The objectives of this plan are to implement the following methods:
  - Interpret the history of Madison, the transit system, and the Central of Georgia Depot.
  - Analyze current event spaces, events, and other projects that may provide insight regarding the depot's development.
  - Identify some needs of the various communities and potential partners in Madison.
  - Present a comprehensive history of the graffiti located within the depot.

## Historic Background

### **The Central of Georgia Depot**

*The depot was often the one tangible manifestation of the industrial world in these out-of-the-way places. It was a narrow gateway to the progress that was otherwise passing the south by.*  
-Historian, Wilbur W. Caldwell<sup>1</sup>

The Central of Georgia railroad depot, located at 305 West Jefferson Street, is a survival from a period when railroad travel and agriculture dominated life in twentieth century Madison. As it exists today, the Central of Georgia railroad depot has weatherboard siding and is comprised of a large freight room (featuring extensive, original graffiti), an agent's office, two storage rooms, bathroom, and employee equipment room.<sup>2</sup> However, this configuration was manipulated several times throughout the depot's history. Significant to the depot's form are its similarities with the Monticello Depot and the Central of Georgia, which mark the depot as a specific regional industrial type. Also of interest to the site's interpretation, an antique freight scale sits in the middle of the building.

The Central of Georgia depot in Madison was originally built in the 1880s with board and batten siding. At one point, however, it was burned by Federal troops and rebuilt, leaving a margin of error in our assumptions about the architecture.<sup>3</sup> Interestingly, the original 1880s construction predated state statutes requiring segregation in intrastate transportation. Editorials of the day imply that only one waiting room was constructed in the original depot, forcing whites to "submit to social equality, or find a more congenial place outside on the steps."<sup>4</sup> When the depot



was rebuilt in 1913, two segregated waiting rooms were included in the floor plan. The plan also included fireplaces, a covered veranda, a baggage room, exterior platforms, and the current agent's office and freight room.

Another change in the depot architecture was the location itself. Although this seems an exceptional change for any building, train depots were designed to accommodate relocation. According to Georgia's Statewide Railroad Industry Context "Railroad structures were built as interchangeable parts, and were never intended to be permanent.... Depots were frequently moved, based on the amount of rail traffic a certain stop was experiencing."<sup>5</sup> This helps to explain not only the circumstances of the Central of Georgia depot, but also the changes in the Central of Georgia and railroad industry at large.

A depot of strikingly similar design is located in nearby Monticello, Georgia. Architectural drawings for this depot show board and batten siding, sliding freight doors, platforms, chimneys, and gables. The Monticello site included four bathrooms—for "white men," "colored men," "white ladies," and "colored women."<sup>6</sup> These structural details and segregation-era floor plans are strikingly similar to the Madison depot. Perhaps these Madison-Monticello similarities are integral to town identity; the town plan of both featured a central courthouse layout.<sup>7</sup> Considering the symbolic significance of town layouts and railroad depots, the likeness between the sites is instructive for the restoration and interpretation of the Madison Central of Georgia depot.

Madison and Monticello share further similarity due to the branding of the Central of Georgia Company. The Central of Georgia, similar to other rail lines, distinguished itself through unique depot architecture, and the Madison and Monticello depots are typical of Central of Georgia's style. Board and batten siding was typical, as well as the prominent "gable over the depot agent's bay window."<sup>8</sup> Other rail lines may feature towers, decorative roof brackets, open-air freight space, or particularly tall windows. This branding of depot architecture is significant because nationwide, depot architectural styles reflected functionality.<sup>9</sup> Therefore, Madison's architectural details are as distinct as the Central of Georgia Company identity and history. The railroad was fundamental to Madison's economic and cultural development; the distinctive architecture and history of the Madison Central of Georgia depot provides a lens into a complicated southern past of agriculture, industry, and race relations.

### **The Freight Scale**

Located in the freight room of the Madison Central of Georgia depot is a large, antique freight scale manufactured by the Fairbanks Scale Company of St. Johnsbury, Vermont. The piece represents technological developments associated with the railroad. These scales were developed to accurately measure freight; these measurements were then used to determine appropriate rates to charge businesses shipping agricultural products on the railroad. According to a brief 1886 article titled "Fairbanks Standard Scales" in the *New York Times*, "[i]f there is one thing of more importance than all others among the affairs of commerce, it is the evenness of balance and reliability of the scales used as a means of measurement in the transfer and sale of various commodities."<sup>10</sup> In fact, the Fairbanks Scale was recognized as the most accurate and durable example of scale technologies.<sup>11</sup>

However, little information is available regarding the provenance or history of this specific scale. The original Vermont manufacturing facility, established in the 1830s, was destroyed by fire in

the 1960s, and the current company headquarters in Kansas City does not have collections related to the scale.<sup>12</sup> Although limited information is available, and although the scale is not fully functioning in its current condition, it is an interesting part of the depot's history. It illustrates the profound impact of the freight lines throughout Georgia, and it is an interesting focal point of the freight room. With its classical columnar details and intricate mechanization, the scale will certainly prove an interesting site of interpretation for the depot.

## The Agricultural Economy

*There is not a finer farming country on our globe than pays tribute to Madison.*

-Athens Banner, March 4, 1890

Located in the piedmont region of central Georgia, Madison rests within a network of spring-fed streams that provide water for the city's rolling landscape, allowing for a rich agricultural environment. Presently, Madison successfully grows wheat, corn, oats, and tobacco, among dozens of other crops. However, the history of agriculture in both Madison and Morgan County is largely a story about cotton.<sup>13</sup>



*The geographical regions of Georgia: Morgan County is highlighted in red.*

Cotton cultivation in the Piedmont dates back to the 18<sup>th</sup> century. However, Eli Whitney's cotton gin (1794) dramatically increased the output of this crop and helped create what became known as the Southern plantation economy.<sup>14</sup> Built upon 202.5-acre plots issued through a land lottery of Creek Indian territory, the plantations that populated the piedmont were sustained by the export of agricultural production as well as an increase in Southern slavery. By the Civil War, nearly fifty-seven percent of all households in the Cotton Belt of Georgia had slaves.<sup>15</sup> Although the postbellum period remained dominated by cotton, by the twentieth century, diminishing soil quality and the introduction of the boll weevil across the region reduced output dramatically. Madison's cotton production, once 25,000-30,000 bales annually in the 1890s, reached a low of 6,000 bales by the 1920s.<sup>16</sup> Overproduction, the reduction in shipments to Europe during World War I, and the Great Depression eventually dropped the price per bale to a mere ten cents, all but crippling both the farmers and the economy of central Georgia.

**Set a Pecan Grove and Let It Pay for Itself**

We have made arrangements with a finance corporation which enables us to sell trees for a pecan grove ranging from six acres up on terms from one to ten years. Anyone interested write for particulars.

This is your chance for a pecan grove and let it pay for itself. There is nothing that will improve your property or pay you better returns on your land. Being this on the bearing tree production.

**Dudley Nurseries, Inc.**  
H. M. Dudley, Mgr., Lexington, Ga.

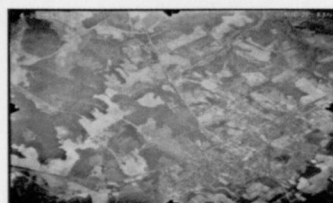
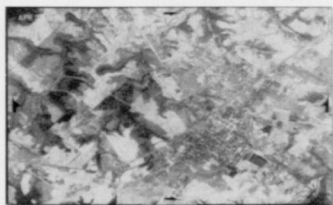
*Growing new crops, such as Pecan trees, was a response to the plummeting price of cotton in the early 20<sup>th</sup> century.*

Madison embraced new industry and economic diversification much earlier than most rural towns of central Georgia after the Civil War. By 1895, Madison housed an oil mill, a soap factory, fertilizer factory, two carriage factories, a grist and flouring mill, canning factory, and a distillery. This evolution produced a main street of businesses that included general stores, grocers, hardware stores, and dry goods merchants – the precursor to department stores. As the town filled with retail spaces, merchants sold fabric, ready-made garments, blankets, thread, and hosiery. Diversification spread to the countryside as well. In the fields, farmers moved away from cotton towards “peanuts, poultry and peaches” as sources for income. Driving these new methods of production was the growing railroad network.<sup>17</sup>

Peaches and pecans grown in Madison's orchards at the turn of the century were shipped quickly and cheaply to regions in any direction by the rail lines, providing the city with a



logistical advantage over the rural interior. In a 1925 speech to the Kiwanis Club of Madison, L.A. Downs, President of the Central of Georgia Railway Company, reinforced this partnership declaring, “The farmers and the railways should pull together. Their interests are identical. They share alike in prosperity and adversity.”<sup>18</sup>



*The aerial photographs of Madison seen above were taken (top to bottom) in 1938, 1955 and 1980, demonstrating how the vegetation recovered gradually once cotton farming waned.*

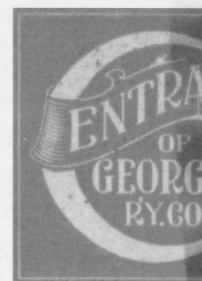
By the mid-twentieth century, most patterns of the old plantation economy had disappeared, replaced with tenant farming and sharecropping. These institutions extended well into the 1930s, when carving a living out of cotton provided its worst prospects. Madison, like so many other towns in central Georgia, witnessed the flight of many African-Americans to the north in search of better opportunities, leaving behind a labor vacuum that all but ended commercial farming in Madison. As a result, many converted to livestock during this period, dairy farming become the primary use of old cotton fields that lay fallow.<sup>19</sup> After World War II, the inheritance of smaller farms and the railroad’s waning influence impacted the self-sufficient family farms of the postwar period. Corn, beans, and other grains fed farm families throughout the year. Raising hogs provided citizens of Madison with pork and sausage through the cold months of winter when most vegetables were no longer in season. During this period, farms became as much a meeting place for “hog killings” and other festive events as they were about growing food for sustenance.

### **The Transportation Revolution**

As a country with a vast geographic expanse, the United States faced a constant need to revolutionize the means of transportation. Virtually every part of the country, including Madison, desired inclusion into the ever-changing transportation landscape. With rivers and horse-drawn transportation becoming increasingly inadequate, the country turned to railroads by the late 1820s and early 1830s. While most new railroads were located in the northern, midwestern, and northwestern states of the Union, the southern states quickly realized the value of railroads to connect the cash crop-growing agricultural hinterland with the major seaports on the coast. When Charleston, Savannah’s East Coast competitor, constructed the first railroad, Savannah’s business community realized they too needed railroads to remain competitive and draw Georgia’s export commodities.

In December 1835, construction started to connect Macon with Savannah, which would open a vast hinterland, including the newly emerging transportation center of Atlanta. With too little capital to complete the project—a precedent that would hold true for the 128-year existence of the line—the Central of Georgia Railway was born. In 1837, the company became the Central Railroad and Banking Company. The banking charter provided the company additional funds to grow the network and to purchase ships to transport Georgia’s commodities to the world. By October 1843, Savannah was connected with Macon, where the Central Railroad

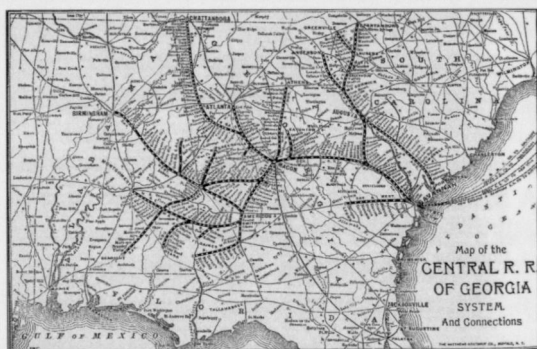
*The Central of Georgia logo, 1899.*





linked up with the Western Railroad.<sup>20</sup> The new means of transportation not only allowed southerners to ship out their agricultural products more easily, but opened the door for southern industrialization.

The growing industrialization of the southern states of Alabama, Georgia, and the Carolinas in the 1850s was crucial for the Confederate war effort during the Civil War. At the same time, the industrial centers in Augusta, Atlanta, Columbus, and Macon made these cities, and the railroads connecting them to the Confederate troops, prime targets of Sherman's attacks during the 1864-65 campaigns.<sup>21</sup> The transportation networks had turned against the South. The Central of Georgia Railroad suffered heavy losses and trains did not role again on the Savannah to Macon line until June 1866. However, the connection to the world was essential for a revival of southern economic prosperity.



*The Central of Georgia Route Map, 1892.*

The late nineteenth century added new challenges to the growing transportation network with few railroads having the capital to survive. New York financier J.P. Morgan financed railroad company mergers and brought various companies under unified leadership, leading to monopolies.<sup>22</sup> The Central of Georgia became an acquisition target, eventually placed under the control of J. P. Morgan's Southern Railway in 1894. The company changed hands a few more times in the next decades as its network grew with new lines to Augusta, Montgomery, Birmingham, and Chattanooga. The company integrated small communities into an ever-growing transportation network.

Originally the idea of the 1885-created Covington and Macon Railroad, the Macon and Northern Railroad inherited the hide in 1891. The Macon and Northern became part of the Central in 1895. This finally connected Madison not just with Augusta and Atlanta, but also Macon and Savannah, thus connecting the small Georgia city's community to the wider world.

However, railroads faced challenges by the early twentieth century as new means of transportation emerged. The 1920s were a high point for rail transportation, just as the advent of the automobile transformed American life and transportation. In Madison, car dealers emerged and the state worked to turn Highways 83, 278, and 441 into all-weather artificial corridors. These new roads allowed buses to take over passenger travel. With the further development of air travel and road travel, trains faced competition.<sup>23</sup> Eventually the Interstate System with I-20 and I-75, eliminated much of the Central of Georgia's shipping business as truck, busses, and cars provided means of transportation. Sold in June 1963 by the St. Louis-San Francisco Railway to the Southern, Madison lost its connection to Athens and Macon for passenger and cargo soon after. Freight trains of the CSX (original Georgia Railroad line) continue to pass through the city as a reminder of its railroad past, which first placed the city on the map, an effect now achieved by I-20.<sup>24</sup>

## Evolving Landscape of Race and Segregation

*It was commonly practiced by white store clerks of overcharging black people. And because of the kind of segregation and other situations, you really kind of didn't speak out much against white folks.*

-Freddie, African-American resident of Madison, 1944<sup>25</sup>

The history of commerce and transportation in Madison is intimately bound to that of race relations. Historically the cotton economy of Morgan County relied heavily on slave labor resulting in a majority population of unfree African-Americans by 1860.<sup>26</sup> After the Civil War, the region retained a black majority largely confined to sharecropping and subject to a larger system of legal racial inequality known as "Jim Crow." These laws separated newly freed African Americans from whites in all areas of public life. Literacy tests and poll taxes disenfranchised African-Americans, while public spaces and accommodations such as churches, theaters, parks, schools, restaurants, cemeteries, were increasingly partitioned to prevent racial mixing and maintain racial hierarchy.<sup>27</sup> In Madison as elsewhere, Jim Crow legislation often codified the segregation of races that was already in place, and formal legal restrictions and enforcement varied by location, evolving over a period of time.

Transportation – its spaces and services – were an important site for the maintenance of racial segregation. *Plessy v. Ferguson*, the federal case that established the principle of "separate by equal" was based on a challenge to segregated seating on a train car in Louisiana.<sup>28</sup> Seven years after the Georgia Legislature passed a law requiring segregated railway accommodations,<sup>29</sup> and just two years after the *Plessy v. Ferguson* ruling, an 1898 article in the *Weekly Madisonian* describes a new depot in the nearby town of Buckhead, stating that, "the officials of the Central should visit Buckhead's new depot and see its two waiting rooms, and go do likewise for Madison, then ladies would not have to submit to social equality, or find a more congenial place outside on the steps."<sup>30</sup> Two years later in 1900, an announcement in the same paper was made of the final agreement to build a new "commodious, convenient and up-to-date structure, just as the Central has long needed."<sup>31</sup>

Although there is little documentation regarding the treatment of African Americans at the Madison Central of Georgia Depot specifically, there are many accounts of the African American railway passenger experience in the region during the Jim Crow era and around when the depot was constructed that indicate that separate African American accommodations were inferior, including "antiquated" cars for African Americans, poor sanitary conditions, a lack of sleeping or dining accommodations, and abuse at the hands of white passengers and railway employees.<sup>32</sup> One African-American dramatist, Thomas Montgomery Gregory, described the conditions of these services in Georgia to the NAACP in 1915: "the conditions of the [rail]car were greatly unequal to that provided for white passengers. The seating and toilets were inferior and the car itself was described as 'filthy' . . . this so-called Jim Crow car system is a disgrace and blot of shame to this nation." Of his journey with the Central of Georgia on the "Seminole" he says, "I was forced out of a decent coach into the nastiest and filthiest box that I have ever ridden in. Sputum was everywhere, disgusting insects were creeping over the seats and floor and the rancid odor has scarcely yet left my nostrils."<sup>33</sup> While some railroad companies actually protested the legal segregation of cars on the grounds of financial hardship, the railroad and other passenger services were not officially desegregated in the United States until the passage of the Civil Rights Act of 1964.<sup>34</sup>



Inequalities manifested most apparently in the education system. Schools in Madison were segregated as they were across the nation. The Wallace Grove School is one school building known to still exist of the 100 schools built for African Americans in Morgan County between 1871 and 1910.<sup>35</sup> This one-room structure was built in 1901 on the property that formerly hosted the Wallace Grove Baptist Church, and remained functional until the 1950s when *Brown v. Board* officially desegregated the nation's schools.<sup>36</sup> Physical separation simplified unequal funding for students; in 1930, African American students were receiving only a quarter of the funding dedicated to their white counterparts. As a result, schools lacked basic necessities such as textbooks and desks, and the buildings were often in very poor condition. Other segregated schools used by African Americans in and around Madison were the Plainview Elementary School, a one-room log cabin,<sup>37</sup> and Burney Street High School, the only high school for African American in Morgan County in the 1940s.<sup>38</sup> The Pearl Street High School was the segregated high school in Madison after Burney Street. It closed in 1970 and was replaced by Morgan County Middle School (MCMS).<sup>39</sup> Currently, the plans to close MCMS to build a new school have been met with a good deal of concern in Madison, especially among the residents of Canaan, who see it as a heritage landmark of their community.<sup>40</sup>

Segregation also engendered the creation of separate African American institutions and businesses in Madison. A few historic African American churches are still in existence in Madison. Calvary Baptist Church, an active part of Madison's African American community, marks its official establishment as 1859, though it moved to a new building in 1883.<sup>41</sup> Before their segregation, "the Madison Baptist Church was nearly equal in number among the white and black membership."<sup>42</sup> Other African American churches in Madison are the St. Paul African Methodist Episcopal (A.M.E.) Church, established in the 1880s and located in the neighborhood known as Canaan,<sup>43</sup> and Clarke Chapel Baptist Church, which is situated near the railroad.<sup>44</sup> The segregation of cemeteries and other burial grounds in Madison continued from the slavery era until well into the 20<sup>th</sup> century. In 2010 the City of Madison erected a historic marker to commemorate a segregated burial ground within Old Cemetery, and New Cemetery and Fairview Cemetery also have segregated areas.<sup>45</sup> While all cemeteries in Madison are now integrated, as of 2012 there were two funeral homes in Madison that catered only to African Americans and some residents said then that the funeral business was still segregated at that time in town.<sup>46</sup>

The spatial and social relations of segregation were enforced through strategies of violence and intimidation, represented in part by the practice of lynching. According to a 1920 Congressional anti-lynching bill, in less than thirty years (1889-1918), 3,224 lynchings were reported in the United States; 2,834 of which occurred in the South. Nearly 12% (386) of that national rate took place in Georgia, 360 of which were African Americans. In 1919, Georgia held the highest number of lynchings in the country, with 22 out of a total of 84.<sup>47</sup> In Madison, The railroad is associated with two of the city's three reported lynchings around the turn of the century. In 1890, Brown Washington was dragged for over a mile along the tracks toward Augusta before being hung and shot,<sup>48</sup> Madison's last reported lynching occurred November 19, 1919 when Wallace Baynes was pulled from his home, dragged to the woods with a rope around his neck, and then shot. His pursuers accused him of shooting and killing Kay Ozburn, a railroad station agent who was among a party that previously pursued Baynes for a minor crime.<sup>49</sup>

The early to mid-20<sup>th</sup> century saw a decades-long exodus of African American sharecroppers from rural Georgia, including Madison, into more metropolitan areas like Atlanta. The



*Day laborer in Madison  
moving from one farm to  
another in search of work.  
(1939) Courtesy of Library of  
Congress.*

population of African Americans in Morgan County dropped nearly 56% from 1920 to 1930,<sup>50</sup> coinciding with the dramatic decrease in cotton production in the area. African Americans at this time who had labored as sharecroppers for generations left for opportunities in urban areas, both in Georgia and in Northern states. In 2010, the population of Madison was approximately 50.82% white and 45.64% black.<sup>51</sup>

One hundred years after Thomas Montgomery Gregory experienced racial discrimination on the Central of Georgia line, Madison elected its first black mayor, Fred Perriman, in 2014.<sup>52</sup> Despite the integration of public institutions, residential areas and community organizations remain largely self-segregated. Situated within this context, the Central of Georgia Depot may potentially serve as a bridge between communities in Madison.

## **INTERPRETIVE THEMES**

- 1. The Central of Georgia Depot represents the story of the rise and decline of Railroad, conditions and traditions of work, and cotton culture in Madison and the Piedmont more broadly.**
  - a. Like other rural communities in the Piedmont, Madison's economy relied heavily on agricultural production—in particular, cotton—throughout the nineteenth and early twentieth century. Farmers and the railroad were "alike in prosperity and adversity," in the words of L.A. Downs.<sup>1</sup>
  - b. The growth of the railroad created an important infrastructure for the region. The Central of Georgia Depot, and particularly the Fairbanks Scale, represent this growth. The impressive technology, the standardization of service, and the culture surrounding railroad use are integral to the depot's existence and its interpretation today.
  - c. The decline of the railroads was a direct result of the enormous expense it took to operate them, resulting in numerous corporate consolidations, and the subsequent growth of the automobile and trucking industry as a means for the movement of passengers and commodities in the early to mid-twentieth century. This decline corresponded to a period of decline in the cotton economy due to falling prices, the introduction of the boll weevil and the Great Depression, all of which catalyzed an evolution of Madison's economy toward a diversification of crops and the emergence of the dairy industry. It also materially reshaped conditions and opportunities for local labor.
- 2. The Central of Georgia Depot building functioned as a site of exchange, not only of freight and passengers, but of ideas and ways of life.**
  - a. The Madison Central of Georgia Depot represents an intersection of people, dry goods, and agricultural products. The movement of these passengers and items represent a dynamic exchange economy that grew exponentially throughout the development of the railroad. These intersections are illustrated in part through the graffiti on the freight room walls, which include a variety of dry goods merchants and other retailers, as well as local farmers, underscoring the importance of the railroad for supplying the region as well as transporting its exports.
  - b. The Madison Central of Georgia Depot and the Central of Georgia line transferred customs and ways of thinking across town lines. Intentionally or unintentionally, patrons of the depot created a cultural landmark through business transactions and travel. The line played an important role in connecting Madison to Savannah and other cities, providing an important north-south route through the state and beyond.
- 3. The Central of Georgia Depot embodies the evolving landscape of race and segregation in Madison from the Reconstruction era to the present. Through this**



**landscape and its spaces, blacks and whites were brought together and kept apart across the color line.**

- a. The segregated floor plan of the Madison Central of Georgia Depot represents the emergence of spatial segregation (in this case through the construction of separate areas) in public space in the late nineteenth and early twentieth centuries. This second Central of Georgia Depot in Madison was built in response to contemporary social and legal structures at the time, such as *Plessy v. Ferguson* (1896), to accommodate segregation of railway passenger services by providing separate waiting spaces for white and black passengers.
- b. The decline of the depot as a passenger station corresponds to the period of desegregation.
- c. The Central of Georgia Depot is a site representing the histories of both blacks and whites in Madison, as well as the relationship between these histories. Having since repurposed its segregated African American waiting room, the depot represents both past and current racial interactions and as such could yet play a role in the further evolution of race relations in Madison. Diverse community memories of the depot, the railroad, and of Madison, are embodied in this site.
- d. The depot is situated along a historical divide in Madison's racial geography. Although the era of forced segregation has passed, Madison remains largely self-segregated, marked in part by the railroad tracks, which physically separate and connect the commercial hub and predominantly white residential areas from the historical black district of Madison called Canaan. Current residents may use the depot to create stronger town ties, and to carry on the legacy of the depot as a site of exchange.



# EXISTING CONDITIONS

This section describes the existing setting, influences, trends, and resources in Madison that can help the Central of Georgia Depot project accomplish its goals. Identifying these factors and understanding where the depot is located in Madison's current and future cultural landscape will help the organization develop meaningful interpretive strategies, pursue partnerships, and secure additional funding. Broadly speaking, existing institutions lend themselves to the city's branding as a picturesque small Southern town by celebrating Madison's antebellum and agricultural heritage, or explore Madison's African American heritage separately from this branded narrative. Lacking is a site that acknowledges the legacy of segregation as well as provides an inclusive narrative and interpretive environment for exploring shared local histories. The Central of Georgia Depot project could fill this void literally and figuratively by serving as a bridge between the diverse communities, providing a space where Madisonians and others can come together for educational or celebratory occasions.

## The Setting

The Central of Georgia Depot is situated within Madison's larger Downtown Urban Redevelopment Area (DURA), the first designated area for urban renewal in Madison encompassing a total area of 373.14 acres. The Downtown Development Authority (DDA) is the officially designated urban renewal agency authorized to work within the designated Downtown Urban Redevelopment Area, and worked with the Madison Planning Department to prepare an Urban Redevelopment Plan (URP) to guide the pattern of redevelopment in six "Areas Requiring Special Attention." The areas in closest proximity to the downtown core include: W. Washington Street Gateway, Canaan Historic Neighborhood, North Second Street Area, Airport Industrial Area, North Main Street Gateway, and North Main Street Neighborhood. The Central of Georgia Depot is located in the West Washington Street Gateway, a subarea located along Highway 83 North/Wellington Road/West Washington Street, and forms one of the primary entrances into the Downtown core. The West Washington Street Gateway encompasses a subarea of DURA roughly bounded by Historic Madison Cemeteries (SW) and One Mile Branch, Wellington Park (NW), Hough Circle Subdivision (NE), and railroad corridor (SE).



## Demographics:

Madison, Georgia - Overview	2010 Census		2000 Census		2000-2010 Change	
	Counts	Percentages	Counts	Percentages	Change	Percentages
Total Population	3,979	100.00%	3,611	100.00%	368	10.19%
<b>Population by Race</b>						
American Indian and Alaska native alone	5	0.13%	3	0.08%	2	66.67%
Asian alone	38	0.96%	36	1.00%	2	5.56%
Black or African American alone	1,813	45.56%	1,718	47.58%	95	5.53%
Some other race alone	52	1.31%	40	1.11%	12	30.00%
Two or more races	49	1.23%	37	1.02%	12	32.43%
White alone	2,022	50.82%	1,777	49.21%	245	13.79%
<b>Population by Hispanic or Latino Origin (of any race)</b>						
Persons Not of Hispanic or Latino Origin	3,875	97.39%	3,535	97.90%	340	9.62%
Persons of Hispanic or Latino Origin	104	2.61%	76	2.10%	28	36.84%
<b>Population by Gender</b>						
Female	2,226	55.94%	1,959	54.25%	267	13.63%
Male	1,753	44.06%	1,652	45.75%	101	6.11%
<b>Population by Age</b>						
Persons 0 to 4 years	257	6.46%	252	6.98%	5	1.98%
Persons 5 to 17 years	792	19.90%	686	19.00%	106	15.45%
Persons 18 to 64 years	2,178	54.74%	2,098	58.10%	80	3.81%
Persons 65 years and over	752	18.90%	575	15.92%	177	30.78%

Source: *CensusViewer*<sup>1</sup>

Current demographics reveal that the community of Madison is still largely black (45.6%) and white (50%), with very small percentages of Asians (1%) and Hispanic/Latinos (2.6%) also residing. This largely balanced racial composition has begun to shift in recent years, as black populations have fallen slightly while white populations have increased. The percentage of Latino/Hispanics in Madison has begun to rise slightly (.5% in the last ten years). The community is also largely older; 74% of the population is over 18 and the area has seen a 3% increase in residents over 65 since 2000. These numbers confirm that the racial dynamics of Madison remain largely what they were in the past, with a slow decline of the black population over time, a change that may have long term effects on the cultural and historical life of Madison.

Madison is currently the county seat of Morgan County, well known for being essentially "Southern." The motto of Madison is "About warm greetings and Southern Hospitality... About good times and great memories." Local identity and branding are focused on the legacy of the romantic southern idea. Events that take place are often based on the concept of this historic picture of Madison, pride is taken in the Antebellum and Victorian homes, and much of the economy is based on the romantic history of these homes. According to the Madison-Morgan website, the area is like "walking into a Norman Rockwell Painting," allowing one to talk with neighbors and friends under the "shade of trees that line Main Street." The agricultural heritage



of Madison is also emphasized; hay, cotton and cattle are still a strong source of economy in Morgan County.<sup>2</sup>

### **Existing Cultural Resources and Potential Partnerships**

For the past thirty years, Madison's stable leadership, long-range planning, and community improvement efforts have reinvigorated the city's economic and cultural environment. This section describes the fruits of Madison's revitalization efforts that can help the depot project realize its goal of becoming a vital part of the community by explaining how the anticipated uses and project objectives for the project align with the missions and values of existing institutions and organizations in Madison.

The organizations described herein have been selected based on their compatibility with these objectives. Working with these institutions and organizations in Madison will strengthen the capacity of the depot, promote strong relationships in the community between people and organizations, and help generate donor interest in the project.

#### **Existing partner:**

##### **1. Downtown Development Authority (DDA) and Historic Madison-Morgan Foundation (HMMF)**

Since the mid-1980s, Madison's DDA has focused on downtown revitalization and preservation services, business retention and expansion programs, civic improvement and beautification projects, as well as the development and redevelopment activities, with award-winning projects including Walker Rose Lane, Jefferson Square Parkside, and Town Park. "The DDA saw the Central of Georgia Depot as being a catalyst project for helping reverse the decline of the West Washington Street Gateway into Madison and remaking this area into the dynamic contributor it once was to the city's and county's economic well-being." The DDA and the Historic Madison-Morgan Foundation (HMMF) "recognized the tremendous value of the depot to the community, not just as a historic building but as a potential tourist attraction, arts venue, museum, meeting facility, and neighborhood center," and have worked in partnerships since 2012 to reconstruct and restore the depot and allow it "once again to play a vital role in the community." The DDA and HMMF partnership successfully negotiated the acquisition of the depot from Norfolk Southern, secured the ability to landscape and use of the adjacent railroad property for a boardwalk linking the depot with historic McDowell Grocery, and have integrated the depot's restoration and reconstruction into the larger economic redevelopment, parks, and trails initiative by outlining its anticipated uses as an environmental center and trailhead, museum and studios for the arts, as well as a community, conference, training, and tourist center. The HMMF has agreed to undertake fundraising, oversee reconstruction and restoration, and provide initial management for the depot, and together with DDA will secure the remaining funds to complete the project.

#### **Potential Partners:**



**2. Morgan County African-American Museum and Morgan County Foundation for Excellence in Public Education**

Housed in the old Horace Moore House c. 1895, the MCAAM is dedicated to the mission of researching, collecting, and preserving the history and art of the African-American culture.<sup>3</sup> The MCAAM “envision[s] a community that is increasingly responsive, engaged, and resilient because it understands its history and takes responsibility for its future,” offering a rich history of Morgan county and celebrating the contributions of African Americans throughout the Madison-Morgan County community by offering art and history exhibitions and visiting lectures.<sup>4</sup> At present, the MCAAM is raising money for the museum’s Garden Project, a landscape plan to provide an outdoor venue for weddings, receptions, family reunions, and birthday parties. The venue would supplement the museum’s revenue, which is currently funded grants, corporate sponsorships, individual donations, and memberships. The MCAAM stands as a resource and complementary institution to the Central of Georgia Depot. Given the depot’s potential as a bridging site, a partnership with the MCAAM could enrich the programming made available at the depot, and together with the Morgan County Foundation for Excellence in Public Education this education-oriented partnership could develop educational programs for student consumption that fulfill Georgia Department of Education Performance Standards for 9-12 United States History, specifically lessons concerning Jim Crow Laws and the Civil Rights Movement.

**3. Heritage Hall**

Also known as the Jones-Turnell-Manley House, Heritage Hall’s history and operations complement potential interpretations of the depot. Built in 1811, this Greek Revival Home was purchased in 1830 by Dr. Elijah Evans Jones, a prominent physician in Madison, Chairman of the Board of Trustees of the Georgia Female College in Madison, and a major shareholder in the Georgia Railroad.<sup>5</sup> Operated by the Friends of Heritage Hall, visitors can purchase combo tickets for daily tours of Heritage Hall, Rogers House, and Rose Cottage, restored homes are representative of those of a small business owner, small farmer, or skilled trades-person historically.<sup>6</sup> Heritage Hall also serves as a venue for weddings, luncheons, showers, rehearsal dinners, and receptions, and offers accessory services such as catering, event planners, florists, officiant, musician(s), as well as tent, table, and chair rentals.<sup>7</sup> Although Heritage Hall is fairly inclusive as a venue, its relationship with other historic preservation efforts in Madison in the form of combo tickets provides a potential opportunity for the Central of Georgia Depot to become a destination included in Heritage Hall daily tours, as both facilities share the common ground of railroad history.

**4. Madison-Morgan Cultural Center**

Located in the heart of Madison, this restored 1895 Romanesque Revival Building was one of the first graded public schools in the Southeast for grades 1-7, and operated as a school until 1957. The building reopened in 1976 as the MMCC, a non-profit, multidisciplinary performing and visual arts facility with the mission to “enhance education and enjoyment of the arts and humanities by offering high quality permanent exhibits, temporary exhibitions, and performances while preserving the historic building.”<sup>8</sup> The MMCC houses housing several permanent collections: a history exhibit



highlighting the Piedmont region of Georgia in the nineteenth-century; a restored c. 1895 classroom; a permanent installation of period furniture dating from 1850 in the Boxwood Parlor; and an Arts and Crafts gallery showcasing original furnishings from the Arts and Crafts period. The original school auditorium is part of the main building and is the site of the Center's annual main stage productions, which include indie film screenings, chamber music, theater performances, etc.<sup>9</sup> Developing a strong relationship with the MMCC would strengthen the depot's capacity to function as a center for the creative arts and enrich the cultural programming available at the Central of Georgia Depot given the strength of the MMCC's history exhibitions.

## **5. Madison-Morgan Conservancy**

With the mission "to provide public education on conservation matters and to protect and enhance the quality of life of the residents of Morgan County by preserving historic sites, greenspace, farmland, and timberland," the Madison-Morgan Conservancy offers tools and critical resources to balance public and private interests in the protection of land.<sup>10</sup> The Conservancy's history of accomplishments includes securing conservation easements in Morgan County as well as harnessing development pressure to include smart growth principles in land use planning, but the organization's education and preservation activities make the Conservancy a viable potential partner. Since 2001, the Madison-Morgan Conservancy has held over fifty forums that provide education to landowners and elected officials about the tools and benefits of protecting natural, agricultural, and historic resources, demonstrating the Conservancy's effectiveness in conveying the importance and value of the community's resources. The Conservancy thus stands as a rich resource for building curriculum for the depot's anticipated use as an environmental center and trailhead, or, alternately, the Conservancy's forums could be held at the depot. Furthermore, the Conservancy's record in preservation projects—including 339 Jefferson Street (2010), Wallace Grove School (2011), Walton Mill Tract (2013), and currently the Sugar Creek Baptist Church, Malcom House, and Nolan House—illustrates the organization's knowledge on materials, conservation methods, labor, tax credits, etc.<sup>11</sup>

## **Event Spaces**

Madison hosts many events for the community, most taking place at Town Park, which is a short walk to the Central of Georgia Depot. These events happen throughout the year and the depot would be a great spot for a post event community party. Historic wedding venues in Madison are widely sought after, which could be problematic given the numerous spaces already available in Madison that are more aesthetically desirable. The sizes of current event spaces are large (200-400) and small (10-30), due to that there are viable partnerships in Madison for the depot.

Heritage Hall, one of the most popular locations in Madison, put together a group of historic spaces into one tour, called Friends of Heritage Hall. Joining Friends of Heritage Hall would bring people to the depot through advertising and the tours that Friends of Heritage Hall takes around the town. The depot's catering kitchen could bring in partners for events at small locations without kitchens, for example the Madison African American Museum, which is planning on building a small outdoor event space. MAAM and the depot can join together to use the depot's kitchen or indoor space in case of rain. Particularly focusing on partnerships,



community events and exhibit components would be more profitable than exclusively focusing on event space.

Most of the committee meetings, along with public group meetings are held at the city hall, as well as some of the town meetings. The depot would be a great location to hold meetings with dinner or dessert options through the catering kitchen, instead of the room most commonly used a city hall, room 400.

Wedding receptions in Madison are usually held in historic spaces, often historic plantations where the controversial history of the site goes unexplored. While the story of segregation is a major theme in the history of the Central of Georgia Depot, this story may prevent event planners from considering the site, as negative histories will deter people who desire a more romanticized venue. For this market, the selling strategy of the depot would have to focus on the unique architecture aspect of the depot itself, along with its location. Given the large number of wedding venues in the area and such barriers, the wedding rental market may not be an appropriate one for the depot.

Appendix 3 contains information on the various event locations of Madison, along with the events that happen in Madison.

### **Funding Opportunities**

The total cost of the Central of Georgia Depot project is approximately \$850,000. The City of Madison and DDA have already invested \$225,000, while the HMMF has invested an additional \$75,000. HMMF and DDA will work in partnership to secure the remaining \$550,000, commitments for over \$80,000 of which have already been secured.<sup>12</sup> In accordance with the Urban Redevelopment Plan, the depot can leverage these contributions as well as local participation to secure matches for additional grants. The supplementary grant funding materials ("Grant Funding" document) lists specific grants and grant makers culled from the Foundation Directory Online, a service of the Foundation Center Southeast. These donors are currently accepting applications for projects related to historic preservation, education, community and economic development, as well as arts and culture; given the depot project's long-term goals and objectives, donors and grant makers listed in the following section were selected based on their compatibility in subject interests, support strategies, and transaction types. To secure these grants, the Central of Georgia Depot project managers are encouraged to highlight the long-term objectives and anticipated uses as they pertain to each grant maker's subject interests, including: the depot's role in the larger economic redevelopment, parks, and trails initiative; the depot's unique spatial features (including an on-site catering kitchen, indoor-outdoor capability, etc.); the depot's long-term role in the community (hosting education conferences, museum and studio for the arts, neighborhood meeting center); the involvement of local university students in the planning process; and the financial self-sufficiency of operations and maintenance of the restored depot through revenue generated from conferences, arts events, training activities, and community functions.<sup>13</sup> These goals and objectives lend the depot a financial and functional flexibility that bolster the facility's unique status in Madison and Morgan County, and should be emphasized when applying for the grants listed in 'Grant Funding' document.



## Recreation

Developers are looking at various ways to interpret the history of The Central of Georgia Depot and surrounding areas, while establishing the depot as an adaptive re-use event space. One such use is the possibility of the depot serving as a trailhead for the Founders Trail Network, a citywide trail system, known as the Founders Trail Network, along the railroad from one end of the city to the other. Planners intend for this trail system to be used by pedestrians and cyclists with some sections accommodating electric carts and equestrian activities. The Central of Georgia Depot will serve as a trailhead for this trail system providing a space for “parking, bathrooms, water fountains, and informational displays on the trail network and the county’s environmental and historical assets.” This section will focus on possible uses of the Founders Trail Network, positioning it as an extension to the Central of Georgia Depot’s visitor experience.

One possible model is presented by the Rails-to-Trails Conservancy (<http://www.railstotrails.org/>), a national initiative aimed at transforming unused railroad corridors into “vibrant public spaces.” The goal of the Conservancy is to ensure that 90% of American’s live within 3 miles of a trail by 2020. Since the 1960s, America has experienced the value in turning unused railroad corridors into spaces for people to exercise, integrate cultural activities, and explore architectural and natural relics. This movement had such an impact that Congress signed into law the National Trails Systems Act (NTSA) on October 2, 1968 “to promote the preservation of, public access to, travel within, and enjoyment and appreciation of the open-air, outdoor areas and historic resources of the Nation.”<sup>14</sup>

Since 1960 federal and state governments have made an effort to establish grant funding opportunities to support the development of recreational trails. However, these funds are limited. If the Central of Georgia Depot aims to serve as a trailhead for the Founders Trail Network then there is an opportunity for the trail itself to serve as a medium that will encourage audiences to connect with the past. As there is no definitive plan to make the depot a museum, the area within walking distance of the depot might fulfill some exhibition functions, possibly engaging the community and generating traffic through community-based or rotating crowd-sourced displays.

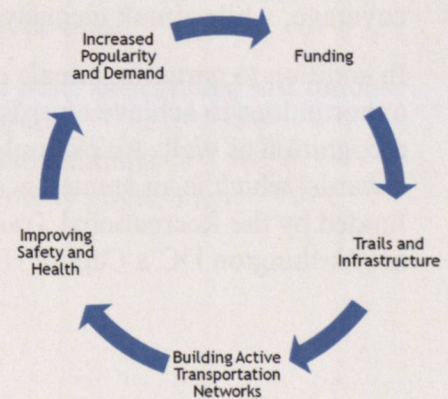


Figure 1 Railstotrails.org

As part of the Founders Trail Network the Central of Georgia Depot provides an opportunity for the trail itself to serve as a medium that will encourage audiences to connect with the past. Examples from other cities that have worked to establish and sustain trails and greenways in their communities include Pittsburgh and Minneapolis. In Pittsburgh the Friends of the Riverfront ([friendsoftheriverfront.org](http://friendsoftheriverfront.org)) has worked since 1991 to give new life to riparian brownfields through the creation of the 24-mile Three Rivers Heritage Trail and the 18 Three Rivers Water Trail. is maintained, promoted, and improved through partnerships with elected officials, other community organizations, and volunteers. Annual events include a triathlon, the “Birmingham Biketacular” (including contests, a beer garden, vendors, and a bike valet,), recycling initiatives, as well as photo contests and other marketing campaigns. The ability of the



Friends of the Riverfront to incorporate several layers of community involvement, has resulted in 822,873 annual visits, \$8.3 million estimated annual economic impact, 65% use the trail year-round, 82.5% safety and security rating, and 85.2% rate of cleanliness.<sup>15</sup>

In Minneapolis, the Stone Arch Bridge/St. Anthony Falls Heritage Trail ([http://www.mnhs.org/places/safhb/things\\_heritage.php](http://www.mnhs.org/places/safhb/things_heritage.php)) represents the 1980 rehabilitation of a National Historic Engineering Landmark and preservation of a two-mile historic riverfront. After it was built in 1883 through 1965, the bridge allowed for the movement of people and goods on a railroad that ran above the Mississippi River during the area's heyday as a flour milling center. Today, the Stone Arch Bridge is considered a "key link" along the two-mile, St. Anthony Falls Heritage Trail. Trail markers and signage along the route tell the stories of social, ethnic, geological, engineering and industrial history. Maps and finding aids also route along the trail, which connects nationally significant historic buildings, homes, and archaeological sites through the natural environment.

Another model for joining recreational trails with arts and cultural activities is the annual *Art on the Atlanta BeltLine* installation. In addition to more stationary counterparts including murals and sculptures, this project sponsors crowd-sourced exhibits such as an installation titled *The Fence*, which garnered the participation of local, national and international artists to explore "the meaning of community across cultural boundaries and geographical lines."<sup>16</sup> The exhibition featured "murals, sculptures, photography, and other [temporary] interactive installations."<sup>17</sup> Temporary installations allow for opportunities to attract thousands of visitors and garner media coverage, while simultaneously influencing increased trail use.

In addition to garnering media coverage through exhibition-related stories, there are also opportunities to achieve awards that can lead to obtaining local, national, and international recognition as well. An example of this is the Coalition for Recreational Trails Achievement Awards, which is an annual award ceremony that recognizes outstanding trail related projects funded by the Recreational Trails Program. In addition to being recognized during a ceremony on Washington DC's Capitol Hill, American Trails designs a website for all its winners.



# ISSUES AND INFLUENCES

## Stakeholder Research

A community-centered stakeholder approach plan is the first step towards a successful public history project. As Dallen J. Timothy notes, “[r]elated to societal esteem is the notion of empowerment and control through tourism, especially heritage tourism. Social empowerment enhances a community’s solidarity as stakeholders work together for the common good of the entire community.”<sup>1</sup> In terms of the Central of Georgia Depot renovation, community empowerment occurs by granting the Madison community decision-making power in imagining future uses of the renovated depot.

## **Stakeholders**

Defining the Madison community requires extending the definition of stakeholders. Any resident of Madison, as well as any potential visitor to the Central of Georgia Depot, represents a stakeholder. The following community engagement approaches allowed for the identification of major stakeholder groups: (1) attending public functions and meeting local residents; (2) distributing flyers and surveys; (3) providing points of community contact; (4) building relationships with stakeholder groups. Stakeholder groups identified to continue participation in dialogue regarding future uses of the renovated depot, include the following:

- |   |   |
|---|---|
| 1. Historic preservation organizations                                | 7. Schools and other educational institutions |
| 2. Madison-Morgan County residents                                    | 8. Local businesses                           |
| 3. Residents of geographically adjacent neighborhoods, such as Canaan | 9. Faith-based institutions                   |
| 4. Cultural resource venues   | 10. Local and county government               |
| 5. Tourists   |   |
| 6. Recreational and fitness groups                                    |   |

## **Results of Stakeholder Assessment**

Assessing the needs of diverse stakeholder groups required a multifaceted approach. The individuals task with evaluating potential stakeholders attended the Calvary Baptist Church 150th year celebration on October 18, 2015 in an attempt to reach out to a faith-based institution in Madison that constituted a primarily African-American constituency. Calvary Baptist dedicated a portion of the service to a historical recollection of the congregation’s place in Madison’s history. Calvary Baptist Church, once part of Madison Baptist church, was a place of worship for both African American (130 members) and White Americans (180 members). In 1859 African American congregants formed Calvary Baptist Church. The historical moment of segregation in the congregation is celebrated as a moment of independence for Blacks. After the service, the research team joined Calvary Baptist Church for a brief lunch reception. Although introductions and networking occurred during the reception, the research team left with a clear understanding that most faith based organizations have respective spaces to gather to Madison.



The stakeholder research group attended the “WWII: The Home Front Symposium” at the Morgan County Cultural Center on November 1, 2015. During the event, six elderly members of the Madison community shared their personal stories, relaying this time period of their lives to the public. Following the symposium, the stakeholder team selected Willie Oliver for a follow-up oral interview. Although Mr. Oliver had limited knowledge of the depot, much can be gleaned from his memories and experiences in the Morgan County district. Mr. Oliver specifically recalled an African American janitor working at the depot, as well as soldiers who used the depot stop to stretch their legs and break from a long train ride. He also noted the decline of African American-owned businesses in Madison following desegregation. Mr. Oliver discussed how farming and hard labor were historically the only work for African American men in Madison. Snapshots from the Willie Oliver interview serve as the basis for developing interpretive themes for the depot renovation.

The stakeholder group attended the 2015 Cotton Gin Festival on November 14, 2015 and surveyed a total of 18 people. Seven of the surveys collected at the festival were successfully coded and analyzed for themes. The remaining 11 surveys were conducted off script; the results could not be quantified. Although the annual Cotton Gin Festival is held in Bostwick, 6 of the people interviewed lived in Madison. The research team framed the trip to Bostwick as a sampling of the following populations identified in the stakeholder approach plan—tourists, local businesses, and Madison Morgan County residents. The people surveyed at the Festival shared many ideas of how to use the renovated depot as a community space. It should be noted that the African American residents of Madison were largely underrepresented at this event.

### **Community Outreach Response**

A five-question survey was circulated to prompt respondents to talk about how long they have lived in Madison and to disclose any memories of the old depot. Respondents were asked to brainstorm their ideas for activities and potential uses of the renovated depot and to state what they feel is important about Madison’s history and leaves room for additional commentary. A total of 8 surveys were collected during the stakeholder outreach approach. Seven of the surveys were oral surveys, only one respondent used the online survey. Of the 8 surveys, 75% of the respondents were female; 90% were over the age of 40; 75% of the respondents were Caucasian. Only one of the survey participants identified as a tourist, the remaining respondents were longtime residents of Madison, or had recently moved the area. Five of the participants represented a family owned business. Close to 40% of participants indicated a deep appreciation for the small town feel of Madison, and 25% of participants reported valuing the historic destinations in Madison.

The most frequently desired community use of the depot was a meeting or event space, as indicated 4 times throughout the total survey responses. The most frequently desired activity at the renovated depot was one for recreational usage. No one was able to answer the question on the survey regarding memories relating to the old depot. This question was not coded for survey analysis. Specific ideas mentioned for community use of the depot included some of the following: a scenic railroad tour and integrated tour to a historic home; a space for vendors, a meeting space for 12-step programs; and general event space for rent. These widespread responses indicate that a multi-use venue might be an appropriate use for the depot. The depot should be dynamic, like the community it represents. A significant limitation of the survey is the



scope of responses. As more responses are gathered, more interpretive themes will emerge. Appendix 2 includes all survey responses gathered to date.

Oral interviews conducted during the stakeholder research process generated very rich narratives. Oral interviews revealed much more about the community, in contrast to the online survey, which is meant to direct the narratives. The eleven off-script interviews previously mentioned, as well as the Willie Oliver interview, are categorized as oral interviews. The oral interviews were not systematically coded; however, several themes emerged. Everyone seemingly enjoyed the festival as a place with the potential to bring communities together. At the festival, the overall tone of respondents revealed a desire for space where hard work could be displayed, admired, and sold. The Willie Oliver interview highlighted a similar nostalgic reverence for hard, honest work, despite the racial tensions in the area. Willie Oliver mentions the times when goods were traded and bartered, a time when then things were less expensive, yet highly valued. He also expressed the importance of family and a unified community.

Stakeholder research and repeated trips to Madison revealed a largely segregated community. The renovated depot may ultimately serve as a site to bring more cohesion to the community. Situated next to the Canaan neighborhood and only a five minute walk from downtown Madison, the depot geographically links the predominantly African American neighborhood Canaan, to the predominately Caucasian-owned and operated downtown district.

One respondent indicated that Madison hosts enough museums and historical sites and what Madison needs is a place for people in the community to gather. Despite limited responses to stakeholder surveys and outreach, this sentiment seems to hold true by taking stock of the physical community. Madison has many churches, each with their own exclusive spaces to gather. There are cultural centers and planned community events in Madison, but it seems these spaces and events represent and attract distinct populations. Demographically and historically, Madison is a predominantly African American and Caucasian town, with few social interactions between these demographics. Stakeholder research indicates that Madison needs a space for both of these diverse narratives to be collectively explored and shared.

### Results\*

Response	Years in Madison	Sex	Apprx Age	Organization	Madison History	Depot Community	Depot Activities	Comments
1	57	F	57	St. Paul AME	Impact of black stories	community event space,	appeal to diverse backgrounds	parking
2	21	F	55	Origami Owl	small town feel	flea market	festival space	supports movement to renovate old buildings
3	0	F	60	Thread Runners	small town feel	small meeting space, 12 step programs,	old train car	need for small wedding venues
4	3.5	F	40	Blind Drive Farm	small town feel	outdoor spaces, trails	recreational use	
5	1	M	15	Morgan County H.S	school sports	community event space	recreational use	
6	10	M	45	Chile Today, Hot Tomale	historical sites	restaraunt	fine dining	active railroad line use caution
7	10	F	45	Chile Today, Hot Tomale	historical site	restaraunt, lounge	public workspace	
8		F	45	Boiled Peanut Merchant	cotton	scenic railroad tour	recreational use	

*\*Full surveys are included in Appendix 2*



# RECOMMENDATIONS

In a city full of historical resources, many of them branded as romantically “Southern,” the Central of Georgia Depot has the potential to occupy a unique niche. Madison’s motto is “About warm greetings and Southern Hospitality... good times and great memories.” The depot can extend these ideas about hospitality, memory, and celebration away from a romantic Southern idea identified in the existing conditions to a more diverse and dialogic contemporary setting that acknowledges the past while creating conditions for an inclusive present and future. Based on the various forms of research regarding the Madison Central of Georgia Depot, the following recommendations are made for activities during and after the depot restoration.

1. Embrace a complex past: Much of the historical resources of Madison center around interpretation and preservation of the antebellum and agricultural past, particularly through the preservation of domestic architecture. Dating to the late nineteenth and early twentieth centuries, the Central of Georgia Depot embodies a later period of Madison history with complex social, economic, and political themes. Its proximity to the historic African American neighborhood of Canaan also suggests the importance of linking to the stories of this neighborhood. While these themes may prevent some audiences or consumers from utilizing the site, new audiences and constituencies can be engaged by telling other stories about Madison and the southern past.
  - a. Identify and brand the site as evidence of the “New South,” with themes focused on the economic development of the region through cotton and subsequent agricultural diversification, industry, transportation, and other changing aspects of regional infrastructure. These themes will move the story of Madison into a more recent past and resonate with planned urban renewal.
  - b. Interpret difficult post-Reconstruction/New South histories, particularly segregation and the impact of civil rights, with the aim of sharing diverse black and white histories of this era in a single site.
  - c. Given potential barriers within the existing space rental market in Madison, the Depot Project should pursue partnerships with institutions, organizations, and other consumer markets for which the complicated history of the depot will be a potential asset and not a negative.
2. Become a site of meeting, dialogue, and exchange: As a historic site of exchange, the Central of Georgia Depot is situated to become a vibrant community space. Given the complexity of the history of the depot site, successful interpretation and subsequent use of this adaptive space is critically dependent on involving a variety of community voices in its creation, achieved through sustained community engagement during the restoration and interpretation process.
  - a. Creation and maintenance of stakeholder relationships: Engaging the Madison community requires an ongoing, collaborative effort—there are many voices to be heard in the community and stakeholder groups should be inclusive and reflective of the Madison population. Reaching stakeholders in Madison will require a continuing effort to make person-to-person contact with community members, expanding survey efforts, outreach to community organizations and at local events, and community meetings. The Depot Project can sponsor opportunities for



the community to connect with the ongoing restoration and interpretive work. Stakeholders plan can and should continually evolve based on the successes and failures of previous approaches.

- b. Community Advisory group: As stakeholders are identified and engaged, the Depot Project should draw on these relationships to form a community advisory group. This core group would act in an advisory capacity, serve as ongoing liaisons between the Depot Project and various local communities, help frame and review interpretive elements at the site, and sponsor and promote community events aimed at exploring the depot and its history as well as the history of Madison more broadly.
- c. Community –based programming: With a tradition of economic and cultural exchange as well as its central location, the depot is an ideal site for engaging residents of Madison and Morgan County in meaningful community discussions related to the depot's past and the community's future. During the restoration process, the project could sponsor "behind the scenes" looks into the history of the depot, the purpose of which would be to increase public awareness of the depot's rich history. Other programming could be sponsored at the depot site, such as discussions about the future of the depot and the collection of oral memories, and outdoor events surrounding the depot based on community needs or requests. After restoration, the various spaces within the depot would allow for community meetings of all sizes to be held. The Project might consider regularly scheduled discussions related to town matters of historic and/or current significance. Additionally, the Depot Project can encourage shared story telling through the commemoration of collected stories to show appreciation for community participation.<sup>1</sup>
- d. Oral history: Storytelling is integral to the interpretation of the depot and identifying community members with memories of the depot and Madison will be a task of continued importance. Ideally, the results of this project would be preserved physically and digitally as audio files and transcriptions, ensuring that participants and future researchers may access these stories in the future. In planning an oral history project, the Depot Project should keep in mind best practices and ethics involved in oral history research. Resources developed by the Oral History Association are recommended and available at: <http://www.oralhistory.org/about/principles-and-practices/> and <http://www.oralhistory.org/publications/pamphlet-series/>.
- e. Madison Depot Project Website: A digital platform for engagement with the depot will help increase awareness of the Project's efforts. With an aim to display and collect stories about the depot for future, on-site display, the continued maintenance and use of the website would democratize the interpretive process. In collecting stories through oral history and digital history, it is of the utmost importance that interpretive staff remain neutral in story selection, exclude inappropriate and/or vulgar language, limit logistical barriers to participation, confirm participant identity and story content, and consider public feedback.
- f. Interactive timeline: As the community meets for discussions at and about the depot, an interactive timeline to collect the memories and stories of Madison residents could strengthen community ties and community interest in shared



histories. If projected onto the walls of the depot, this timeline would serve as an interesting exhibition piece for visitors. Furthermore, the submissions to this timeline could provide springboards to further programming or discussion.

3. Make history visible in creative and engaging ways: Plans for the Central of Georgia Depot do not include the creation of a museum. However, creative, flexible and innovative interpretive strategies can be considered in addition to traditional exhibition activities. These strategies should embrace both the interior and exterior of the depot site and tie into the surrounding landscape.
  - a. Exhibition and signage on site: The depot's dynamic history and unique graffiti call for visual displays and signage to inform visitors of the site's significance. This signage would be informative and potentially inspiring for researchers and family historians. Historical information could be offered in the shared public spaces, such as the central hallway, former ticket office, and reconstructed waiting room, including photographs, maps, floor plans and other visual materials related to the depot and Madison's past. Signage featuring and explaining the graffiti and associated history could be considered for the former freight room if possible; alternatively information on local families and businesses associated with the wall graffiti can be included elsewhere. Additional signage could be located adjacent to the building or around the trail discussing Madison's history. The outside boardwalk should also be utilized for historically themed signage and visual display.
  - b. Trailhead: As the trailhead for planned Founders Trail Network, the depot can set the tone for both the depot and the interpretive themes of the pathways. The Central of Georgia Depot can catalyze a citizen-led initiative to implement year-round activities and/or exhibitions that build a sense of local character. Other important factors and best practices to consider in establishing a trailhead include employing a dedicated core of involved volunteers or community groups, creating green space, encouraging multiple recreational uses, and creating ties to local heritage. The depot can particularly play a role in the last goal, providing signage and interpretation along the route and at the trailhead. Signage can be developed along the trail route based on established interpretive themes and the histories of communities along the route.
  - c. Community curation: Develop rotating community voice features and public art installations to incorporate members of the community. This feature could involve various stakeholders, potential stakeholders, local artists, and students. In particular, communities adjacent to and along the trail route can contribute content to signage along the trail or at the very least, at the depot trailhead.<sup>2</sup>
4. Farther down the line: Research and Long-Term Goals
  - a. Interactive map: The depot is part of an intricate transportation and business network, as shown through the interior graffiti. These depots, retailers, and businesses throughout Madison would make for an informative walking tour or interactive, digital map. Further research is required to be sure of the specific addresses of many businesses across town, but a Google Map that represents the



relationships between the depot and other historic buildings would be valuable to the interpretation of the site.

- b. K-12 education: The depot and its representation of race relations, the railroad industry, and agriculture is an ideal site of learning for K-12 students. The Georgia Standards for Social Studies emphasizes the interpretation of primary and secondary sources, analyzing artifacts, drawing conclusions, and formulating appropriate research questions – all activities that can take place at the depot, or can occur through learning about the depot.<sup>3</sup> Further research is required to be sure that educators in the area need or want the depot for on-site learning and/or related lesson plans, but the depot is surely a resource that may be useful for all ages.



# APPENDICES

## Appendix 1. Persons mentioned in Depot graffiti

The graffiti adorning the walls of the freight room in the Madison depot provide a unique addition to the overall historical story of the building. Individual names and businesses are strategically marked throughout the large space leading to speculation that some of these names were individuals who made a living within the walls of the depot and used the space as a stepping stone to move their goods throughout the region and beyond. While many of these names have been identified, there are still a few that remain a mystery. Despite the lack of information, it can be assumed those individuals were affiliated with the depot as merchants, like many of the others that were able to be discovered. The graffiti adorning the walls of the freight room in the Madison depot provide a unique addition to the overall historical story of the building. Individual names and companies are strategically marked throughout the large space leading to speculation that not only were some of these names individuals who made a living within the walls of the depot, but used the space as a stepping stone to move their goods throughout the region and beyond. The names are arranged in alphabetical order by last name.

**William Harris Adams** was known as the furniture man among the residents of Madison. After a lengthy illness, the *Madisonian* reported that Adams was able to return to his furniture store.<sup>1</sup> His World War I draft card lists him, age 33, as a merchant who was self-employed.<sup>2</sup> Over the next several years, he began a new career. The 1923 the *Madisonian* lists him as the proprietor of the Buick Service Station on East Washington and Hancock Streets.<sup>3</sup> The 1930 US Census list Adams as a retail merchant with automobiles and the 1940 US Census list him as a Buick agent.<sup>4</sup> He also served some time as president of the Bank of Madison and was a member of the Kiwanis Club and was also a leading booster of the Morgan County's Cotton Club.<sup>5</sup> William passed away on September 6, 1955 and is buried in Madison Historic Cemeteries.<sup>6</sup>

**William Peter Bearden** worked several years as a retail merchant in the grocery industry and within the Bearden Mercantile Co. In 1902, an advertisement shows that Bearden was selling dress goods as well as heavy groceries.<sup>7</sup> A 1916 advertisement in the *Madisonian* shows that at one time Bearden sold Mules.<sup>8</sup> In 1912, he partnered with Millard H. Higginbotham and formed Bearden and Higginbotham, succeeding Bearden and Turnball when Richard Turnball retired.<sup>9</sup> Advertisement show the duo sold items from the Morris Fertilizer Company.<sup>10</sup> They also purchased the Madison Undertaking Co. and began work in embalming and funeral directing.<sup>11</sup> During his lifetime Bearden served his city as mayor, chairman of the board of commissioners, and several other leading positions.<sup>12</sup> The 1930 US Census list his occupation as the president of a bank.<sup>13</sup> He passed away on April 19, 1938 and is buried in Madison Historic Cemeteries.<sup>14</sup> The *Madisonian* reported his death in their April 22<sup>nd</sup> issue, stating Madison had suffered a serious loss.<sup>15</sup>

**Louis Cohen** was born in 1859 in Poland and immigrated to the United States in 1875. In the United States Census from 1900 he is listed as a Dry Goods Merchant with four children living at home Moses age 11, Harry age 10, Mamie age 6 and Eddie age 4. In the 1920 Census he listed as living on 267 North Main Street in Madison Georgia. His native tongue was Jewish and was able to speak English. Cohen died in 1922. The Louis Cohen Dry Goods Stores put out many advertisements in the *Weekly Madisonian*.<sup>16</sup>

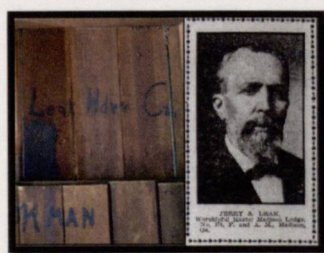


**Marion Smith Davis** was born on July 21, 1900. He was registered with the draft in 1918 and at that time he lived at 213 Reid St. Macon, Georgia in Bibb County, at which time he was 18 years old and present occupation Handle Tapper for Standard Handle Co of Macon GA. On the 1930 Census his birthplace was listed as Alabama. He lived at 606 Forsyth Street in Macon. Davis' occupation is listed as an Electrician on the Steam Railroad. He is associates with the graffiti labeled *MSD MARION SMITH DAVIS 213 MRS MACON*. Davis died in 1956.

**Rufus Theodore Few** was born October 25, 1899 in Morgan County, Georgia. The 1920 US Census list his occupation as a machinist in the automobile industry.<sup>17</sup> Few registered with the draft for World War I in 1918. His occupation on the draft card has him listed as a farmer. The draft card is signed by R.R. Shockley.<sup>18</sup> Few passed away on March 9, 1962 in Fulton County, Georgia.<sup>19</sup>

Born November 5, 1863 in Madison, **Henry Harris Fitzpatrick** worked with his older brother, John, as a store clerk beginning at the age of 17.<sup>20</sup> Fitzpatrick had a partnership in the firm Wright and Fitzpatrick before establishing H.H. Fitzpatrick Co. in 1894.<sup>21</sup> The 1900 US Census had him listed as living with a partner (or patient), William, and working as a grocer.<sup>22</sup> In February 1900, Fitzpatrick constructed stables behind his store and in August of the same year, a well was dug on the lot.<sup>23</sup> An ad in the *Madisonian* mentions the land sale of twenty-three small farms within Morgan County, owned by Fitzpatrick, that were listed to be auctioned on November 22, 1905.<sup>24</sup> The 1910 US Census list Henry, age 46, as a proprietor to several industries.<sup>25</sup> By the 1920 US Census, his occupation was listed as a retail merchant in the grocery industry.<sup>26</sup> The 1930 US Census lists Fitzpatrick as the president of a bank.<sup>27</sup> Prior to serving twelve years as president of the First National Bank, he was once mayor of Madison and served several years as vice president at the bank.<sup>28</sup> Henry Fitzpatrick passed away on February 15, 1934 in Fulton County, Georgia.<sup>29</sup> The *Madisonian* wrote of his passing, stating that he was previously admitted to Crawford W. Long Hospital in Atlanta for a malignant carbuncle found on the back of his neck. At the time of his funeral, and as a sign of respect to how important Henry Harris Fitzpatrick was to Madison, all stores were closed during the service.<sup>30</sup>

Born October 9, 1867, **Robert Stovall Harris(s)** was the son of Richard Henry Harriss and Mary Elizabeth Stovall. The 1910 US census list his occupation as a merchant with a grocery store.<sup>31</sup> For many years he remained a merchant in Madison but Harris(s) was also employed as the Clerk and Treasurer of the city of Madison, being named to the position in 1925.<sup>32</sup> A notice to the tax payers of the city was posted in the pages of the *Madisonian* in December 1926.<sup>33</sup> In 1927, he posted weekly advertisements regarding the citizens of Madison filing their returns.<sup>34</sup> Harris(s) passed away at Emory University Hospital on May 28, 1939.<sup>35</sup> At the time of his death, he was still employed as the city clerk. Due to his death, the city extended the deadline for city tax returns due to his absence from the office.<sup>36</sup>



**Jerry Swift Leak** was born in Madison, Georgia on January 22, 1846.<sup>37</sup> Mr. J. S. Leak was a confederate war veteran who served as an Adjutant with the number 617 of Morgan County, GA division, whose headquarters were in Madison, under the command of M.A. Mustin.<sup>38</sup> He was listed as a Hardware Clerk in the 1880 United States Federal Census. In the 1890 Census he is now listed as the Proprietor of the Hardware Store and this census recognizes his veteran status. The graffiti writing that is associated with Mr. Leak



is *Leak Hdwe Co.* Jerry “Jere” Swift Leak died on November 15<sup>th</sup> 1919 in Madison.

**Barnett H. Malcom(b)** was born in Morgan County, Georgia on July 11, 1859.<sup>39</sup> Throughout his life, Malcom maintained work as a farmer in Morgan County. However, on February 21, 1894, he was appointed the postmaster for the town of Maple in Morgan County, Georgia.<sup>40</sup> In 1898, Malcom was one of just a few individuals who had a telephone line installed in his place of business, allowing him to have a valuable connection with those individuals who also had a telephone.<sup>41</sup> The same year, Malcom traveled to Madison and was noted as running one of the finest ginneries within the county.<sup>42</sup> The *Weekly Madisonian* provides an insight into Malcom’s possible connection with the depot. While reporting that he was in Madison doing business, the newspaper states that Malcom ran “one of the finest ginneries” in Morgan County.<sup>43</sup> Barnett Malcom passed away on June 19, 1920 in Morgan County, Georgia.<sup>44</sup>

**William Edward Monroe** was born on December 4, 1861 in Alexander Township, Ohio. Family documentation list his following occupations: in 1910 he is listed as a proprietor of a dry goods store and in 1920 his is listed as a manager of a garage.<sup>45</sup> In 1905, Monroe purchased the Swords Building in which he would supply with a complete stock of dry goods.<sup>46</sup> Within the next few weeks, he moved into the new store room. He was known as “a good merchant and a clever man.”<sup>47</sup> William Edward Monroe died on December 31, 1925 and is buried in Madison, Georgia.<sup>48</sup>

**Dallas Homer Murray** was born June 6<sup>th</sup> 1869 in Georgia. The 1900 census lists Mr. Murray as a Farmer at 30 years old. According to the 1930 Census he lived in Watkinsville, Georgia in Oconee County at 178 High Shoals Road. His occupation was as a farmer and the Industry is listed as General Farmer. Mr. D. H. Murray died on April 20 1957. The graffiti associated with him is *D.H. Murry*.

Born on December 6, 1834 in August, Richmond County, Georgia, **Milton A. Mustin** was the son of Eli Mustin Sr. and Margaret Harper. At age 16, he worked as a clerk. The Mustin family seemed to be living in a boarding house at the time, as they were listed under one household with several other families in the 1850 US Census.<sup>49</sup> He provided for his family by working as a merchant. The family lived in Augusta, Georgia with a personal estate value of four hundred dollars.<sup>50</sup> During the Civil War, Milton fought for the Confederates with the 5<sup>th</sup> Regiment, Georgia Reserves, C Company. When the war ended, he ranked out as a 1<sup>st</sup> Lieutenant.<sup>51</sup> Prior to the Civil War, Anna left to live with family in Madison, Georgia where she was originally from. After the war, Milton decided Madison would be their permanent home and began work as a merchant grocer. On May 28, 1884, Mustin was one of eight chaperones for the second annual Fireman’s Ball and Supper in Madison.<sup>52</sup> An ad in the January 23, 1885 issue of the *Madisonian* list M.A. Mustin’s as the leader in pure liquors. The ad offers fine cognac, standard whiskies, kiln-dried corn whiskey, cigars, and tobacco.<sup>53</sup> Published in the *Weekly Madisonian* on December 30, 1892, Mustin sent notice that he would be closing his saloon, urging residents of the area to “go and get a few bottles for medicinal purposes, of the Finest Old Liquors in Georgia, from ten to twenty-five years in stock.”<sup>54</sup> By 1897, Mustin was on a new business venture, offering decorated chine and granite ware dinner sets.<sup>55</sup> The June 9, 1905 *Madisonian* has notice that new grocery items had just been received by Mustin.<sup>56</sup> The





1920 US Census shows that Milton remained in the grocer industry into his late years. Following Mustin's death, his wife received a letter from the Madison Kiwanis Club. The letter, dated April 1, 1924, the day Mustin passed, consoles the widow by ensuring his "memory will linger for ages to come, in the minds and hearts of those who knew him."<sup>57</sup>



**Lazarus Terrell Penick** was born on August 28, 1838 to Joseph Pate Penick and Martha Coleman.<sup>58</sup> Penick fought for the Confederates during the Civil War. He was a private with Cobb's Legion for the Georgia Regiment.<sup>59</sup> The 1880 US Census lists the family, including eight children, residing in Morgan County. He provided for his family as a merchant with his two oldest children, Jesse and L. Marshall, working as store clerks.<sup>60</sup> His store provided for general dealings in an extensive stock of merchandise and groceries.<sup>61</sup> Penick was the county

tax collector in his later years.<sup>62</sup> During a county executive committee meeting it was decided that he would carry his registration book to each precinct to provide a convenience to all voters.<sup>63</sup> He also announced himself for reelection for tax collector as a Democrat in 1902.<sup>64</sup> Penick passed away on July 10, 1913.<sup>65</sup>

**Edgar Pou** was born on December 4<sup>th</sup> 1856 in Georgia. In the 1880 census lists Edgar Pou as Edgar Pon. He lived in Horeb, Jasper, Georgia. His occupation was Farming.<sup>66</sup> The 1900 Census listed him as a farmer, but by the 1910 Census listed him as a dry goods merchant. The graffiti associated with Mr. Pou is that of *Pou Gro Co*. Mr. Pou dies May 16<sup>th</sup>, 1917.<sup>67</sup>

Born on April 28, 1891, **Rob Roy Shockley** was the fifth child of William G. and Ophelia Shockley. World War I registration records dated June 5, 1917 list Shockley's occupation as the clerk in a railroad office owned by the Central of Georgia Railroad Co. in Apalachee, Georgia.<sup>68</sup> The *Madisonian* reported Shockley had moved to East Point to continue work with the railroad company and that he would be missed in Morgan County. In 1924, the family relocated to Monroe where Shockley became the owner and operator of Shockley Lumber Company. Once he retired from the lumber business, Shockley took up real estate and insurance until he became too ill to work.<sup>69</sup> The July 17, 1957 issue of The Walton Tribune posted well wishes to an ill Shockley, who had undergone surgery three weeks prior.<sup>70</sup> Shockley passed in an Atlanta hospital on July 29, 1957. The Walton Tribune, in his obituary, posted that he was the "highest type Christian gentleman whose word was his bond."<sup>71</sup> Upon his death, Shockley was returned to Monroe where he was laid to rest at Rest Haven Cemetery.<sup>72</sup> Research has not provided proof at this time that Shockley was indeed employed with the Madison depot. However, his name written in graffiti leads to the assumption that during some period of his employment with the Central of Georgia Railroad, Shockley passed through the freight room.

**William E. Shepherd** was born in May 1864 in Texas to William Whitfield Shepherd and Sarah Beatrice Smith. Shepherd supported his family as a salesman of dry goods.<sup>73</sup> In 1908, The W.E. Shepherd Company purchased the stock of good from Anderson Dry Goods Co. Shepherd traveled to New York and later Chicago to buy more stock for his new store.<sup>74</sup> That year, he also made trips to Philadelphia and Baltimore to purchase goods.<sup>75</sup> Shepherd passed away on April 13, 1938 and is buried in the Madison Historic Cemeteries in Morgan County, Georgia.<sup>76</sup>

**Eugene DuBos Simmons** was born on December 7, 1872 in Putnam County, Georgia. Simmons supported his wife, Lessie Ezell, as a salesman with a grocery store.<sup>77</sup> The 1910 US Census lists Simmons as a grocery merchant.<sup>78</sup> The *Madisonian* reported that Simmons fainted in his store



on January 5, 1912. With his wife present, he was later taken home where he began to show signs of improvement.<sup>79</sup> This leads to the assumption that Simmons owned a store in Madison, perhaps after working his younger years with another individual. The 1930 US Census lists both Simmons and his wife worked in their retail store.<sup>80</sup> He passed away on February 22, 1933 in Morgan County, Georgia.<sup>81</sup>

**Lee Trammell** was born on July 19, 1862 in Cartersville, Georgia to Caswell Green and Nancy Echols Sansom.<sup>82</sup> He worked at Turnell and Trammell, a dry goods family business he formed with his cousin Joseph Turnell. Trammell would often travel to New York for the newest merchandise for their business according to the *Weekly Madisonian* in 1893.<sup>83</sup> In 1914, Trammell remodeled his store. Displays were the most up-to-date within the city and allowed for an array of millinery and furnishing goods to be displayed nicely in the store.<sup>84</sup> Trammell passed away on March 24, 1927 after suffering injuries from a wreck near Monticello where his Ford coupe did not make it across a railroad crossing in time and was struck by a Central passenger train traveling to Macon.<sup>85</sup> The accident is assumed to have happened because Trammell was deaf and could not hear the train approaching.<sup>86</sup>

**Richard Turnball** was born December 25, 1873. In 1905, Turnball was elected to the Madison Board of Education.<sup>87</sup> Turnball was listed as a merchant in the general merchandise industry.<sup>88</sup> Turnball signed his WWI draft registration at age 44, which listed his occupation at the time as a cotton buyer.<sup>89</sup> Prior to his retirement, records show that Turnball once partnered with William Peter Bearden in the mercantile business.<sup>90</sup>

**Joseph H. Turnell** was born on May 15, 1859. Born in Oconee County Georgia, the Turnell family relocated to Morgan County when Turnell was still a young child. He began his career with his brothers, Jack and Steve, before establishing Turnell and Trammel with his cousin, Lee Trammell.<sup>91</sup> Turnell went into business by himself in 1896. In 1898, he moved his business from Thomason corner to the Atkinson Building. The once vacant building was updated and was filled with "seasonable and stylish goods."<sup>92</sup> The move placed Turnell into one of the largest store rooms in the city. He often traveled to the North and Eastern regions to purchase new goods for his business. Advertisements for his new goods were often found within the pages of the *Madisonian*.<sup>93</sup> In the early 1900s, Joseph took up business in Elberton, the hometown of his wife, Vesta. He returned again to Madison where he established a shoe store, which he maintained until his death.<sup>94</sup> Turnell passed away in 1915 after several weeks being ill from typhoid fever.<sup>95</sup> He is buried in Madison Historic Cemeteries in Morgan County.<sup>96</sup>



## Appendix 2. Outreach Materials

### **Survey Results**

#### Web Response: Respondent 1, Betty Terrell

- **Affiliated Organization:** N/A
- **How long have you lived in Madison:** The home that I lived in and the neighbors. I grew up in Madison and attended Sunday school and church. My best memories are the way family members would visit each other on Saturday evenings, but mostly on Sundays after church. The grown folks would seat around and talk and the children would play. We always had food to share. Both my father and mother were there in the household with my siblings. I also enjoyed standing on the bank in front of our home waving at the convoy of army soldiers passing by. The little rock store where I bought candy on the way to Sunday school and church.
- **What was the depot like when it was in operation?:** Do not know. I can not recall any family or family friends traveling on that line.
- **What might lead people to use the depot when it is restored?:** Letting the people know that have no indication the significant role it had in the town of Madison, Ga. The barriers might be limitations to what area of events it can be used for, parking, hours of use and fee.
- **What activities or events at the depot would be most interesting to you?:** Have activities & events that includes diverse background pertaining to the depot.
- **What is important to you about Madison's history?:** Of course the history and impact that the blacks had in making Madison, Ga. and the surrounding towns within the county.
- **Additional thoughts or comments:** There is only one A.M.E. Church in the town and county of Madison, Ga. Morgan County. It is listed as a historical site and still functioning as of today. I would like see a Historical marker place on the property of this beautiful building.

#### Cotton Gin Festival 2015: Respondent 2, Oral Interview

- **Affiliated Organization:** Origami Owl
- **How long have you lived in Madison:** Lived in Madison for 21 years (Age 50-60)
- **What was the depot like when it was in operation?:** N/A
- **What might lead people to use the depot when it is restored?:** Anything that benefits the community as a whole, maybe a flea market type thing.
- **What activities or events at the depot would be most interesting to you?:** A festival space would be great.
- **What is important to you about Madison's history?:** Everything we know is in Madison; I claim Madison as my home. Love the small town people support each other.



- **Additional thoughts or comments:** Respondent supports the idea of renovation. "We have all these old buildings and people just walk away. I hate to see all these empty buildings." Respondent 1 is a Caucasian female approximately 50-60 years old

#### Cotton Gin Festival 2015: Respondent 3, Oral Interview

- **Affiliated Organization:** Thread Runners
- **How long have you lived in Madison:** N/A - Tourist
- **What was the depot like when it was in operation?:** N/A
- **What might lead people to use the depot when it is restored?:** Depot might attract people who love to visit historic sites and homes. The renovated depot could be a space to host small meetings like AA meetings or any 12 step program.
- **What activities or events at the depot would be most interesting to you?:** It would be interesting to see an old tain car, or any objects directly related to the depot's history.
- **What is important to you about Madison's history?:** From respondent 2's perspective, as a long time resident of Roswell, Ga "It is sad to see historic towns changing. I love the small town feel of Madison."
- **Additional thoughts or comments:** There is a huge need for small wedding venues. Respondent 2 worked for Kemball Hall and feels that small venues have a lot to offer. Not everyone wants a wedding caterer for their wedding, although there may be liabilities to look into when not using a caterer. Respondent is a Caucasian female approximately 55-65 years old.

#### Cotton Gin Festival 2015: Respondent 4, Oral Interview

- **Affiliated Organization:** Blind Drive Farm
- **How long have you lived in Madison:** Respondent 3 moved to Madison 3.5 years ago to live on an 8 acre homestead, to "raise chickens and boys"
- **What was the depot like when it was in operation?:** N/A
- **What might lead people to use the depot when it is restored?:** Perhaps, more outdoor spaces and trails. I don't want my kids playing on Highway 83.
- **What activities or events at the depot would be most interesting to you?:** It would be nice to see more spaces in Madison for recreational use.
- **What is important to you about Madison's history?:** I like that Madison retains its historic, small town feel.
- **Additional thoughts or comments:** Respondent is a Caucasian female 35 to 45 years old.

#### Cotton Gin Festival 2015: Respondent 5, Oral Interview

- **Affiliated Organization:** Morgan County High School
- **How long have you lived in Madison:** 1 year
- **What was the depot like when it was in operation?:** N/A
- **What might lead people to use the depot when it is restored?:** A skating rink, movie theater, or some sort of meeting space.



- **What activities or events at the depot would be most interesting to you?:** Recreational use, the Boys and Girls Club always has to rent space at the school.
- **What is important to you about Madison's history?:** School sporting events
- **Additional thoughts or comments:** Respondent is an African American male, approximately 15-16 years old.

Cotton Gin Festival 2015: Respondent 6, Oral Interview

- **Affiliated Organization:** Chile Today, Hot Tomale
- **How long have you lived in Madison:** 10 years, Respondent adds "10 years makes me a 'newcomer'"
- **What was the depot like when it was in operation?:** N/A
- **What might lead people to use the depot when it is restored?:** Not sure the town can support another event space. Covington had an old train depot with restaurants and shops. It is an ideal space where people don't have to worry about going up stairs, everything is on one floor.
- **What activities or events at the depot would be most interesting to you?:** Madison needs a nice Italian restaurant. However, the green tower attracts rats.
- **What is important to you about Madison's history?:** There were 2 confederate hospitals and a prisoner's camp. There was also a town spring. Madison had the 1st commercial plant for cotton seed oil.
- **Additional thoughts or comments:** Remember that the depot is near an active railroad line, it gets busy. Respondent is a Caucasian male, approximately 40-50 years old.

Cotton Gin Festival 2015: Respondent 7, Oral Interview

- **Affiliated Organization:** Chile Today, Hot Tomale
- **How long have you lived in Madison:** 10 years
- **What was the depot like when it was in operation?:** N/A
- **What might lead people to use the depot when it is restored?:** There is a lack of restaurants; Madison needs an upscale French restaurant. Or, something ethnic, like Taqueria de Sol). A lot of people come in to Madison and need more options for dining.
- **What activities or events at the depot would be most interesting to you?:** A place to sit and have lunch or coffee, but not a chain! Madison needs a public workspace, a seating lounge where people can feel like they are working from home.
- **What is important to you about Madison's history?:** Everything! There are over 100 antebellum homes. It is amazing to see the things people did and think about why people acted a particular way. Once I bought an old bungalow, I was told there were no wood floors. I dug up the floors to see for myself, and discovered that over time, 5 different buyers had added layers to the flooring. I can't imagine why someone would cover the beautifully aged wood floors in the house.
- **Additional thoughts or comments:** Kathy Russell is building an event space, and the resources and meeting spaces offered by the recreational department go unused a lot. Madison has enough gift shops.



Cotton Gin Festival 2015: Respondent 8, Oral Interview

- **Affiliated Organization:** Boiled peanut merchant
- **How long have you lived in Madison:** N/A
- **What was the depot like when it was in operation?:** N/A
- **What might lead people to use the depot when it is restored?:** N/A
- **What activities or events at the depot would be most interesting to you?:** A scenic railroad tour integrated with the tour of a historic home
- **What is important to you about Madison's history?:** Sherman didn't burn Madison down during his March to Sea. Madison is known for cotton
- **Additional thoughts or comments:** Respondent is a Caucasian female, 40-50 years old



## Outreach Flyer



# The Central of Georgia Depot

### Share Your Memories of Madison:

We are a group of graduate students from Georgia State University researching the Central of Georgia Depot, which is undergoing renovation in the future. As part of our research, we are reaching out to your community to learn more about the history of the area and share ideas about how the Depot might be used in the future. Any information you can share on the history of the area surrounding the Depot will be greatly appreciated.

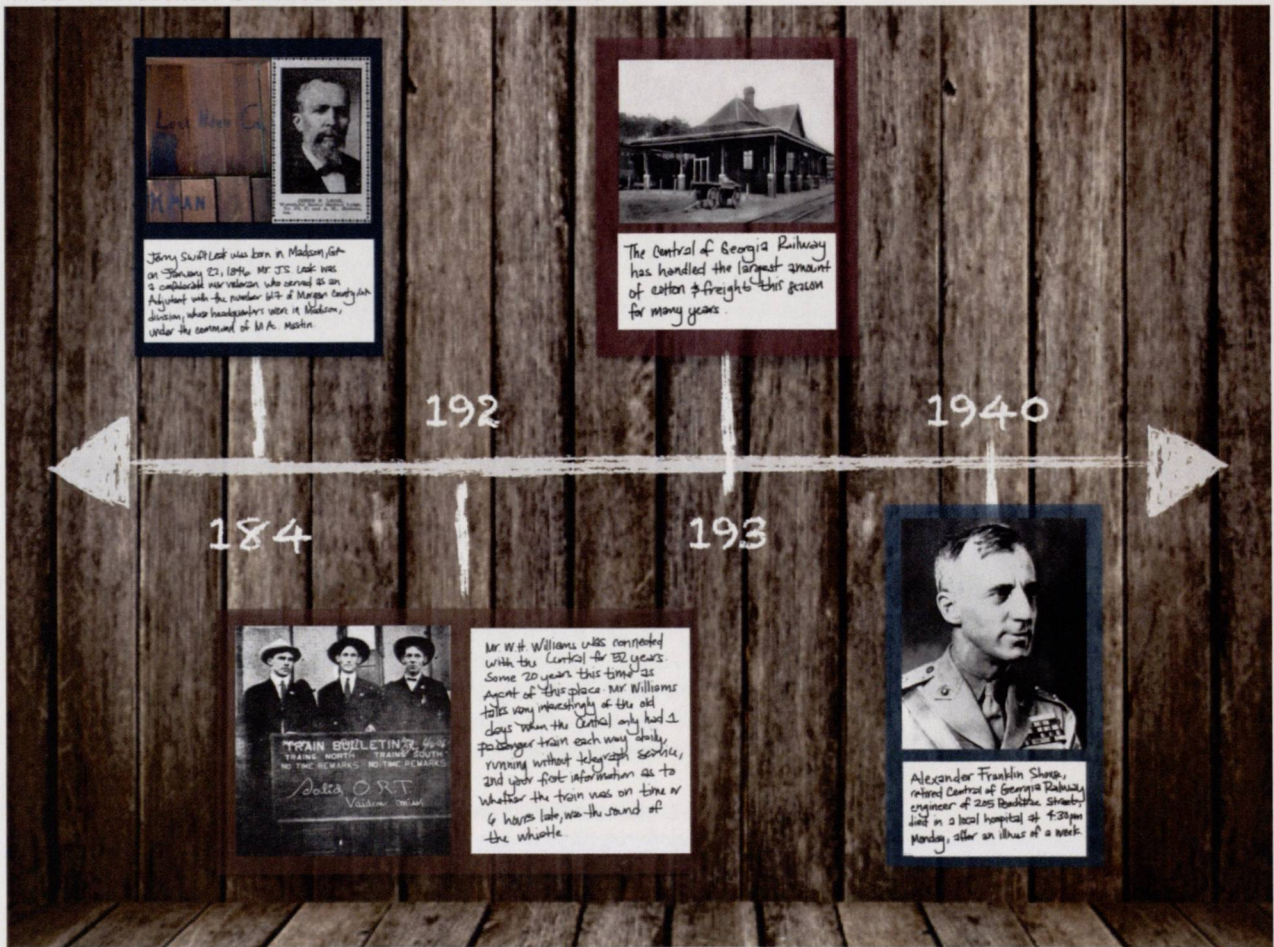
Feel free to contact our student group directly at [MadisonDepotProject@gmail.com](mailto:MadisonDepotProject@gmail.com) or visit <http://goo.gl/forms/L4aDK5ZFVC> for a brief, 5 question survey.



We are researching the wood frame Central of Georgia Depot that was next to the old McDowell Grocery, and is now across the railroad tracks, off 5th Street.



## Web Materials: Shared Historical Timeline





## Oral History: Mr. Willie Oliver—A Madison, GA Story<sup>97</sup>

I interviewed Mr. Willie Oliver in the early afternoon of November 11, 2015. We had met on November 1<sup>st</sup> at the *WWII: The Home Front* symposium at the Morgan County Cultural Center. He was part of the program's video and his family brought him to the event to participate. I introduced myself as a Georgia State University graduate student working on a project in the Madison community for the Central of Georgia depot and he agreed to speak with me to share his memories of the depot.

Due to the context of our meeting, the memories he shared are a direct reflection of this period of time in his life, before and after World War II. He has lived a long and full life, now aged 97, and reflects as one who is reminiscent of times gone by.

This sharing is not a biography but is intended to more fully capture his memories and experiences in Morgan County. At the beginning of our phone conversation, I learned that his specific memories of the depot were limited, but noteworthy. Through this interview we are able to capture one of the many perspectives of African-American male Madison residents covering the early 20<sup>th</sup> century up through the beginning of the American Civil Rights era.

*I was born in Dublin, GA in 1918 in a poor rural area. I was the eldest of 5 children, 3 girls and 2 boys—we 2 boys were the oldest and youngest. I have one sister, still living in Monticello, Georgia and my only brother, the youngest, who lives in Charlotte, NC. They are both in their seventies now. Two have passed on. My brother was taken to Charlotte when he was still just a little boy by his teacher who wanted to raise him as her son. He didn't grow up with the rest of us.*

*When I was a boy, times were extremely hard but God brought us through it. I guess you could say we were lucky because we didn't really go hungry although we would get hungry sometimes. We raised cows, hogs and chickens; people did a lot of fishing and hunting and we had to grow our own food to survive. We hunted rabbits and squirrels and some also hunted coons and possum. We caught herring.*

*Planting season began around the end of February-beginning of March because back then in South Georgia it didn't really get cold until around November up through the end of January. In April, cotton and corn planting began to be picked the third Sunday of August. The main purchase we had to make was flour and sugar. A 24 pound sack of flour costed .75 back then which was considered high. We grew our own corn and would take it to the mill to be ground. The white people that owned the mill would keep a portion of the meal to sell but other than that there was no cost.*

*We had to work picking cotton from sun up to sun down for .50 cent a day working for white people that owned the fields. That was all anyone made grown men and children alike. The dinner bell was rang at noon and you got one hour to eat and rest. If you didn't have any food they would give you a little something to eat. After that, back to work till sundown. The woods were our bathroom.*



*Some people bought land and built houses on them themselves. Others lived in old slave quarters on white people's land. You could see the ground through the cracks in the floor. People used burlap bags with a block of ice in it and put it in the fireplace to keep it cool-this was used as a refrigerator. Poor white people lived like this too. We made our own brooms from the corn husks and there was no such thing as grass or lawns back then. We didn't have any electricity back then and used kerosene lamps with wick. Churches would line chairs up along the walls and place kerosene lamps on each chair to light up the chapel. We slept on mattresses made from straw out of the field and put them inside clothes with a hole in the center called ticks. ). I Never thought I'd live to see stuff like electricity, a stove, inside closet, bathtub, bathrooms (woods was the bathroom); we got water from wells (had to dig them and draw, some people put their milk on ropes to keep it cool. There was no running water).*

*I did go to school. We had to walk 12 miles each way because we lived so far back in the woods. When I was 12, my grandmother took me to church and I was baptized in a creek. People went to church in wagons with mules pulling in the 20's; no cars. They also went to revivals. There would put chairs (wooden bottom) in the wagon to go to church. Just like slavery time.*

*I'm 97 years old and think to myself, 'how in the world did people live?.'*

*I stayed home and picked cotton until I was 17. I moved to Madison in 1937 and got a job stamping watermelons, peas and vegetables with Puritan to be shipped on freight cars. I joined the Civilian Conservation Corps (CCC) in 1939 which is where I met my wife, Thelma Webb. I was in the Corps until 1941. I hadn't been long out of the CCC uniform when they sent for me to go to the army at Fort Benning in 1942. I spent the night but because my wife was pregnant hey didn't take me; I was called again in 1945 but my wife was pregnant again so I didn't go to war.*

*From 1942-45 they stopped making cars and trucks for the public. They started back in 46 and they been making them ever since. During this time I worked at the store across the street from the Madison Central Depot as a stock clerk. There was one black janitor that worked there. I remember the soldiers getting off of train in their uniforms so they could get some exercise before taking off again. Some of them would stretch and others would walk around a bit before getting back on to head for California and from there to Hawaii.*

*After I left the CCC I went to Monticello and worked in a wood mill as a planer smoothing out lumber. From there, we moved to my wife's Greensboro, NC, my wife's hometown. After a while, I left and she stayed to work at Lay's as a boner getting bones out of hams to be canned in Knoxville, TN. This was when the War was going on.*

*We came back to Georgia not long after. We had to get in line for food. President Roosevelt was the best president. He put jobs out for people to make a living. Back then, you could get things for nickels and dimes. You could see a movie for .15 or .20 cents. Pop cost a nickel; stamps and pencils each cost a penny. You could even get postcards for a penny. Everything back then was cheap but we didn't have any money.*

*In Canaan, people would accept 3 to 5 eggs as barter for things like snuff and tobacco. It was some good white people back then too; but a lot wanted to kill black men, lynching them-get them at night, drag them out and lynch; if you had to go to a white house you had to go to the back door, pull*



*your cap off and address them as "boss man." There were no factories, only farmwork for black men in Madison.*

*Birney Street used to be a dirt road and Morgan County High School for the black kids was a 2 story wooden building. It was torn down and they put a funeral home there. Possum would get into the wooden boxes and eat the dead so they outlawed wooden boxes.*

*Before desegregation, there were several black businesses in Canaan. By the 1950's there were only 3 left: Dr. James K. Smith, J.K. Love Laundry and Maps Funeral Home which is now on Washington Street which my son-in-law runs. There were black salons and 3 black restaurants in town, but now, there are no black businesses left even though the population is 2 to 3 times what it used to be. I have another son-in-law that works at an auto dealership right outside of Madison. The black businesses began to shut down when wages started to increase in the 1950's.*

*I had spinal surgery in 2012 so I don't get around much. I have to be led around so would rather stay inside. I did a lot of traveling years ago—things were much cheaper then. My advice is for everyone to travel and see the sights. There's a lot to see and experience in this world.*

### **Incorporating Interviews into Depot Signage**

Through looking at the interview conducted with Mr. Willie Oliver interviews such as this can be used as a model to inform the interpretive ideas that will be shared on signage at the trailhead and along the Founders Trail Network, as well as within the depot itself. This should result in creating a broader sense of history and place (please note that his response should be considered along with a diverse group of respondents varying in age, sex, class, and race):

- "I was the eldest of 5 children, 3 girls and 2 boys" - interpretive signs can include information on family structure and size in the past versus today. Try to provide background information that will encourage the visitor to think about some of the reasons the average number of family members in a household may have changed over time.
- "We raised cows, hogs and chickens; people did a lot of fishing and hunting and we had to grow our own food to survive." - interpretive signs can include information on how Madison went from a community that lived off the land, growing into a community that had access to grocery stores. This is an opportunity to explore hunting and fishing methods as well as provide a historical recount of some of the notable grocers that have existed over time.
- "Planting season began around the end of February-beginning of March because back then in South Georgia it didn't really get cold until around November up through the end of January. In April, cotton and corn planting began to be picked the third Sunday of August." - interpretive signs can include agricultural details regarding the planting season and cash crops. This is also an opportunity to explore other factors that affected crop production, particularly the weevil.
- "People used burlap bags with a block of ice in it and put it in the fireplace to keep it cool-this was used as a refrigerator. We made our own brooms from the corn husks and there was no such thing as grass or lawns back then. We didn't have any electricity back then and used kerosene lamps with wick...." – interpretive signs can include historical information on the progression of technology in Madison as well as the community's means of resiliency and resourcefulness.



- “Poor white people lived like this too.” – this should be integrated into any interpretive sign or discussions had about race relations in Madison.
- “There were black salons and 3 black restaurants in town, but now, there are no black businesses left even though the population is 2 to 3 times what it used to be.” – interpretive signs should not only reflect on what those black owned businesses were but also encourage visitors to think about why such businesses are non-existent today.
- “I remember the soldiers getting off of train in their uniforms so they could get some exercise before taking off again. Some of them would stretch and others would walk around a bit before getting back on to head for California and from there to Hawaii.” – interpretive signs can include information on the types of people that stopped off in Madison via the railroad, before moving along to other parts of the country.



### **Appendix 3. Event Venues and Events**

Currently there are approximately twelve event spaces in Madison, many of which are historic spaces. Most of the event spaces are on the opposite side of the Town center away from the depot. Listed below are the spaces, the prices (if available), and the capacities of each.

#### **Current Event Spaces in Madison, GA:**

- James Madison Inn
  - Website: <http://jamesmadisoninn.com/>
  - Capacity
    - Outdoor section holds 300.
    - Indoor section holds up to 200.
- The FarmHouse Inn
  - Website: <http://thefarmhouseinn.com/weddings.php>
  - Capacity
    - 100 people
  - Pricing
    - Listed a planning price of \$4,500.
  - Other notes
    - Unique in that it specialize in green weddings
- Madison-Morgan Culture Center
  - Website: <http://www.mmcc-arts.org/rentals.html>
  - Capacity
    - 299 people
  - Pricing
    - One day rental: \$1600
    - Two day rental: \$1950
- The Brady Inn
  - Website: <http://bradyinn.com/>
  - Pricing
    - Weekend wedding is \$5900 for 150 guests
  - Other notes
    - 5 spaces for weddings and other events
- Variety Works
  - Website: <http://www.varietyworksmadison.com/>
- Madison Tea Room
  - Website: <http://www.madisontearoom.com/index.php>
  - Closed until November 1, 2015
- The Barn at Oakleaf Farm
  - Website: <http://www.oakleafbarn.com/>
  - Capacity
    - 160 people
  - Pricing
    - Weekend rate: \$3950
- Heritage Hall
  - Website (Friends of Heritage Hall): <http://friendsofheritagehall.org/>
  - Capacity



- 200 people
  - Pricing
    - \$150 per hour
  - Other notes
    - Has four spaces
- Madison Inn Oaks and Garden
  - Website: <http://www.madisonoaksinn.com/>
  - Capacity
    - 300 people
  - Other notes
    - Madison Oaks Sales Packet
    - Link: <http://www.madisonoaksinn.com/documents/MadisonOaks-SalesPacket.pdf>

### **Local Businesses for Potential Partnerships:**

- James Madison Inn
  - Website: <http://jamesmadisoninn.com/>
  - Group Rates for events in Madison
- Madison Morgan Wedding Association
  - Website: <http://www.madisonmorganweddingresources.com/>
- Madison Downtown Audio Tour (iTunes)
  - Link: <https://itunes.apple.com/us/app/madison-ga-downtown-tour/id999242667?mt=8>
- North Georgia Tours
  - Website: <http://www.northgeorgiatours.net/>
- Madison-Morgan Conservatory
  - Website: <http://www.mmcgeorgia.org/>
- Madison Tea Room (They list a few other options on their site)
  - Website: <http://www.madisontearoom.com/index.php>
- Heritage Hall (Friends of Heritage Hall)
  - Website: <http://friendsofheritagehall.org/about-us.php>
- An Architectural Guide to Historic Madison
  - Link: <http://cdn.gadataengine.milesmedia.com/gadataengine/appmedia/brochures/0/987/MadisonWalkingTourBrochure.pdf>
  - Walking tour guide



## Events in Madison

Event	Event Location	Event Date
Madison Antique Show and Sale	Madison-Morgan Culture Center	Feb-16
Community Shred Event	Madison-Morgan Conservancy	4/9/2016
Chamber Music Festival	Madison-Morgan Culture Center	
Independence Day Picnic	Madison-Morgan Culture Center	7/4/2016
Madison Fireworks Display	Heritage Park	7/4/2016
Memorial Day Celebration	Main Street	5/30/2016
Greenprint Ramble	Madison-Morgan Conservancy	
Downtown Holiday Parade	Main Street	12/12/2015
Christmas Rush Classic	"historic district"	December
Holiday Tour of Homes		12/3-5/2015
Atlanta Symphony Orchestra Holiday Concert	Madison-Morgan Culture Center	
Firefighters' fall 5k and 10k	"Historic District"	October
Madison in May 5k, 10k and fun run	"Historic District"	May
Sam Hunt Concert	Madison-Morgan Culture Center	11/18/2015
NAACP Black History parade and festival		April
Caroling by candle light	Main Street-town park	12/12/2015
Country Road Cruisers Spring Show		
Country Road Cruisers Fall Show		
Madison Fest	Main Street-town park	4/23/2016
Firefly Festival	Main Street-town park	July
Chili Cook-off and Fall Festival	Main Street-town park	October
Country Road Cruisers Social Hour	Madison Chop House Grill	Monthly
Corridor Design Commission Meeting	Meeting Hall	
Main Street Advisory Board Meeting	Meeting Hall	
Downtown Development Authority	Meeting Hall	bi-monthly
DURA Town Hall	St. Paul's AME Church	
DDA/DURArea Committee Meeting	City Hall	Tuesdays



Green Space Commission	Meeting Hall	monthly
Historic Preservation commission board	Meeting Hall	monthly
Housing opportunity commission	City Hall	weekly
Vet to Pet clinic	main street vet	
Haunted History Tour	Main street Georgia Events	weekly
Morning Coffee	Chamber of Commerce	monthly
Business after hours	Town and Country and Lilywind Kids	monthly
WWII The Home Front	Madison-Morgan Cultural Center	
Stories Told in Bits and Pieces exhibit	Steffen Thomas Museum	
Pieces of Me exhibit	Morgan Country African American Museum	
Exploring the Senses Exhibit	James Madison Inn's Oak Room	
Dancing With Madison's Stars	Madison-Morgan Cultural Center	11/12/2015

### Events in Morgan County

Event Name	Location	City	Date	More Information
Bostwick Cotton Gin Festival	5910 Bostwick Rd	Bostwick	November	
Gin Run	5910 Bostwick Rd	Bostwick	Late October- Early November	
Science Night	Morgan County High School	Madison	12/11/2015	
VRAG/GE OA Joing Conference	UGA	Athens	12/13-16/15	<a href="http://www.cviog.uga.edu/elections">http://www.cviog.uga.edu/elections</a>
Spooky Fall Festival	Downtown Rutledge	Rutledge	October	
Sunflower Farm Festival	1430 Durden Rd	Rutledge	July	



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# ENDNOTES

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## INTRODUCTION

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## FOUNDATIONS FOR PLANNING

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- <sup>4</sup> *The Weekly Madisonian* (Madison, GA), Feb. 11, 1898.
- <sup>5</sup> The Georgia Rails Into Trails Society, the Trust for Public Land and the Georgia Department of Natural Resources Historic Preservation Section, "The Statewide Railroad Industry Context," (Madison, GA, 1991), 102.
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- <sup>7</sup> William R. Mitchell, *Madison: A Classic Southern Town* (Savannah, Georgia: Golden Coast Publishing Company, 2010), 19.
- <sup>8</sup> Georgia's Railroad History and Heritage. "A Guide to Georgia's Railroad Depots," <http://railga.com/Depots/depotguide.html>
- <sup>9</sup> *Ibid.*
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- <sup>11</sup> *Ibid.*
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- <sup>13</sup> Madison-Morgan County Chamber of Commerce, <http://www.madison.org/home/>.
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- <sup>19</sup> Williams, Marshall W. "Morgan County." *New Georgia Encyclopedia*, 2003. <http://www.georgiaencyclopedia.org/articles/counties-cities-neighborhoods/morgan-county>.
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- <sup>23</sup> Robert E. Gallamore and John Robert Meyer, *American Railroads: Decline and Renaissance in the Twentieth Century* (Cambridge, MA: Harvard University Press, 2014), Chapter 5; Albro Martin, *Railroads Triumphant: The Growth, Rejection, and Rebirth of a Vital American Force* (New York: Oxford University Press, 1992).
- <sup>24</sup> Prince, 8.
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- <sup>26</sup> The population of African Americans rose from 28% to 70% of Madison's overall population between the years 1810 and 1870; from 53% to 55% in Madison over the same period. By 1860, only seven free African Americans lived in Morgan County versus 7,006 enslaved, the latter owned by 14% of the 2,983 white residents. Madison Georgia Official Website, "City of Madison & Morgan County Demographic History." <https://ga-madison.civicplus.com/DocumentCenter/Home/View/173> Bonnie P. (Patsy) Harris, *The Confederate Hospitals of Madison, Georgia: their records and histories 1861-1865* (McNaughton & Gunn, Inc., 2014), 4.
- <sup>27</sup> Monnet, Julien C.. 1912. "The Latest Phase of Negro Disfranchisement". *Harvard Law Review* 26 (1). The Harvard Law Review Association: 42-63.
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- <sup>34</sup> Julie Novkov, "Segregation (Jim Crow)." *EncyclopediaofAlabama.com*. <http://www.encyclopediaofalabama.org/article/h-1248>
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## EXISTING CONDITIONS

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<sup>1</sup> Madison, Georgia Population. CensusViewer. <http://censusviewer.com/city/GA/Madison>.

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<sup>12</sup> DDA and HMMF, "A Catalyst Project: Financial Summary and Timing."

<sup>13</sup> DDA and HMMF, "A Catalyst Project: Financial Summary and Timing," and "Anticipated Depot Uses."

<sup>14</sup> In 1982, Governor John Ashcroft, filed an application to turn an abandoned spur of the Missouri-Kansas-Texas railroad into the MKT Trail. That same year, the City of Columbia opened the MKT Trail, which became one of the first rails-to-trails pilot programs. This would not have been possible without the NTSA. In 1991, Congress enacted the Intermodal Surface Transportation Efficiency Act (ISTEA) and the Transportation Enhancements (TE) program was introduced during this same time. Before the 1990s, federal highway funds could only be used for highway projects or specific bicycle transportation facilities. However, in 1991, Congress made a major shift and for the first time, pedestrian and bicycle facilities were framed as part of the nation's transportation infrastructure, and trail projects became eligible for almost all federal-aid highway funds. The TE program created a major funding source for multimodal forms of transportation, including multiuse trails and paths. There are twelve categories that qualify for TE funds including: historic preservation, landscaping and scenic beautification, along with the establishment of transportation museums. There are a number of other momentous developments in the history of the Rails-to-Trails program which have led to over 21,000 miles of re-adapted trails used by tens of millions of people a year.

<sup>15</sup> For more than 20-years, Friends of the Riverfront, have counted on the support of volunteers to support clean ups along riverfront areas that were once occupied by industrial manufacturing companies. Before industrialization in the early 1900s these areas were used for recreational purposes. Because of pollution and other environmental concerns, the river was fenced in, eliminating the opportunity to build social connections. Today, area business, community organizations and volunteers connect to influence the upkeep and cultural experience of the ground.

1. During the 2015 Earth Week 199 volunteers including US Bank, Allegheny High School Boys Hockey Team, and other members of the community joined corporate sponsors Great Lakes Brewing Company and REI to clear away 155 bags of trash, plant 510 flower bulbs, applied of 10 cubic yards of mulch around trees, spread 7 tons of crushed limestone, and covered 2 walls of graffiti.
2. First National Bank Pittsburgh held its first annual triathlon in 2015.
3. Friends of the Riverfront has partnered with e360 (formerly Orro Fundraising), an electronics recycling group in the Pittsburgh area. The partnership encouraged audiences to recycle old, broken and no longer used electronics to raise money for the trail.
4. The "Birmingham Biketacular" included contests, a beer garden, vendors, and a bike valet. This created an opportunity for retailers to connect with a variety of target markets, particular the bicycle and outdoor community.

A marketing campaign consisted of a photo contest that encouraged participants to wear their "I ♥ Trails" t-shirt to any travel destination, upload a picture of them wearing their t-shirt, and they would receive an "I ♥ Trails" magnet and be entered to win a grand prize. One participant is pictured wearing their T-Shirt in Beijing, China. This approach keep participants connected to the trail even when they are miles away.



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<sup>16</sup> "Atlanta BeltLine Art on the Atlanta BeltLine and Atlanta Celebrates Photography Return with 'The Fence' for the 2015 Exhibition". Atlanta Beltline. <http://beltline.org/2015/10/14/art-on-the-atlanta-beltline-and-atlanta-celebrates-photography-return-with-the-fence-for-the-2015-exhibition/>.

<sup>17</sup> "MAP." Atlanta BeltLine Art on the Atlanta BeltLine and Atlanta Celebrates Photography Return with The Fence for the 2015 Exhibition Comments. Oct. 14, 2015. <http://beltline.org/2015/10/14/art-on-the-atlanta-beltline-and-atlanta-celebrates-photography-return-with-the-fence-for-the-2015-exhibition/>.

## ISSUES AND INFLUENCES

<sup>1</sup> Timothy, Dallen J., and Gyan P. Nyaupane, eds. "Cultural Heritage and Tourism in the Developing World: A Regional Perspective." Routledge, 2009.

## RECOMENDATIONS

<sup>1</sup> Possible models for such a program can be found in public history case studies, including the Lower East Side Tenement Museum and the Chinatown History Project. Discussion programs should be planned as facilitated along the lines discussed in Ruth Abram, "Kitchen Conversations: Democracy in Action at the Lower East Side Tenement Museum," *The Public Historian* 29:1 (February 2007): 59-76. Other examples of community engagement can be found in John Kuo Wei Tchen, "Creating a Dialogic Museum: The Chinatown History Museum Experiment," in *Museums and Communities: The Politics of Public Culture* (Smithsonian Institution, 1992): 285-326 and Katherine T. Corbett and Howard S. Dick Miller, "A Shared Inquiry Into Shared Inquiry," *The Public Historian* 28.1 (Winter, 2006) 15-28.

<sup>2</sup> Potential exhibit displays could include ideas such as *Seeing Sounds*, which would invite artists to listen to oral interviews about Madison and create conceptual artwork to interpret components of those interviews. These works will be placed along various points of the trail. Three months later the trail can introduce a new exhibition called *Burlap*, which would invite writers to compose short literary works about their thoughts on slavery and the cotton trade, on burlap bags. These exhibit ideas were proposed by GSU graduate student Sophia Nelson.

<sup>3</sup> Georgia Department of Education, "Social Studies Skill Matrices," *Georgia Performance Standards* (Georgia, 2015), [https://www.georgiastandards.org/standards/GPS%20Support%20Docs/gps\\_Socialstudies\\_skills\\_matrix.pdf](https://www.georgiastandards.org/standards/GPS%20Support%20Docs/gps_Socialstudies_skills_matrix.pdf)

## APENDICES

<sup>1</sup> "New Business Firm: Beard and Higginbotham Succeed Bearden and Turnball. Both Good Business Men." *Madisonian*, January 5, 1912.

<sup>2</sup> "W.H. Adams" World War I Draft Registration Cards, 1917-1918.

<sup>3</sup> "W.H. Adams – Booster and Builder." *Madisonian*, January 19, 1923.

<sup>4</sup> 1930 US Census, Morgan County, Georgia, population schedule, Madison, p. 8201, dwelling 113, family 126, W.H. Adams; 1940 US Census, Morgan County, Georgia, population schedule, Madison, p. 23, dwelling 5, W.H. Adams.

<sup>5</sup> "W.H. Adams Dies in Atlanta After Short Illness." *Madisonian*, September 8, 1955; *Madisonian*, September 5, 1924.

"William H. Adams (1885-1955)." Digital images. Findagrave.com.

<sup>7</sup> "Let Us Supply You." *Madisonian*, April 25, 1902.

<sup>8</sup> "Mules." *Madisonian*, January 21, 1916.

<sup>9</sup> *Madisonian*, January 5, 1912.

<sup>10</sup> "Morris Fertilizer Company." *Madisonian*, March 13, 1914.

<sup>11</sup> "Business Changes." *Madisonian*, July 19, 1912.

<sup>12</sup> "Passing of a Stalwart." *Madisonian*, April 22, 1938.

<sup>13</sup> 1930 US Census, Morgan County, Georgia, population schedule, Madison, p. 6A, dwelling 135, family 152, W.P. Bearden.

<sup>14</sup> "William P. Bearden (1863-1938)." Digital images. Findagrave.com.

<sup>15</sup> *Madisonian*, April 22, 1938.

<sup>16</sup> *Madisonian*, 1900.



- <sup>17</sup> 1920 US Census, Morgan County, Georgia, population schedule, Apalache Town, p. 578, dwelling 74, family 74, R.T. Few.
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- <sup>19</sup> "Rufus T. Few (1899-1962)." Digital images. Findagrave.com.
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- <sup>25</sup> 1910 US Census, Morgan County, Georgia, population schedule, Madison, p. 262, dwelling 179, family 205, H.H. Fitzpatrick.
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- <sup>29</sup> "Henry H. Fitzpatrick (1863-1934)." Digital images. Findagrave.com.
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- <sup>31</sup> 1910 US Census, Morgan County, Georgia, population schedule, Madison, p. 885, dwelling 206, family 214, R.S. Harriss.
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- <sup>47</sup> *Madisonian*, January 5, 1906.
- <sup>48</sup> "William E. Monroe (1861-1925)." Digital images. Findagrave.com.
- <sup>49</sup> 1850 US Census, Richmond County, Georgia, population schedule, Augusta, p. 470, dwelling 460, M.A. Mustin.
- <sup>50</sup> 1860 US Census, Richmond County, Georgia, population schedule, Augusta, p. 148, dwelling 1228, family 1202, M.A. Mustin.
- <sup>51</sup> "M.A. Mustin" United States. Civil War Soldiers, 1861-1865. Digital images. Ancestry.com.
- <sup>52</sup> Madison, Georgia *Fireman's Ball and Supper*, 28 May 1884. Digital images. Ancestry.com.
- <sup>53</sup> "M.A. Mustin Liquor Advertisement." *Madisonian*, January 23, 1885.
- <sup>54</sup> "Saloon Will Close." *Weekly Madisonian*, December 30, 1892.
- <sup>55</sup> "M.A. Mustin Opening Advertisement." *Madison Advertiser*, December 9, 1897.
- <sup>56</sup> "Just Received." *Madisonian*, June 9, 1905.
- <sup>57</sup> Madison Kiwanis Club to Mrs. M.A. Mustin, April 1, 1924. Digital images. Ancestry.com.
- <sup>58</sup> 1880 US Census, Morgan County, Georgia, population schedule, Madison, p. 18, dwelling 168, family 191, L.T. Penick.
- <sup>59</sup> "L.T. Penick" Civil War Soldiers, 1861-1865.



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- <sup>60</sup> 1880 US Census, Morgan County, Georgia, population schedule, Madison, p. 18, dwelling 168, family 191, L.T. Penick.
- <sup>61</sup> "L.T. Penick, General Dealer in Merchandise, Groceries." *Madisonian*, July 10, 1880.
- <sup>62</sup> 1900 US Census, Morgan County, Georgia, population schedule, Madison, p. 12, dwelling 326, family 343, L.T. Penick.
- <sup>63</sup> "County Executive Committee." *Madisonian*, April 4, 1902.
- <sup>64</sup> "For Tax Collector." *Madisonian*, April 25, 1902.
- <sup>65</sup> "Lazarus T. Penick (1838-1913)." Digital images. Findagrave.com.
- <sup>66</sup> Ancestry.com 1880.
- <sup>67</sup> Findagrave.com 2013.
- <sup>68</sup> "R.R. Shockley" United States. World War I Draft Registration Cards, 1917-1918. Digital images. Ancestry.com.
- <sup>69</sup> "R. Roy Shockley Death Removes a Good Citizen." *The Walton Tribune*, July 31, 1957
- <sup>70</sup> "R. Roy Shockley is Critically Ill at Georgia Baptist." *The Walton Tribune*, July 17, 1957
- <sup>71</sup> *The Walton Tribune*, July 31, 1957.
- <sup>72</sup> "Rob R. Shockley (1891-1957)." Digital images. Findagrave.com.
- <sup>73</sup> 1900 US Census, Morgan County, Georgia, population schedule, Madison, p. 30, dwelling 43, family 48, W.E. Shepherd.
- <sup>74</sup> "New Dry Goods Firm." *Madisonian*, April 24, 1908.
- <sup>75</sup> *Madisonian*, May 8, 1908.
- <sup>76</sup> "William E. Shepherd (1864-1938)." Digital images. Findagrave.com.
- <sup>77</sup> 1900 US Census, Morgan County, Georgia, population schedule, Madison, p. 11, dwelling 295, family 310, E.D. Simmons.
- <sup>78</sup> 1910 US Census, Morgan County, Georgia, population schedule, Madison, p. 9, dwelling 214, family 248, E.D. Simmons.
- <sup>79</sup> *Madisonian*, January 5, 1912.
- <sup>80</sup> 1930 US Census, Morgan County, Georgia, population schedule, Madison, p. 14, dwelling 267, family 400, E.D. Simmons.
- <sup>81</sup> "Eugene D. Simmons (1872-1933)." Digital images. Findagrave.com.
- <sup>82</sup> "Mr. Trammell's Tragic Death." *Madisonian*, April 1, 1927.
- <sup>83</sup> "Off to the Market." *Weekly Madisonian*, September 8, 1893.
- <sup>84</sup> "Trammell;s Store Remodeled." *Madisonian*, September 25, 1914.
- <sup>85</sup> "Lee Trammell Dead." *Madisonian*, March 25, 1927.
- <sup>86</sup> *Madisonian*, April 1, 1927.
- <sup>87</sup> "The Beard Organizes." *Madisonian*, June 9, 1905.
- <sup>88</sup> 1910 US Census, Morgan County, Georgia, population schedule, Madison, p. 255, dwelling 7, family 9, R. Turnball.
- <sup>89</sup> "R. Turnball" World War I Draft Registration Cards, 1917-1918.
- <sup>90</sup> *Madisonian*, January 5, 1912.
- <sup>91</sup> "Joseph H. Turnell Passes Away After Several Weeks Illness." *Madisonian*, August 29, 1915.
- <sup>92</sup> "In His New Store: Joe H. Turnell, the Dry Goods Prince, Moves to the Atkinson Building." *Weekly Madisonian*, February 11, 1898.
- <sup>93</sup> Ibid.
- <sup>94</sup> *Madisonian*, August 29, 1915.
- <sup>95</sup> *Madisonian*, August 29, 1915.
- <sup>96</sup> "Joseph H. Turnell (1859-1915)." Digital images. Findagrave.com.
- <sup>97</sup> Willie Oliver, Interview by Willie May Bolden, Madison, November 10, 2015.