

Georgia State University

ScholarWorks @ Georgia State University

Heritage Preservation Projects

Department of History

2006

Beltline: A History of the Atlanta Beltline and its Associated Historic Resources

Kadambari Badami

Janet Barrickman

Adam Cheren

Allison Combee

Savannah Ferguson

See next page for additional authors

Follow this and additional works at: https://scholarworks.gsu.edu/history_heritagepreservation



Part of the [Historic Preservation and Conservation Commons](#)

Recommended Citation

Badami, Kadambari; Barrickman, Janet; Cheren, Adam; Combee, Allison; Ferguson, Savannah; Frank, Thomas; Garner, Andy; Hawthorne, Mary Anne; Howell, Hadley; Hutcherson, Carrie; McElreath, Rebekah; Marshall, Cherith; Martin, Rebekah; Morrison, Brandy; Serafine, Bethany; and Tolbert, Tiffany, "Beltline: A History of the Atlanta Beltline and its Associated Historic Resources" (2006). *Heritage Preservation Projects*. 4.

https://scholarworks.gsu.edu/history_heritagepreservation/4

This Article is brought to you for free and open access by the Department of History at ScholarWorks @ Georgia State University. It has been accepted for inclusion in Heritage Preservation Projects by an authorized administrator of ScholarWorks @ Georgia State University. For more information, please contact scholarworks@gsu.edu.

Authors

Kadambari Badami, Janet Barrickman, Adam Cheren, Allison Combee, Savannah Ferguson, Thomas Frank, Andy Garner, Mary Anne Hawthorne, Hadley Howell, Carrie Hutcherson, Rebekah McElreath, Cherith Marshall, Rebekah Martin, Brandy Morrison, Bethany Serafine, and Tiffany Tolbert

A History of the Atlanta Beltline and its Associated Historic Resources



**Prepared By
Georgia State University
Heritage Preservation
History 8700
Spring 2006**

**Kadambari Badami
Janet Barrickman
Adam Cheren
Allison Combee
Savannah Ferguson
Thomas Frank
Andy Garner
Mary Anne Hawthorne**

**Hadley Howell
Carrie Hutcherson
Rebekah McElreath
Cherith Marshall
Rebekah Martin
Brandy Morrison
Bethany Serafine
Tiffany Tolbert**

Table of Contents

Introduction

A History of the Atlanta Beltline and its Associated Historic Resources

<i>The Atlanta Beltline</i>	3
<i>Pryor Road/University Avenue</i>	13
<i>Boulevard Crossing</i>	18
<i>Memorial Drive/Bill Kennedy Way</i>	26
<i>Ralph McGill Boulevard</i>	37
<i>10th Street and Monroe Drive</i>	44
<i>Ansley Mall</i>	52
<i>Peachtree Road</i>	60
<i>Northside Drive</i>	68
<i>Simpson Road</i>	77
<i>Cascade Avenue/Ralph David Abernathy Boulevard</i>	83
<i>Murphy Triangle</i>	88
<i>University Avenue/Metropolitan Park Way</i>	96

Appendix

<i>Railroad Histories</i>	101
<i>Bibliography</i>	106

The United States has a rich history that shows the progress of its civilization through its settlement patterns, social, economic and cultural environments. These in turn have been influenced and molded by the innovations in technology that have affected commerce and transportation which have been key to the formation of many important cities in the country, including Atlanta. Atlanta took root because of the railway industry that formed the spine of the country's vast economic network and became one of the most important cities in the Southeast. The Beltline is a tangible reminder of this rich history. A study of the Beltline and its surrounding environment reveals Atlanta's transportation development, industrial growth, settlement patterns, and social and cultural evolution.



Murphy Triangle, Beltline tunnel, 2005

The Beltline began as a railroad bypass around the congested downtown railroads, similar to present-day I-285. The land it sits on was chosen because of its then-rural character, making it less expensive to purchase and easier to develop. It was developed by four separate railroad companies; the Southern Railway, the Atlanta and West Point Railroad, the Louisville and Nashville Railroad and the Seaboard Air Line. Each segment was built by the railroad company for their own use, allowing their trains to quickly circumvent the City, as well as access their maintenance facilities on the outskirts of town. Construction began in 1871 and was completed around 1910, creating the Beltline that exists today.

The height of Beltline use was in the early 20th century, after its completion. During this period, manufacturing and warehousing facilities proliferated along its route. Major industries such as General Electric and Ford, as well as many local industries, located their factories beside it. By mid-century, however, the railroad industry was being replaced by truck traffic, due in part to the Interstate system. During this period, transfer facilities began to arise along the Beltline, transferring goods from trains to trucks and vice-versa. By the 1960s, the Beltline was largely abandoned, with only a fraction of its original use.



1390 Northside Drive

Today, the Beltline sits largely abandoned. As it winds its way through Atlanta, it passes through quiet residential neighborhoods, bustling commercial centers and stagnant industrial zones. While some of these areas are seeing positive growth and development, many are economically deprived and in need of revitalization.

The Beltline Redevelopment Plan was developed to revive this wonderful piece of Atlanta history. Its goal is the economic, cultural and social improvement of a large portion of the City. To this end, the Redevelopment Plan focused on 12 redevelopment nodes which were identified as ripe for redevelopment.

This project, developed by students at Georgia State University in conjunction with the Atlanta Urban Design Commission, is designed to highlight the history of the proposed redevelopment nodes along the Beltline. The goal is to show the significance of these resources and their links to Atlanta's history in order to better inform the development of the Beltline.

A History of the Atlanta Beltline and its Associated Historic Resources





The Atlanta Beltline

Southeast Quadrant

Rail Development

The southeast quadrant of the Atlanta Beltline has proven to be the hardest railroad section to research due to the lack of resources. The rail line in the Southeast quadrant was one of the last pieces of the puzzle that created the Atlanta Beltline. Begun in 1898, the tracks in this quad were finished by 1899. The only railroad that used this sector of the beltline was the Atlanta and West Point Railroad (A&WP), though the Georgia Railroad operated throughout the southeast quadrant. The construction of the southeast part of the Beltline was started by the Atlanta and West Point as a connection between Hulsey Yard and Oakland City. Hulsey Yard is located at the northern edge of the southeastern quadrant, and the rail yard was a main transfer point of rail traffic coming into Atlanta. Oakland City is located southwest of Atlanta and is a major rail yard slightly south of the Beltline. Hulsey Yard is located close to the central business district of Atlanta, and it expanded from the original terminals of the pioneer railroads of the city. (Stanley, 99) Three belt roads terminated at Hulsey Yard, those being the Atlanta and West Point belt line from Oakland City on the Southwest Approach, and the belt lines of both the Southern Railway System and the Seaboard Air Line Railroad from Howell Junction on the Northwest Approach. Those belt lines have facilitated interchange between Hulsey and other yards and have reduced the amount of traffic moving to and from the East Approach through the Central Intersection. (Stanley, 99-100)



Hulsey Yard, 1957

The southeast portion of the Beltline was historically used by trains (mainly those of the A&WP) as a way to circumvent the central business district of Atlanta. The southeastern part of the city has historically been, and continues to be, industrial in character. Today, many businesses revolving around the trucking industry are present within the quadrant and especially around each of the three nodes. Hulsey Yard, near the Memorial/Bill Kennedy node, is still functioning as a CSX Intermodal terminal, which utilizes both trains and trucks to transfer goods coming into the city. Hulsey Yard ranks 7th in freight volume for CSX and is the largest intermodal carrier in the United States.

Infrastructure

Information about the infrastructure in the southeast quadrant was virtually nonexistent. The Atlanta History Center's subject files, HPD's Identified Sites files, and the DOT's bridge survey were consulted, yet provided little to no information. We contacted the two major railroad companies that are in operation today for access to their archives. CSX never responded, and Norfolk Southern said they no longer had an archive.

The Atlanta & West Point Freight Depot, located at 904 Memorial Drive, is the only remaining depot along the 22-mile Beltline. Located within the Memorial Drive/Bill Kennedy Way node, this remarkable structure is perhaps the crown jewel of historic buildings along the Beltline. The structure was built around 1900, and the architect is unknown. The building is constructed of red brick and limestone with a red tile roof. The Atlanta Urban Design Commission, in its book *Atlanta's Lasting Landmarks*, classifies the building as having a 20th century eclectic style with a Georgian influence.¹ The building served as a freight depot until the early 1960s and was later used to store old railroad documents and records. The building has been vacant for over ten years and is in great need of rehabilitation.



Located within the Pryor and University node, a former Atlanta & West Point RR underpass crosses over Pryor Rd. This overpass is an example of one of the lasting marks that past railroads have made on Atlanta. Due to the construction style of the underpass, and knowing that the Atlanta and West Point railroad only started constructing their own tracks in 1889, it is reasonable to assume that the structure dates from the 1890s. The underpass is of steel construction and paint that is in need of a fresh coat proclaims that it is the property of the Atlanta and West Point Railroad. According to one of the pictures in

the Beltline Redevelopment Plan, this underpass is pictured as part of the Pryor Street redevelopment, yet the A&WP markings are gone and replaced with the word "Beltline." This repainting should be discouraged because it takes away part of Atlanta's connection to past railroads. If the A&WP rail line is still being used, it would make a bigger impact if the A&WP name was retained.

Also located within the Pryor and University node, an immense masonry tunnel crosses under McDonough Blvd. This tunnel is a remarkable piece of late 19th century railroad infrastructure. The date of construction is unknown; however, due to the size of the tunnel, it is likely that it is original to the construction of the Beltline, circa 1898-99. It is no longer actively used by any railroad company. Formed by brick construction, the tunnel is quite small in height and width and would not be able to accommodate today's trains. However, it could be utilized by the smaller, lighter trains that will run on the new Beltline.

A massive concrete underpass spans Ormewood Avenue, likely dating to the original construction of the Beltline, circa 1898-99. The underpass is of concrete and steel construction, and massive pilasters flank the arched openings. A piece of railroad infrastructure crossing over Confederate Avenue was stamped on the north side with its date of construction, 1914. The underpass is constructed of steel plate girders on steel piers.

The McDonough Blvd overpass likely dates from the 1910s. It consists of a pebbled concrete finish with orange brick inset panels. The bridge crosses over four railroad tracks, and each end of the bridge has an opening where light posts were previously located. The Hill St. Underpass was constructed in 1914. It is made up of steel brackets and columns with a concrete railroad abutment. The underpass is next to two tracks.

The Mauldin Rd. underpass was built in 1927 by the Virginia Bridge and Iron Company, according to a date stamped on the underside of the bridge. It is a riveted steel plate girder bridge with concrete wing abutments. It also has curved ends and the center of the bridge is concrete over arched steel decking. The Krog St. tunnel was built in 1912, and it has recently become an icon for the nearby Cabbagetown and Reynoldstown neighborhoods because of the graffiti art that adorns the inside of the tunnel. The tunnel is two lanes and is located under Hulsey Yard. The tunnel's lanes are divided by concrete piers, and walkways on either side of the lanes are also separated from the lanes by concrete piers as well.



Scattered around this stretch of the Beltline are numerous remnants of railroad switchgear and traffic signals. Most are presumed to date to the middle of the 20th century. A crossing signal exists at 95 Milton Avenue. The crossing signal has metal poles and cross arms with lights. On Delmar Avenue, a railroad switchgear box stands. Switchgears are mechanisms used to move the rails in order to reroute trains in different directions. Located within the Boulevard Crossing node, a railroad relay box remains. This railroad equipment is estimated to date from the 1940s. The box is made of iron and stands slightly less than 6 feet high. It is stamped with U.S. & S. Co. Swissvale, PA. Railroad relay boxes are used to house electrical equipment that activates line side signals and grade signals either for other trains or for pedestrians and other cars on the street.

Northeast Quadrant

Rail Development

The Northeast Quadrant of the Beltline contains what is likely the earliest Beltline, with its initial segment dating to the 1870s. The line curves off to the northeast from the Georgia Railroad, near Oakland Cemetery/Hulsey Yard. On most maps the Northeast section of the belt is identified as the Southern Railway or Southern Railroad. The Northeast Quadrant was ideal for railroad development because it was sparsely populated farmland, ripe for the development of new manufacturing and industry related business. This was the type of development that was desired and triumphed by the post-war New South movement. Car companies, mills, foundries, furniture and lumber companies developed quickly with the construction of the rail line in the Northeast quadrant. Residential communities developed later in the Northeast quadrant due to the proximity of industry and business or the later formation of the trolley system.

The first evidence of rail activity in the Northeast Quadrant was during the early to mid-1800s in the farm settlement at the intersection of Piedmont and 10th Street known as Easton. The residents of Easton began using the Air-Line Belle, a steam train that ran between Atlanta and Toccoa, in 1876. The line was in operation until 1918 and commuters boarded the train at a depot near what is currently Ansley Mall. By 1900, some Easton residents were commuting to Atlanta by this train.

The groundwork for the existing historic Beltline located in the Northeast Quadrant began to take shape with the charter of the Georgia Air-Line Railroad in 1856. The city of Atlanta bought \$100,000 worth of stock in the Georgia Air-Line Railroad, which was to run from Atlanta to Charlotte, North Carolina. The Civil War stopped all construction on the Georgia Air-Line Railroad but construction of the rail commenced after the war.

The next line to influence the quadrant was the Atlanta and Richmond Air-Line. The Atlanta and Richmond Air-Line was organized in North Carolina in 1870. It combined the Georgia Air-Line Railroad Company and the Air-Line Railroad Company of South Carolina. The line was designed to open Atlanta to southeastern Virginia and central North and South Carolina and would provide a crucial link in the Piedmont between New Orleans, Mobile, Montgomery, and Richmond. The Atlanta and Richmond Air-line was actually controlled by the Richmond and Danville Railroad, precursor of the Southern Railway. Both rail line names, the Atlanta and Richmond Air-Line and the Richmond and Danville Railway, are used as labels on maps used for research purposes. The Richmond and Danville Air-Line Railway had planned to build a line from Charlotte, North Carolina to Atlanta but could not do so under its own name due to limitations in its charter, thus the name Atlanta and Richmond Air-Line. By 1871, the first 53 miles from Atlanta were complete and the entire line was complete in September of 1873. An 1877 map shows the first spur of the Beltline extending from Hulsey Yard as far north as the Piedmont Park Exposition. (W.M. Scott & Co.'s Map of Atlanta, 1891) The line was sold in 1876 and reorganized as the Atlanta and Charlotte Air-Line Railway in February 1877. The Atlanta and Charlotte Air-Line Railway operated for five years and was leased back to the Richmond and Danville Air-Line in 1881.



The most notable consolidation of the Beltline through the Northeast quadrant was the result of the merger of various smaller lines, including the Richmond and Danville Air-Line, into Southern Railway. In 1894, Southern took control of the route between Charlotte and Atlanta absorbing the smaller lines operating in the Northeast. In 1913, the Southern Railway began a program of double-tracking the main line between Washington D.C. and Atlanta that was completed in 1919. In 1926, the Federal government condemned the Southern's headquarters building on Pennsylvania Avenue. This would eventually result in the company moving its accounting department to Atlanta. In 1980, Southern Railway and Norfolk and Western began a merger that would eventually become the Norfolk Southern Railway.

At present, Norfolk Southern and developer, Wayne Mason, own the Beltline track located in the Northeast quadrant. In December of 2004, Wayne Mason purchased approximately 70 acres of land, 5 miles in length stretching from Interstate 85 on the north to Decatur Street on the south. Mr. Mason's purchase represents 22% of the entire citywide Beltline length.

Infrastructure

The Northeast Quadrant possesses several good examples of turn of the century railroad infrastructure. The earliest surviving example is located in the Ansley node behind the current location of Ansley Mall. It is estimated that the wood trestle which spans Clear Creek was constructed some time between 1880 and 1890. The trestle is relatively intact and is an excellent example of late nineteenth century construction commonly used for railroad infrastructure during this period. The trestle is supported on six piers and is constructed of heavy timber and ballasted timber track. A similar trestle spans Clear Creek near Piedmont Park.



In addition to containing the oldest pieces of railroad infrastructure, this stretch of the Beltline also contains the most ornate. The Park Drive Bridge, crossing over the Beltline into Piedmont Park was constructed in 1916 as a part of the Olmsted brothers' master plan for the park. This exquisitely detailed bridge features intricate brickwork, tile inlay and molded concrete, and is truly one of the highlights along the Beltline.



Edgewood Avenue Overpass

Several rail underpasses and one overpass were constructed along the Northeast section of the Beltline around 1910. The majority of these were of concrete construction. The Krog Street Tunnel, located at the intersection of Krog and Wylie streets, was constructed in 1912 as evident by the date marker on the structure. The Krog Street Tunnel is constructed of concrete and operates as a two lane divided tunnel under Hulsey yards. The two lanes of traffic are separated by concrete piers and two sidewalks are located on either side of the traffic lanes, also separated by piers. The nearby Edgewood Avenue Overpass was also constructed around 1910 but has no date marker. The long overpass is constructed of concrete and is thickened at portions with pyramidal shaped decorative caps. Both of these structures are located within the Northeast node but do not fall within the node boundaries.

Although constructed at approximately the same time as the concrete structures, the Ralph McGill Underpass exhibits the use of steel a construction method of railroad construction in the early 20th century. The estimated construction date is around 1910. The Ralph McGill Underpass, located within the Ralph McGill node, is an excellent example of a steel plate girder bridge with steel cross bracing underneath, a wooden deck with outrigger railing support and concrete wing abutments. The Ponce de Leon Underpass represents a blend of the two construction materials. The Ponce de Leon Underpass was also constructed around 1910. The underpass has a riveted steel plate girder deck with concrete abutments and is also located within the Ralph McGill node.

The Northeast quadrant has one example of a traffic signal device and it is located in the 10th and Monroe node. The existing example of a steel signal is located at the intersection of the Beltline and Monroe and is estimated to have been implemented in the 1940s. The signal is currently covered in kudzu but at one time served to warn automobiles of approaching trains. The signal was determined to exist as a signal for automobiles because it is located on the left side of the track of a train heading south. Train signals were always located on the right side of the track facing the approaching train.

The other extant example of railroad infrastructure in the quadrant is located in the Ansley node at the intersection of Piedmont Avenue and the Beltline. The Piedmont Avenue Overpass was constructed in 1936. The structure features concrete abutments cut directly into rock with a pier panel system, and attached stone and split rail fence.

Northwest Quadrant

Rail Development

The Northwest quadrant contains the only one of the three approaches into Atlanta with an up-grade into the city and is today the most active. All railroads traveling north and west from Atlanta use that approach to and beyond the Chattahoochee River. The rail lines that compose the modern Beltline project in the northwest quadrant of Atlanta include the Louisville & Nashville Line, Southern Railroad, and the Seaboard Airline. Other rail lines in the quadrant that have effected growth, transportation, and the modern Beltline include the Atlanta, Birmingham & Coast Line, Southern Railroad, and the Western & Atlantic Line. Construction of rail lines in the northwest began with the Western & Atlantic in 1851. Lines of the modern Beltline, however, did not begin construction until 1902 and were completed by 1910.

The L&N Line of the Beltline creates the southernmost track of the northwest quadrant to service the Simpson Road area. The L&N connects with the AB&C Line at South Bellwood Junction and allows the Beltline to continue over Inman and Tilford Yards. From this point, the Beltline connects to the Southern RR and Seaboard Airline circle that exists at the northernmost portion of the northwest quadrant. Southern RR creates the southern arch and Seaboard AL creates the northern arch. This circle of railroads encompasses the Atlanta Waterworks, Northside Drive, and Peachtree Road.

Infrastructure

Infrastructure for the northwest quadrant consists of many overpass and underpass structures dating from 1900 up to the 1950s. The earliest example of railroad infrastructure dates to 1900 and is the North Avenue overpass. This single track bridge is of steel construction, typical of turn of the century construction materials, and is completely riveted. The Maddox Park Underpass also dates to the early 1900s and is a single track of steel construction. It contains large steel riveted panels and a concrete base and retaining wall. The Echo Street underpass dates to the 1910s-1920s. The bridge is actually missing, but the existing construction materials consist of concrete rail piers with heavy timber caps.



North Avenue Overpass



Hollowell Overpass

The 1930s and 1940s saw a few additional structures to help service the railroads. A relatively thin (3-4i) concrete bridge creates the Hollowell Parkway overpass. A wooden post sign with crossing arms is an existing railroad sign located at Marietta Boulevard dating to the 1930s or 1940s. The Hollowell overpass, located near the Hollowell and Echo Street intersection, is also a fine example of 1940s infrastructure. This is a concrete overpass with a large arched opening where board patterns can still be seen in the concrete. At grade level the concrete has a pebbled texture. The Collier Road overpass also exists from the 1940s.

The 1950s infrastructure constitutes the most prevalent amount of resources for the northwest quadrant. Concrete is a common building material for the structures including the Peachtree Creek overpass, Northside Drive overpass, and Simpson Road Bridge. The Peachtree Road overpass is also constructed of concrete but also exhibits decorative insets and pebbles inlaid in the concrete. Formed steel with decorative insets and steel railings describes the Peachtree Hills overpass. The final structure in the northwest quadrant dates to the 1950s and is the Northside Drive/Marietta intersection. This structure is constructed of a brick facade over concrete masonry units, has a brick foundation and has been heavily modified and accessorized.



Peachtree Road Overpass



Bellwood Tower

Railroad yards are also prevalent in this quadrant. Bellwood Yard, operating off of the Atlantic Coast Line formerly known as the AC&C Line, was closed in 1959. The Bellwood Tower was the AB&C's only separate interlocking tower. The brick structure with a typical red clay tile roof guarded the railroad's junction with the Southern and NC&StL lines to Atlanta's downtown passenger stations. Operations of the Bellwood Yard were moved to L&N's Tilford Yard and the railroad leased much of the yard area to warehouses and manufacturing plants. Tilford Yard was built in 1957 and incorporated much of the former NC&StL Hills Park Yard along with

Bellwood Yard. Tilford was expanded in 1964 and today is one of CSX's major hump terminals. Inman Yard, located just opposite Tilford Yard on the south, is located five miles from the city center. Being so located, these yards are beyond the built-up city so that expansion possibilities would be easily achieved. Each yard is located at the outer end of the industrial district served by the railroad companies. Howells Yard, located slightly northeast of Tilford, and Armour Yard, located on the southern arch of the Southern RR are also located within the quadrant.

Southwest Quadrant

Rail Development

Of the four quadrants, the Southwest was the last to develop its portion of the Beltline. The earliest evidence of construction in the Southwest quadrant was in 1905 when the Atlanta, Knoxville, and Northern Railway began construction of a rail yard in the upper portion of the quadrant. The AK & N by this time had been acquired and controlled by the Louisville and Nashville RR. (see Railroad Appendix for L&N) Also during this time the Louisville Property Company can be seen holding property in the Southwest quadrant. However it is unclear at this point whether the quadrant in fact had rail lines running or merely a right of way.

By 1908 the AK & N railroad can be seen on maps running in the upper portion of the quadrant. Also during this time the Atlanta, Birmingham, and Atlantic Railroad had tracks connected to the Beltline. (see Railroad Appendix for AB&A) The AB&A would later be restructured into the Atlanta, Birmingham, and Coast Railroad. By 1910 the Louisville and Nashville Belt Railroad could be identified on maps of the city in the Southwest quad. By 1926 this railroad would be controlled by the Atlantic Coast Line, a company that would eventually merge with the L&N forming what would later become CSX Transportation. CSX would also go on to control the Southeast portion of the Beltline when the Atlanta & West Point Railroad was merged into the Seaboard System Railroad.

Infrastructure

The Metropolitan Pkwy (Stewart Ave) overpass is a steel bridge with a rounded end steel plate girder running through it. It has stepped concrete wing abutments and has Atlanta & West Point painted on the side. Cascade Rd/Ralph David Abernathy underpass- Concrete bridge with two openings and rounded corners. There are a row of concrete columns through the center of the tunnel, where board formwork is still visible in the concrete. An iron fence runs on top of the bridge. The tunnel is angled in relation to the road. According to the 1925 Sanborn



Metropolitan Parkway Overpass

Maps this bridge was originally a

wood structure making the current bridges construction date sometime after 1925. The entire structure has been consumed by kudzu.



Ralph David Abernathy Overpass



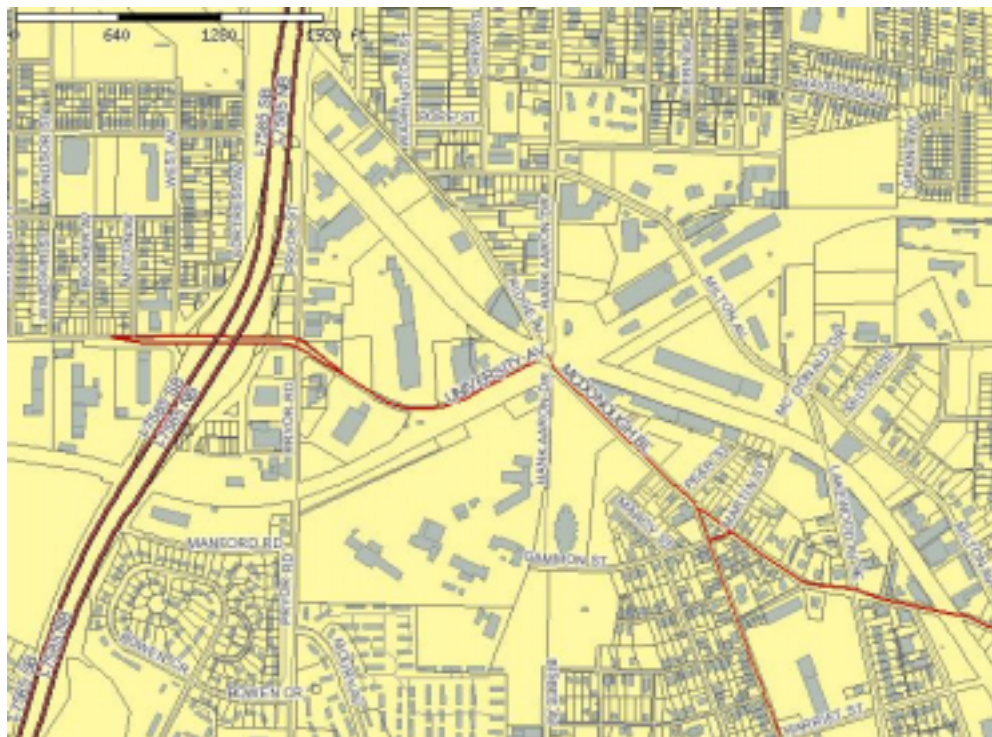
Murphy Avenue/Lee Street Overpass

Murphy Ave/Lee St underpass- This is a Concrete bridge with three openings with rounded corners and a pebbled finish. The construction date on this bridge is sometime after 1925 based on the previously mentioned Sanborn. Lucille Ave underpass- This is a concrete bridge where the board formwork is still visible in the concrete and tall arched openings. Part of an iron fence can still be seen on top of the bridge. The bridge is overgrown with weeds. Construction date sometime in late 1920s or 1930s.

Martin Luther King Jr. drive overpass- This bridge has a plate girder and concrete u-abutments. Utility pipes can be seen running along the side of the bridge. Again this bridge is overgrown with kudzu. Date can not be ascertained at this time.



Pryor Road/University Avenue



Theme

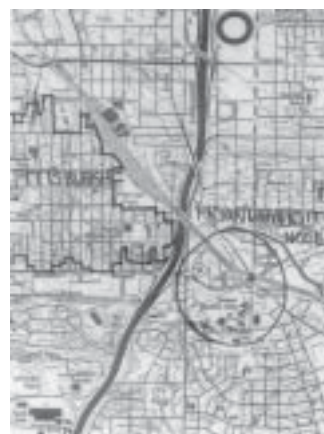
The Pryor Road/University Avenue intersection has a strong link to the history of African Americans in Atlanta, due to the presence of historically African American neighborhoods and a university. The area is dominated by light industry in an advanced state of decay, vacant lots, a fairly recently constructed strip mall with a gas station and convenience store, with abandoned warehouses to the south and west of the intersection.

Developmental History

The Atlanta Development Authority's "Atlanta Beltline Redevelopment Plan" captures the theme of the Pryor/University activity node. The document states, "the University/Pryor activity center offers a high-density redevelopment opportunity." Intensive research backs up this assertion. As seems to be the case with other minority communities, mainstream historical documentation of life and the built environment of this node are seriously lacking. However, a September 17, 2004 National Register Nomination done by graduate students from Georgia State University on file in the State Historic Preservation Office in downtown Atlanta does shed some light on the genesis of the area in general.

According to this document, the neighborhood of Pittsburgh, just north and west of the node, established itself in the 1880s with the building of the East Tennessee, Virginia, and Georgia Railroad Company's sprawling conglomeration of maintenance buildings and yard servicing the local Southern Railroad. A chronic lack of decent, accessible jobs for African Americans in the city limits of Atlanta forced many blacks to search elsewhere for gainful employment. The rising dominance of the railroads and resulting need for workers attracted vast numbers of blacks to this area. The incessant tendency of whites to settle on the highest and best land, coupled with the desire on the part of blacks for decent work, resulted in the area west of the railroad developing as a primarily African-American neighborhood. Most residents labored as railroad workers, craftsmen, and domestic workers.

For decades, this area remained intact, with light industry hugging the rail lines interspersed with commercial buildings, surrounded by single and multi-family dwellings of various 19th and 20th century architectural styles and a few apartment buildings, until the 1960s and the federally promulgated neighborhood revitalization and interstate highway expansion projects. As with most other cities across the nation, African-American neighborhoods bore the brunt of this road-building frenzy. For the Pittsburg neighborhood, the extreme southeast corner became isolated from the bulk of the area, sliced by Interstates 75 and 85. Separated from the vitality of the bulk of the historic neighborhood, the area around and encompassing the Pryor and University intersection stagnated and declined. With the steady rise of the automobile's popularity and dependence by Americans from the 1930s onward, the shift from the dominance of transport by rail to increasing dependence on the movement of commerce by truck further pushed the light industry and commercial structures in this node into a rut of disuse and disrepair. Many parcels, once vacant, remained vacant.



Pittsburg Historic District

The adjacent neighborhoods of Summerville, and Peoplestown, immediately north of the Pryor/University node, shared the same fate as Pittsburgh. Founded during the Reconstruction Era, and one of two localities allowed by the city for free colored people to settle, Summerville, named by Armstead W. Bailey, was an integrated neighborhood where blacks and Jews lived side by side. Both neighborhoods directly felt the effects of the new expressway construction, and both never fully recovered. The Peoplestown Revitalization Corporation is in the midst of a drive to stop the neglect and decay of their neighborhood through concerted and specific actions focusing on the rehabilitation or development of underutilized industrial and rail corridor areas adjacent to residential neighborhoods by allowing a mixture of uses at a scale and character which is appropriate for creating a live work environment.¹ The catalyst for the focus on mixed-use districts is the widespread desire for neighborhood accessible shops and services, aesthetic and practicable environmental and recreational amenities through intensive use of greenspace and landscaped buffers, and the connections to nearby neighborhood parks built around bike and pedestrian modes of transport.

Physical Description

The most notable features of the Pryor/University node, according to the Atlanta Beltline Redevelopment Plan, are I-75/85, which is elevated less than a block to the west, and Carver High School, currently under renovation in the southeast corner of the node.¹ Several structures thought to hold promise for preservation and contemporary use in this node were identified in a brief survey done in the summer of 2005. With the exception of the fully-documented Carver High School, built in 1920 to fill a desperate need for educational facilities in the area, efforts at research and documentation in any form or context for the history of the bulk of these buildings is virtually nonexistent. It seems possible and plausible that parcels of land bordering the active railroad in the area may have paper trails that begin and end in the railroad archives. Recent attempts to contact pertinent parties have met with futility.



Carver High School

Two avenues of research open to the public, the City Directories and Sanborn Fire Insurance Maps, have borne fruit of a kind. The City Directories document by street name, number and intersections, the businesses, residences, and other miscellaneous buildings and structures from the early 1830s up to the mid 1990s. Company names can be cross-referenced with names of owners, employees, etc., giving added depth to the story. The Sanborn Fire Insurance Maps, detailed documentation of various cities' built environment by block, intermittently span from the 1870s up to the 1960s. Used together, these two historic sources give a fairly accurate picture of select areas at various points in time. For the Pryor/University node, the City Directories from the early 1900s to 1996 were employed to gain a greater understanding of the evolution of specific buildings and their occupants. Covering a more finite instant in history, the 1924-1962 Sanborn Maps, a compilation of additions over the period, provided an illustrated snapshot in black and white of the constructions on individual parcels in the node.

The Sanborn Maps show only the area of the node from just north of the active rail line at Ridge Avenue, south to University Avenue, and east excluding the intersection of University and Ridge Avenues. This forms a rough triangle centered on the active Southern rail line. Residential development dominated north and east of Ridge Avenue. South of that point, however, light industry held sway. Companies straddling the railroad were the Fulton Metal Bed Manufacturing Company, the National Lead Company's Metal Division Magnus Foundry, and the Buckeye Cotton Oil Company. Several small-scale dwellings and commercial establishments held positions along Pryor Road just south of Ridge Avenue and the railroad. Two of these, a foundry and a metal awning manufacturer, followed the light industrial character of the area. Two others, a restaurant and a food novelties store, sought to supply other commerce. Rounding out the sparse offerings of this area was an interior decorator's office, and a feed warehouse.



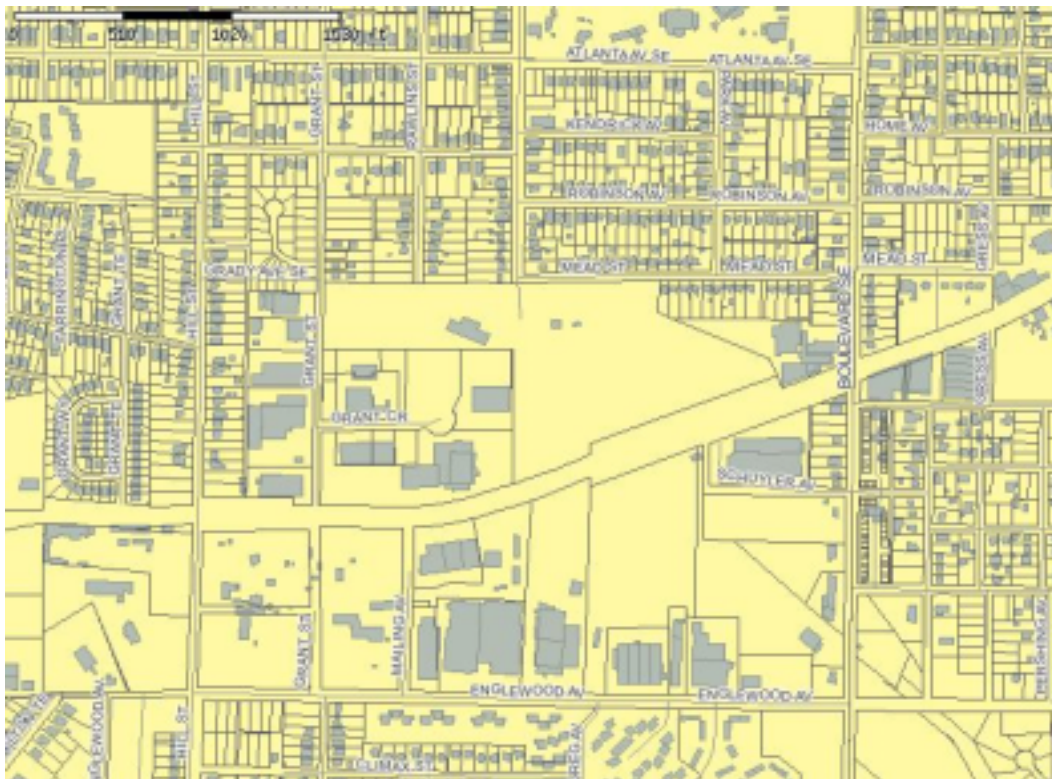
Buckeye Cotton Oil Company

The City Directories stand as mute testimony of the shift from rail to road transport in this node. The parcels along University nearest the railroad began to house delivery and pick-up truck express lines from the late 1950s into the 1980s. South and west of the University Avenue and Pryor Road intersection was another area for such business. Also located just south and west of the Pryor Road/University Avenue intersection was a scattering of dwellings and small businesses. A tour of the node done 15 April, 2006 was sobering. Of the surveyed structures, only one parcel, 99 University Avenue, is still active. The Buckeye Cotton Oil Company has been replaced by the Southern Freight Lines building and warehouses. The businesses along Ridge Avenue are long gone, replaced by a smattering of small car repair shops, abandoned structures, and vacant lots. Along Pryor Road, a new strip mall occupies the frontage facing the interstate. South of this area, a series of flat-roofed, brick veneered concrete block construction warehouses stand empty and dilapidated. Just south and east of the proposed Beltline sits a sizeable vacant and abandoned parcel of land that once housed the city of Atlanta impound lot. Across the street and adjacent to the granite railroad tunnel running under the intersection of University, Ridge, and Capital Avenue sit Slater Elementary and Carver High School. These three resources are the only extant structures with any real claim to the history of the node. Further information about other early enterprises in the area is not available at this time and may be uncovered with further research. Only company names are listed in the City Directories for this area. It is possible that the relatively recent annexation of the node in the mid 1930s could have hindered adequate documentation. The minority makeup of this section of Atlanta is also a possible contributing factor. Whatever the reason, a deeper understanding of the evolution of this part of the city is not attainable at this time.

Conclusion

As for the future implications of this area, the Atlanta Beltline Redevelopment Plan sums it up succinctly by stating, "In general, public input favored new and higher density uses here, especially given the ease of interstate access. Residents expressed a desire for retail and commercial uses, possibly of a regional scale, and an employment center." Carver High School, nominated and listed on the National Register and exhaustively documented, sits isolated in the southeast corner of the Pryor/University node. Out of less than a dozen surveyed structures, Carver High School is the only one that is remembered in any tangible way. A handful of the other buildings can be picked out on Sanborn Maps and City Directories or in an isolated historic photograph. Most of these structures do not exist in contemporary Atlanta. What is left is in bad shape, and at best, isolated from the historic context of Pittsburgh on the other side of the interstate. The highway is an effective barrier to more than race and socioeconomic class. If the few extant buildings in this node deserve to be saved for future use in the context of the Beltline, it is because they are suitable representations of the type of structures built at a time in Atlanta when the railroads were the arteries of commerce and survival. Their isolation in an area that, by neighborhood and developer consensus, is ripe and deserving of a clean slate to right the inequities of the past makes their preservation tenuous at best.

Boulevard Crossing



Theme

Boulevard Crossing proposed beltline development node is dominated by light industry associated buildings as well as small single-family homes and multi-family complexes. The extant structures provide many themes including those centered on transportation and residential development. Transportation development first occurred in the node with the construction of the beltline tracks. These tracks emphasize the importance of the railroad to the city of Atlanta as well as exhibit the growth of rail transportation around the city. A second phase transportation development that occurred almost simultaneously in the node was the laying of the electric street trolley tracks from downtown Atlanta to the Boulevard Heights neighborhood. Both of these developments brought new businesses and residences to the Boulevard Crossing Area. Industries located along the beltline evolved through the 1930s to the 1960s to become dominated by automotive and trucking services like tire recapping and distributing warehouses. Many of the extant structures have large truck bays to allow for tractor-trailer loading.

Residential development occurred mostly just outside the node boundaries through the early twentieth to mid-twentieth centuries. This development can be traced through residential types and styles. In addition to single-family neighborhoods the presence of the Gladstone Apartments illustrates the growth and development of Atlanta's subsidized-housing needs in the 1950s and through the later twentieth century.

Developmental History

The area of land associated with the Boulevard Crossing proposed development node until 1821 was territory of the Creek Indian Nation. In 1821 the land was divided into 200 acre lots and parceled by lottery. Most of the land was turned into dairy farms. In 1892 several farms were divided into 100 building lots as Atlanta began to grow south of downtown. A large development boom occurred in the early 1900s when the Atlanta Electric Light and Trolley Company laid tracks from downtown to the Old Civil War Soldiers Home (just to the southeast of the proposed node). Following the trolley line, the area saw a growth in small single-family homes. The area just east of Boulevard Crossing was annexed in 1922 to the city of Atlanta. A second building boom to the area occurred post World War II and can be seen in the proliferation of frame American small house types and brick ranches.

Within the boundaries of the Boulevard Crossing proposed development node major developments did not occur until after 1898 when the Atlanta and West Point Railroad was constructed between Hulsey Yard and Oakland City. Upon analysis of Sanborn Fire Insurance Maps and City Directories it is clear that development in this area slowly moved south from Grant Park and quickly became a light to heavy industrial area due to its proximity to the beltline tracks. According to the 1911-1924 Sanborn Maps very little development has occurred around Boulevard Crossing. However, properties may have been unlisted due to the fact that the area was not yet incorporated to the city of Atlanta. Along Boulevard, just north of Mead Avenue (historically Grady Avenue) several dwellings had been erected on long, narrow lots. A handful of large lots with dwellings on them are indicated south of the beltline tracks and north of Englewood indicating that these properties had not yet been subdivided for development. These properties may have still functioned as farms. Boulevard is only documented in the City Directories between 1915 and 1920 as far south as Robinson Avenue, which lies approximately 2 blocks north of the proposed development node. Mead Avenue is documented only on one block east of Boulevard during this period of the Directories. As shown on the Sanborn Maps, residences can be found in these areas.

Between 1920 and 1930 the majority of information available for history of the area comes from the City Directories. The years between 1920 and 1925 see a small growth in the number of residences along Boulevard. In 1923 the listings first reach southward to the beltline tracks with three residences on the block immediately north of the beltline. In 1925 the first commercial listing is found with a listing for Arnold Brothers Transportation on Boulevard with an address directly adjacent to the beltline tracks. In the next five years the number of listings along Boulevard between Mead and Englewood grows significantly and neighborhood services such as the Ted Corley Grocery, the JP Childs Grocery and RL Craig Restaurant are listed. Also, the streets just to the north and south of Boulevard (Mead, Hamilton, and Schuyler) see a growth in residences. Englewood, the node's southern border by 1930 is listed as an existing road, but has no associated addresses.

For the period between 1930 and 1940 the area of Boulevard Crossing sees a significant growth in business and commercial use. Between Mead and the Beltline along Boulevard residences still exist and by 1933 the Corley Filling Station is listed indicating an increase in the amount of automobiles in the area. Between Hamilton and Schuyler residences are intermixed with the McCoy Amusement Devices, a Commercial Acetylene Supply Company and the headquarters for Boy Scout Troop 12 and a restaurant at 1047 Boulevard. Cross streets along Boulevard like Hamilton, Schuler, and Mead continue to see a small growth in the number of residences. Englewood continues to be listed but has no individual listings as of 1940.

Boulevard Crossing's commercial and industrial growth continues in the decade between 1940 and 1950. Three large industrial structures are shown on the Sanborn Maps in 1940 just south of the beltline and east of Boulevard. These structures are made of concrete, steel and iron and function as a tire warehouse, furniture warehouse, and a DuPont Company storage facility. All of these structures properties directly abut the beltline giving them quick access to rail transport. Along the west side of Boulevard and on the south side of the beltline the R.C. Clark Planing Mill is listed as existing just behind six small dwellings that face Boulevard. In addition to the planing mill a propane gas tank is shown adjacent to the south side of the beltline tracks. It is also on the 1940 Sanborn Maps that the Georgia Power substation first appears at the corner of Cherokee Avenue and Mead. The map indicates a brick generator room, oil tanks, and large areas of transformers.



Boulevard Crossing, 1949

In addition to the commercial structures the number of dwellings continues to grow and the Boulevard Heights Baptist Church is shown at the corner of Hamilton and Benteen. The Davis Restaurant is located at 1200 Schuyler in 1940 and a fruit stand is opened on Schuyler in 1950 indicating that the neighborhoods continue to thrive in the area. The areas south of the beltline, north of Englewood and east of Boulevard continue to be sparsely populated with structures of many sorts.



General Tire Co, 1958

Boulevard Crossing continues to see an increase in light industry through 1960 while residential growth slows in this decade. Neighborhood services such as grocery stores and restaurants have a continued presence along Boulevard, however, the number of residences on the blocks directly north and south of the beltline on Boulevard begin to decrease in response to an increase in number of industries. These industries include the General Gas Corporation and Tire and Rubber Company as well as the Dayton

Rubber Company. At 650 Hamilton the Sterchi Brothers Furniture Warehouse is listed in the City Directory and remains there through the 1980s.



Sterchi's Warehouse, 1967

Dwellings are now concentrated in this area one block east of Boulevard and further east as well as on the north side of the beltline on Boulevard.

Multiple dwellings are also found along Mead west to Grant Street. Areas north of Englewood, south of the beltline and west of Boulevard continue to be large expanses of unoccupied land. In the 1950s in response to the need for public housing the city of Atlanta built the

Gladstone Apartments along Park Avenue. These buildings made housing more accessible to the growing number of people working at the areas associated industries. The Gladstone Apartments have been continually occupied and used as public housing since their construction.



Dayton Rubber Co, 1961



Boulevard and Englewood, 1954



Boulevard, 1954

The developmental pattern for Boulevard Crossing in the 1960s continues to become increasingly industrial. In the 1960s listings for Englewood first appear in the City Directories. A Potato Processing Plant now occupies 1015 Boulevard while 1047 Boulevard continues to function as the Land Of Plenty Grill. By 1965 Peach State Distributing Company has taken over 1040 Boulevard from the Dayton Tire Company and continues to own the building today. The first listings in the City Directories for

Englewood (west of Boulevard) include Edwards-Warren Tire Co. and Tropical Body Works Auto body repairs. Growth west on Englewood to Grant Street continues with the addition of the Empire Shirt Trimming Company at 410 Englewood, Smart Products Inc. belt manufacturers at 440, and Apex Linen Service at 460, Regal Brake Company at 510, and Transit Equipment and Parts Company at 540. These industries benefited from their properties location adjacent to the south side of the beltline. At this point in the node's history many of the buildings that exist today are present in on the 1962 Sanborn Map, including the contributing buildings discussed in the physical description.



460 Englewood, 1966

Few changes have occurred in the Boulevard Crossing area since the 1970s. Industries located on Boulevard and Englewood have remained relatively stable changing hands only a few times in the past three decades. Companies in the area are majority automotive and trucking industries. Public Housing was erected on the south side of Englewood in the 1970s and increased in the 1980s. Only about half of the structures on Englewood today are occupied while those left vacant have been boarded up and decorated with graffiti. The Land O'Plenty Grill at 1047 Boulevard closed in 1976 and the building has been vacant since that date. The Peach State Distributing Company is at 1040 Boulevard is also vacant today with many of its windows smashed. Two grocery stores were located south of the beltline on the east side of Boulevard through the 1980s. Today, however, those structures were lost in a town home development that was constructed in the past three years.

During the 1970s and 1980s the neighborhoods in the Boulevard Crossing area experienced *white flight* just as much of other southeastern Atlanta neighborhoods. These neighborhoods became, and remain today, majority African-American occupied. During the 1970s, 1980s, and 1990s saw a decline in growth, and it became poverty and crime stricken. In the last ten years or so new development and residents have begun to move back into the Boulevard Heights area, and the neighborhood is on the edge of gentrification.

Physical Description



1015 Boulevard

Publicly and privately owned including a Georgia Power right-of-way that runs just south of Grant Park and the Intrinchement Creek.

Adjacent to the beltline tracks on Boulevard are four contributing historic structures. At 1015 Boulevard is Cold Storage warehouse built in 1956. The warehouse and light industrial facility is constructed in brick and concrete masonry units is approximately two stories high with a flat roof and lies within one hundred feet of the beltline.



1040 Boulevard

Just to the south of 1015 Boulevard on the south side of the Beltline tracks is 1047 Boulevard, a currently vacant concrete masonry unit structure one story tall. Behind 1047 Boulevard is a large area of storage warehouses and parking lots that follow the drop in grade below the beltline tracks. Across from 1047 Boulevard is 1040 Boulevard which currently is owned by Peach State Distributing Company. 1040 Boulevard was constructed in 1959 of brick and concrete masonry units with metal casement and glass block windows and a flat roof. It is approximately one and a half stories with multiple trucking bays along the south facade. Just to the south of 1040 Boulevard is a new development of town homes that are not contributing to the district but are important to note as one of the only residential developments on Boulevard between Mead Avenue and Englewood Avenue. The fourth contributing structure on Boulevard is the railroad relay box located on the south side of the beltline placed there in the 1940s.



1047 Boulevard



540 Englewood

As one travels south on Boulevard the grade drops significantly and bottoms out at Englewood Avenue before rising again. To the north of Englewood more large expanses of open land stretch up the hill until 540 Englewood Avenue, the Divine Automotive Center Inc. Divine Automotive was built in 1960 of brick and concrete masonry units. The south faÁade of the building is dominated by five large bays previously used for automotive repairs. This building is currently vacant and boarded. Moving west on Englewood next is 500 Englewood that is currently vacant and owned by the Trust for Public Land. 500

Englewood is a one story light industrial, warehouse structure constructed in brick built in the 1958. Like the other industrial buildings in the node the east wall has several large bays to serve trucking transport needs. Two other contributing structures exist on Englewood that currently functions as light industrial structures and



504 Englewood

warehouses with businesses including the National Dust Control Service and Boles

Auto Parts. The National Dust Control building was built in 1960 in brick in a late International style. The Boles Auto Parts building constructed in brick with corrugated metal siding was constructed in 1964. This building appears to have been modified with additions. The beltline tracks run just behind the Englewood structures, on the north side. On

the south side of Englewood is an existing subsidized-housing project, Englewood Manor. The units in Englewood Manor are two-story brick duplex units that stretch up the hill moving west on Englewood.

Located adjacent to the single-family homes on Grant Street is the Georgia Power Substation. Included inside the substation is a 1930s brick building with art deco elements. The building has a flat roof with three bays on each faÁade with stone lentils and window sills. Each faÁade is detailed with brick pilasters topped with inverted stone ziggurat patterns. The main entrance on the front faÁade is emphasized with a projecting pavilion detailed with the ziggurat patterns and the Georgia Power Seal.



Georgia Power Substation

The Boulevard Heights neighborhood is located on the east side of Boulevard just south of the beltline right-of-way and East Confederate Avenue. This neighborhood consists of mostly one and one and a half story Craftsmen bungalows, brick cottages, and post WW II American small house type frame residences. This neighborhood, like the surrounding neighborhoods, has sidewalks and street trees that create a pedestrian-friendly quality.

Traveling north on Grant Street just outside the node boundaries light industrial structures begin to change into single-family homes that make up the southwestern end of the Grant Park neighborhood. Most of these homes are small post WWII brick and frame houses. The neighborhood has sidewalks and street trees giving it a pedestrian-friendly quality.

To the west of the Georgia Power substation on Park Avenue are the Gladstone Apartments. The Gladstone Apartments were built in the 1950s and currently function as public housing units. Historically the apartments were one story brick structures built in series of two to seven units. Some of the units have been modified to become two story with the second levels clad in vinyl siding. The neighborhood is set on a rolling topography with meandering streets. Large yards with old-growth trees in combination with the topography create a picturesque setting in the housing development.

Conclusion

Upon first glance the Boulevard Crossing proposed beltline development node does not seem to have a great amount of historic resources. However, this is far from the truth. Many of the existing industrial and commercial structures maintain their historic fabric and aid in telling the industrial development of southeastern Atlanta. The industrial and commercial structures proximity to the beltline tracks emphasizes the importance of the railroad in the businesses successes. All of its contributing commercial and industrial structures should be considered important resources in the node. Most buildings are constructed in a relatively uniform style and material lending information to mid-twentieth century Atlanta building practices. In addition to their construction, their use is also important to the node's historical significance. Between 1950 and 1980 an increasing amount of industries in the node dealt with rubber and automotive services emphasizing the growing importance of the automobile in the Atlanta region. In addition to the industrial structures the Georgia Power substation generator building built in the 1930s is an important piece of the developmental history of the area. As the southeastern outlying areas of Atlanta transitioned from rural to urban in the early twentieth century needs for public amenities like electric power became important. The substation has been in continued use since the 1930s when it was first built.

The existing historic residential neighborhoods play a vital role in the significance of Boulevard Crossing. Boulevard Heights, which lies to the east of the node, retains a great deal of its historic fabric with many buildings undergoing very little change since their construction. This neighborhood is a resource that can be used to understand the development patterns of Atlanta. The first single-family homes followed the division of farmland into individual lots as well as the construction of electric trolley tracks that extended south from downtown Atlanta. Homes built in the early twentieth century reflect popular styles such as Craftsmen bungalows. The second wave of development can be seen in the presence of the American small house type frame cottages that also exist in the neighborhood that were built after World War II. The presence subsidized-housing development Gladstone Apartments in the southwestern section of Boulevard Crossing is important in telling the story of Atlanta's early efforts at providing affordable public housing. Many of the units in Gladstone retain their historic form. While those that have had a second-story addition have lost some of their historic fabric the two-story units remain important in interpreting the changes and adaptations Atlanta public housing has had to make to keep up with Atlanta's modern families.

The Boulevard Crossing node can be characterized as a diamond in the rough. Its redevelopment potential seems almost endless. Its large areas of open spaces that are slated to become green space and parkland make it an area that local residents and other Atlantans are sure to find useful for recreation purposes. Green spaces and parklands created out of these open spaces will also give a much needed facelift to a currently unfriendly terrain. In addition to aesthetic benefits, green spaces could aid in improving environmental conditions in the Boulevard Crossing area.

Its extant historic commercial and industrial structures have the potential for mixed and residential use. The building at 1047 Boulevard could be rehabilitated as a commercial space while the structure across the street, 1040 Boulevard, could be converted into artists' lofts. The structures along Englewood have a similar potential. Since subsidized-housing exists on the south side of Englewood already mixed use commercial and residential could be considered for the large warehouse like structures on the north side of Englewood. The large interior spaces of these buildings lead to many possibilities for redevelopment. Placing these structures on the National Register of historic places qualifies them as eligible for both state and federal tax incentives. These incentives would be beneficial to potential investors as well as to the buildings beneficial.

The historic neighborhoods of Boulevard Heights and the Gladstone Apartments should maintain their historic attributes. The best way to ensure that these neighborhoods would retain their historic integrity would be to create local historic districts for each. Boulevard Heights's number of historic resources makes it an important part of southeast Atlanta history as well as its developmental history associated with transportation advances and population booms in southeast Atlanta neighborhoods. While designating a subsidized housing development as a local historic district is unconventional, its historical significance in the node and Atlanta cannot be denied. Local designation of these areas can ensure that new development that is quickly encroaching on the area will not disturb the neighborhood's historic character.

Together the green spaces, industrial structures, and residential neighborhoods provide a window into Atlanta's development patterns especially in the southeastern quadrant. The construction of the beltline aided in the development of industry, residential neighborhoods, and public amenities in the Boulevard Crossing area. The preservation and creation of green spaces and the preservation and rehabilitation of extant structures could create a wave of revitalization for the surrounding node areas that is much needed.

Memorial Drive/Bill Kennedy Way



Theme

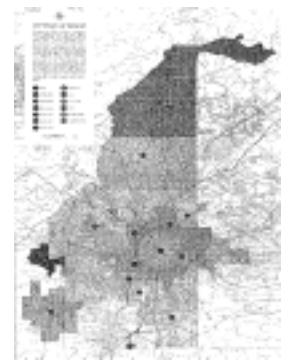
This development of this node parallels the nationwide and citywide growth patterns that have taken place since the mid-nineteenth century. It shows the growth and expansion brought about by the street car systems followed by the development of light industries that used the railway system for transportation of goods and services. It throws light on the social structure that was created by these industries and land-use patterns, not just locally, but also at a citywide level. It further shows change and adaptation to the new technology of automobiles and the trucking industry, first through the complimentary play of the rail and the road and then later, a complete shift towards automobiles and Interstates. These changes are reflected in the types of businesses that take precedence in the area and which characterize it even today.

Developmental History

Records indicate that this area comprised of low rolling hills started its early development on land that was ceded by the Creek Indians in 1821. This area was a part of Dekalb County where the area was heavily wooded and settlements were sparse. The 1850 US census for Dekalb shows that the settlers in this area came from neighboring counties and states and from countries like Germany, England, Scotland, Ireland, and others. By 1859, before the civil war, due to the proximity to the railway lines (Georgia Railroad) the people were employed as railroad workers while others were farmers, teachers, blacksmiths and laborers; all of them drawn to the promise of success of a fast growing and significant city of Atlanta and also to escape the problems and inconvenience of sharecropping and tenant farming.

In 1864, the Battle of Atlanta took place in this area., which at the time was still largely rural. It was a strategic location because of its topography, which consisted of some of the highest points in Atlanta. Streets like Holtzclaw Street were named to commemorate brave military leaders of the battle. After the Civil War, many freed slaves moved to the outskirts of the city due to the promise of jobs that were created for repairing the damaged rail lines and work in railroad shops. This trend was also influenced by segregation, as the African-American community found it difficult to find employment in the white sections of the city.

By the 1870s, Atlanta was rising back on its feet and rapid development raised real estate and construction costs in the city's downtown area. This became an impetus for the working class to also shift residence to the city edges. By 1866, the city had extended its limits to the west of the Beltline and further expanded towards the east between 1895 and 1904. The factor that allowed for this expansion and shift in working class residence was the development of the city's street car system. In 1882, the Metropolitan Street Railway Company's primary purpose was to build street car lines in the southeast portion of the city because this section had been slated for rapid development ever since Colonel Grant had donated vast acreage to the city for a park, the first of its kind in Atlanta. By 1894, the street car line was running along Fair Street (Memorial Drive), up through Estoria and east through the Reynoldstown neighborhood.



Map of City Annexation

Reynoldstown is a neighborhood that surrounds the node on the north and northeast. Known as Tin Cup Alley and The Slide, its first residents were the freed black slaves that worked for the Georgia Railroad and stayed close to it. Cabbagetown, another neighborhood northwest of the node, came into existence with the start of the Fulton Bag and Cotton Mills in 1881. This mill and other industries located near the Georgia Railroad created an industrial atmosphere which discouraged middle-income residents from moving into the area. The land east of the mill was developed as housing for the mill workers and hence the area was characterized as a working-class neighborhood.



1892 birds eye view map

An 1892 bird's eye-view of the city shows the pastoral setting of the area, created by vast empty expanses of land and trees. Houses were concentrated near the Georgia Railroad, the Cotton Mill and the street car lines that served the neighborhoods. By 1898 the Atlanta and West Point Railroad started construction on its rail line (the Beltline) that ran from Hulsey Yard (along the Georgia Railroad, north of the node) to Oakland City (southwest of the node) and completed it in 1899.



This Beltline bisected the Reynoldstown neighborhood in a north-south manner, and the African American population was concentrated to its northwest section, while the rest of the area was inhabited by the white working-class community. The 1894 map by Bayler and Latham show the city limits extending east of Pearl Street and the division of the land into plats.



Atlanta street railway system, 1912

By the end of the nineteenth century, racial tensions were on the rise in Atlanta, eventually giving rise to the 1906 Race Riot. The result of this was the organization of segregated neighborhoods through city ordinances passed in 1913 and 1916. These were annulled by the US Supreme Court in 1917, but the effects remained. The segregation caused a change of neighborhood composition in the city as well as the node. The neighborhoods around the node developed as a conglomeration of smaller subdivisions, segregated by race. The node was immediately surrounded by white residents who came to the area because of the street car lines, affordable land prices, employment opportunities and proximity to downtown Atlanta. The small African American population that resided in one part of Reynoldstown started suffering from a housing shortage in the 1910s that continued into the 1930s.

The white population was mostly employed by the Fulton Bag and Cotton Mills located west of the node. No African Americans worked there. They were instead employed as laborers, cooks, domestic workers, painters and railroad workers. Many also owned small businesses within the neighborhoods, such as cafes and barbershops. Grocery stores owned by Jews were also part of the residential fabric that surrounded the node.

The Reynoldstown neighborhood and the area around it were annexed by the city of Atlanta in 1909. In the first decade of the twentieth century, the land comprising the node was primarily vacant except for residences at Cabbagetown and Reynoldstown. Fair Street was the only street paved with granite blocks while the rest were left unpaved. By the second decade, the five and a half mile long Beltline helped industries to avoid the congestion in Atlanta's downtown. Warehouses began to be built along it, creating the industrial atmosphere which still characterizes the node today. The A. M. Warren Coal Company coal yard and the Atlanta Mirror and Beveling Company were the industries located near this node. The coal yard lay north of the node where a spur of the Beltline connected it to the round house along the Georgia Railroad. There was also an orphanage named after Carrie Steel at the corner of Fair Street and Holtzclaw Street. It was a three story brick structure with a stone foundation. It later became the Carrie Steel School in the 1920s and then the Reynolds Elementary School.

The Atlanta and West Point depot was constructed at the intersection in 1914 as a passenger station and freight station. It was a brick veneer frame building with a concrete platform. It was built to serve the needs of the area and the growing industries and did so until 1960. This station is the only remaining railroad depot along the Beltline.



1922 tentative zone plan

Street car lines continued to provide access to the inhabitants as well as expand the city boundaries and areas of development. Segregation continued to remain an issue in the city. Even though the segregation ordinances had been overruled in 1917, the city used comprehensive zoning to segregate populations. The corridor along the Beltline was zoned as an industrial district and the neighborhoods around it as a dwelling house district with 2500 square feet per family, the structure being two and a half stories or 35 feet in height and a white race district.

Other than on tracts immediately adjacent to the rail line, the rest of the node still continued to remain mostly vacant. There were dwellings along Fair Street west of Pearl Street, two tiled dwellings with an auto house, two stories in height and a basement between Pearl Street and Delta Place that remained till the late 1940s and a framed dwelling as well as a framed shop that housed a restaurant and a grocer were located on east of Holtzclaw Street.

The American Service Company ran the T. K. Ice Company on the west of the tracks along Fair Street. This was a steel post and beam construction with walls made of brick, three stories in height and an adjoining framed office building one story in height. This building remained standing until 2005 after which it was demolished and the land lies vacant.



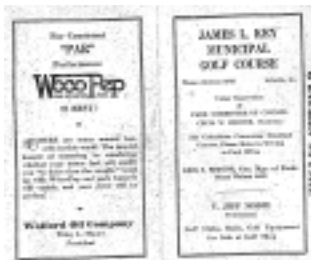
Sketched view of Warren Factory

working processes involved in the industry. An adjacent glass grinding structure was made of brick pilasters and a concrete floor and a saw tooth roof. A small framed building that served as the shop was located close to Fair Street. By 1928, the founder of the company, Virgil P. Warren who had bought interest in Harry Shannenís refrigerator business, opened up Americaís largest commercial refrigerator factory on the site.

The Warren Company Incorporated Cabinet Works was located on the east side of the tracks, south of and along Fair Street. The property consisted of a few framed dwellings for the employees, lumber piles, warehouses, offices, a brick and frame building with a raised concrete floor with sidelight that was protected by a sprinkler system for all the wood-



Sketch view of Warren Factory



Golf course score card

South of Old Flat Shoals Road was the James L. Key municipal golf course with its brick club house that continued to serve its community until the early 1950s. This was under the supervision of the Park Committee Council.

The Karwisch Manufacturing Company, manufacturers of hardwood floors was located along Delta Place, north of Northern Avenue with a building along the Beltline. There were also a few residences along Holtzclaw Street and Northern Avenue on the east of the Beltline. The residential character that surrounded the node continued to do so with few changes.



Across Fulton Terrace, which was still used for a street car line, ran a bridge that allowed the Beltline to pass over the street car right of way. Thought no records can be found at this point of time about the original bridge, the one that is present today is a steel trestle and concrete bridge built in 1927 by the Virginia Bridge and Iron Company.

The 1930s saw the start of the Great Depression, and this was reflected in Atlanta by the decrease in building activity. The street cars had started to decline while the road network was being enhanced by the nation to encourage automotive travel for personal and commercial use. This was the decade when industrial activity in the node increased and also made use of both, the rail lines as well as roads that were being used by the budding trucking industry. The construction of Georgiaís first four-lane super highway to Marietta in 1938 helped to bring the city out of its slump and also to establish it as an important regional trucking center. According to residents of Reynoldstown, men and women of both races were employed by all the light industries and businesses in the node. Some of the primary employers were the Great Atlanta and Pacific Warehouse, the Kraft Cheese Factory, the American Service Company (Atlanta Ice House), Atlanta Oak Flooring and Warren Refrigerators. The African American population was increasing in Reynoldstown, north of the node.



Development in this decade continued to leave most of the land along Fair Street vacant. Businesses that did develop mostly reflected the new and rising automobile related works. The northwest corner of the Chester Avenue and Fair Street boasted of one of the first few automobile service and filling stations. The southwest corner of the same intersection, created by a spur of the Beltline was home to a coal company and an auto repair shop. Industries and businesses from the previous decade continued to thrive. This spur from the Beltline serviced the Shell Petroleum Corporation Plant that was located along Chester Avenue. The oil warehouses were made of brick with steel trusses as were the auto truck garages which had a lumber and a concrete floor. The loading shed was made of metal and the southwest corner of the plot housed gasoline tanks in 7feet high concrete walls. This remained well into the 1950s.



Aerial photograph 1940

The Great Atlanta and Pacific Tea Company (A&P) was built in 1930 on the southwest corner of the Beltline and Fair Street. It functioned as a food warehouse, bakery and offices. It had direct rail access on its east side, where goods were unloaded and then loaded on to trucks and sent out from the building's west side. It was made of concrete (fireproof) frame construction with brick walls and a cold store in the basement. It was the southern regional headquarters for one of the nation's first grocery store chains. The Kraft Phenix Cheese Corporation was located on the northwest corner of the same intersection as the A&P Warehouse. This was constructed in 1930 and was designed to be a factory building with tiled curtain walls.

Between Chastain and Pearl Streets, along Fair Street, was a baseball diamond with a metal grand stand used mostly by the Cabbage Town residents known as "Red Hill". The Warren Company expanded its structures in this decade and also let its northeast corner for an auto junk shop and a metal and brick clad auto repair shop with a concrete floor. Towards the west of its plot the company also constructed the Warren Athletic Field with a metal grand stand. The Warren Arena was a framed structure with steel trusses on the south of the A&P Warehouse along Chester Avenue.

The Karwisch Manufacturing Company became the Karwisch Wagon Works, which stopped operating in the late 1940s. It was a metal clad frame building that contained an office, warehouse, planing mill and kiln along the railroad tracks. The southwest corner of Fulton Terrace and Chester Avenue had a metal motor freight station with a cinder block office, to the south of which stood a laundry and cleaner supplies building of brick, steel beams and a concrete floor.

As the years progressed, the number of businesses in this node increased. Vacant land was being developed to house offices and factories. Orientation towards the trucking industry was more prominent with a considerable increase in trucking companies. This reflected the trend of dependency on the growing nationwide road network and a decrease in the use of the rail network.

There were a few important new industries that took residence at the node. First were the many companies that catered to the leasing and maintenance of trucks and provided freight services. These were the Mack International Motor Truck Corporation in the 1940s, the GMC Truck and Coach Division, the Rutherford Freight Lines, Tempkins Motor Lines and Southeastern Freight Lines in the 1950s. They were all located either along Memorial Drive, the southern portion of Pearl Street and along Old Flat Shoals. They occupied large plots of land which were primarily left vacant so as to be able to hold the numerous fleets of trucks required for their business.

The Pittsburgh Plate Glass Company also located along Memorial Drive in 1946. The Atlanta Dairies Cooperative (Parmalat) had offices and its plant along this road. Companies that catered to industrial and chemical supplies were located along Memorial Drive and Chester Avenue. A large number of service and filling stations and auto repair shops came up across the node. Auto-oriented activities proliferated, such as a drive-in diner at the southwest corner of Chester Avenue and Memorial Drive. There were a few smaller shops that sold liquor, some restaurants and chemists. Holtzclaw Street, which had remained residential, had a rubber and tire wholesaler occupy some of the vacant space.



Aerial photograph, 1949

The local transportation system had also undergone changes. Trackless trolley lines were now the means of conveyance. 1949 was also the time when work on a \$40,000,000 project for Atlanta's expressway system was started. This certified the direction of Atlanta's growth and economy. By 1945 the "white flight" from central city neighborhoods to the automobile accessible suburbs had begun, and its effects were starting to be felt on the remaining communities, both physically and socially.

The construction of the interstate system in the 1950s and 60s affected the development of the node in a number of ways. First, it caused a near complete abandonment of the railroads. It shifted transportation to the trucking industry, which had been on the rise since the late 1930s and had now reached its zenith. Trucking became even more prominent in the node when I-20 was built right through the neighborhood, providing easy interstate access. The building of these road networks also helped to relieve downtown inner city congestion and traffic that had grown over the decades. I-20, which borders the southern portion of the node, was a salvation from downtown gridlock. These roads had been built with the thought that not only would they relieve congestion but they would also in turn help revitalize neighborhoods that were losing population because of the shift to the suburbs. In actuality, the building of these road systems heightened and increased the movement of white populations to the outlying suburbs, leaving a primarily black and low income population in the neighborhoods, which in turn caused a decline of these neighborhoods. The construction of I-20 isolated Grant Park to the south and Reynoldstown and Cabbagetown to the north by dividing the area into two portions.



Aerial photograph, 1960

During the 1960s, the Atlanta Dairies Cooperative expanded onto neighboring plots and also extended its plant up to Old Flat Shoals. The Kraft Phenix Building underwent many changes especially in the kinds of businesses it housed varying from the Georgia Association of Workers for the Blind, to American Frozen Foods and finally to a Motor and Salvage shop after which it remained vacant. The Atlanta Water Works located onto Holtzclaw Street while the southern portions of Chester Avenue continued to house a sports arena, later the Georgia Championship Wrestling Incorporation as well as a neon sign shop. By the 1990s, the Pittsburgh Plate Glass Factory made way for APD Transmission Parts that continued to use the historic building. Some mixed-use continue to locate along Memorial Drive and the street also housed the Fellowship of Love Church for a few years. Southern Bell (Bellsouth) came to be a part of this node in the 1980s along Chester Avenue and the water works became the City Water and Pollution Control office.



Aerial photograph, 1972

Physical Description

The most influential character-defining feature of the node is the three lane Memorial Drive running through the center of the node. This road is one of Atlanta's most important east-west thoroughfares. The intersection of this street along with the Beltline forms the heart of the node, providing access along the now covered Beltline to the south to I-20. It could have been a prime focus of the area, but instead it lies neglected and dilapidated because of the neglect of the buildings and land surrounding it. The Beltline to the north of Memorial Drive is poorly maintained and is overgrown with brambles and plants.

Fulton Terrace is the historical route of the street car system that catered to this area. It runs under a steel trestle bridge that is part of the Beltline route. All the other roads in this node are two lane roads most of which have cars parked along their sides. The grid created by the streets is not dense allowing for large land lots that have been subdivided over time. This has allowed for the large industrial buildings and automobile related activities to locate there.

Pearl Street, Chester Avenue, Holtzclaw Street and Gibson Street run in a north-south direction. They serve as the feeder streets from the adjacent neighborhoods on to Memorial Drive. North of Memorial Drive, the streets are mostly lined by residential structures on one side and industrial structures on the other. This provides a very strong contrast in use and design. Old Flat Shoals is the only road that runs diagonally across it, at close to a thirty degree angle from Chester Avenue to I-20.

Memorial Drive provides a clear, straight vista that visually diminishes the vastness of the surrounding sprawled structures. The entire node projects open space that needs some reordering. The buildings do not occupy most of the land area since most of it is required for truck parking. There is no interactivity between the buildings and the sidewalks or the roads. The buildings appear to be very much isolated from the active traffic along the roads but when seen together, they compliment each other through their densities and uses. The node reflects its building occupants in terms of being automobile and road oriented and not a friendly, warm neighborhood.



Atlanta & West Point Railroad Depot

The Atlanta and West Point Railroad Depot was built in 1914 and served as a freight depot until 1960. It is a one story structure constructed of red brick and limestone with an overhanging red terracotta tiled roof. It is built in the Georgian Revival style. It has a concrete foundation and symmetrical short brick piers framing the entrance on which were housed stone urns at one point in time. The bricks are laid in American running bond. Limestone is used for staggered quoins for the corners of the building, for framing the entrance, for a continuous lintel that runs above and ties the door and windows together, for the window sills and for the entrance frieze above the door which has the name of the depot engraved in it. There is also a fluted limestone molding just under the roof level.

The A&P Lofts is a three story reinforced concrete frame structure with brick infill and steel factory windows. Windows on the first floor are staggered in elevation. The windows are mostly divided in three bays with the central glass that pivots open. It is based on a popular design used in the US during the 1920s and 1930s. It is listed on the National Register of Historic Places. The building has undergone rehabilitation work and is currently used as lofts for both residences and offices.



an industrial building from the 1930s is undeniable.

Kraft Phenix Cheese Factory was built in 1930. This three story concrete frame structure has its two longer elevations mostly dominated by large metal factory windows. These windows are divided into unequal bays and run floor to ceiling for each floor. The only brick infill between the concrete frame structure is along the roof parapet and the shorter facades. The front facade is symmetrical and is made prominent by the shallow pediment at the center. The concrete frame structure is revealed on the exterior. The parapet is capped with a limestone coping. Some changes appear to have been made to the building over the years, but its origins as



Parmalat building

The Parmalat is a brick structure built in 1945. Large white storage cylinders dominate its facade in sharp contrast with the single story low red brick building that runs along the length of Memorial Drive. The western corner of the building is smooth and curved. The windows as well as the coping are painted stark white that enhances the material of the walls. The windows are large panels of glass block, as well as plate glass cut to fit the curved western edge of the building. The large doors that lead from the street



Parmalat building

are framed in a red concrete frame. The long facade appears like a security wall with openings in it for some communication with its surroundings.



Nextran leasing industrial building

Nextran Leasing is a light industrial building was constructed in 1954. It is a frame construction with a glass curtain wall that covers the entire single story facade. The building has a very low brick foundation and also thin brick walls that protrude perpendicularly out of the facade. The bricks used are long and narrow. The roof is made visually heavy by the provision of a wide metal parapet.

The Nextran Truck Center building was designed in the 1940s to serve the purposes and needs of a trucking company. This building, like the Nextran Leasing building is also partial to the low and sprawling prairie style architecture. It is a single story red brick building whose main entrance is set back from the outer facade by a covered porch with a high brick parapet wall. Part of the front facade is made up of a wall of glass windows that run from the floor to the ceiling. A broad, metal overhang made of molded square panels ties the entire facade together. The entire building is tied together by a thin metal coping and a concrete strip just above the foundation. The windows of the building are short in height and are recessed from the brick facade. A large metal rolling shuttered door divides the front brick office building from the metal shed that is attached behind it. This structure has a curved metal roof.



Nextran Truck Center

APD Transmission is a 1946 building falls under the International style and has elements of Streamlined Moderne on it. Initially designed and built for the Pittsburgh Plate Glass Company, the building now houses an auto parts company. The building is a single story brick structure whose entrance is made prominent by scale and use of different material and color. The entrance is a small covered opening in a larger faÁade made of green glass panels that or divided geometrically by white frames. The front faÁade is broken up into different sections which have been given varying heights. Made of brick and painted a creamy color, the designer has used recessed rows of bricks to create a horizontal linearity to the building. The series of large garage door opening are distinguished by protruding columns in contrasted colors. The west portion of the faÁade has a large window opening that is filled with green glass panels. The edges of the faÁade are curved, matching the Parmalat building opposite it. The eastern portion of the building is a contrast to this main faÁade with its linearity and uniform rhythmic openings with green glass.



Located at 198 Chester Avenue, this 1940s single story building was designed as a metal motor freight station. The office building is made of concrete masonry units. All the openings in the building have been filled in and sealed shut but its original design and structure does not appear to be damaged. The roof is a metal pitched roof with a brick stepped gable at one end and a flat roof over the office building. The sealed openings start at the floor level and have a concrete sill each. The office building has two strips of concrete panels that run across the facades so that they provide the building with a layering effect.

Airgas Carbonic is a light industrial building built in 1943 is a single story structure made of concrete masonry units resting on a concrete foundation. The windows are square with two bays, each with nine over nine metal factory windows. It is a simple unadorned building whose starkness is enhanced by its painted white exterior.



Airgas Carbonic



Colgate building

The Colgate building is a single story brick industrial building built in 1955. Though most of the facades are brick surfaces, the openings are well defined by a white frame, and are proportionate to the building facades. The building has a thin white strip that runs across the top of the faÁade, just under the roof line as if limiting the building from further growth in height.

Conclusion

This node represents a significant historical area of Atlanta. Firstly, it is bound by two historically important neighborhoods of Cabbagetown and Reynoldstown. These residential areas have had immense influence on the workings and social construct of the node.

The node reflects the story of not only Atlanta's growth over the years but also the nation's development. The area has been able to adapt and provide for the changing trends in industry and transportation, from the street cars, to the railroads and finally to the interstate systems. The node has shown cohesiveness in the land use of the area. It represents the industrial development of the city that provided jobs for its residents, which in turn helped make the neighborhoods a self sufficient community. The node also reflects the social consequences of employment opportunities and patterns of settlements of the two races and of segregation. It narrates the influence of larger city projects of the Interstate system, the effects of the decline of the railroads, and racial segregation.

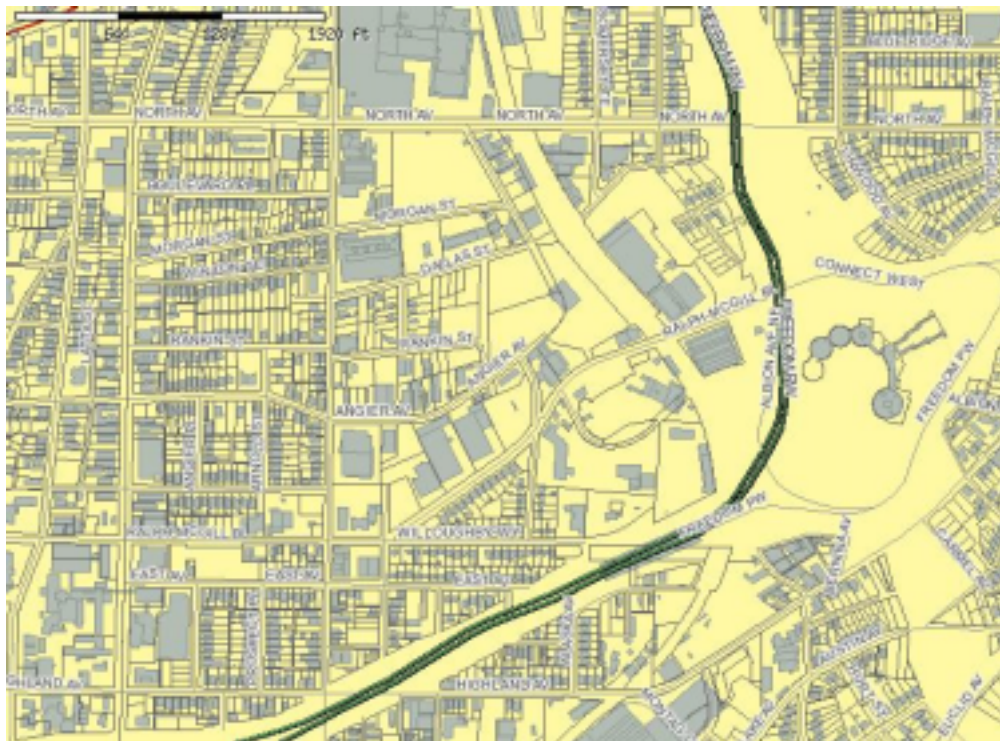
Architecturally, there are historic brick and concrete frame buildings that symbolize the industrial architecture used throughout the country. There is also some International Style that helps characterize this node with its inherently industrial use.

Clearly this node calls for a lot of attention, not only in terms of redevelopment but also in terms of preservation. Creation of an industrial historic district that is not only on the National Register but has local importance too would help towards preserving and controlling the quality of space and ambience that is offered by the area presently.

This group of resources is rare in the city. By allowing for complementary construction with new development over vacant lots, control can be maintained to a desired degree over the quality and design of new structures. New development in the area has been designed to compliment the industrial nature of the node. Rehabilitation opportunities like that provided by the A&P lofts are ample and can encourage mixed use development. This node would have a strong future if it were developed for community activities, retail and commercial and not necessarily of residential use. The uses should target the surrounding neighborhoods and communities. The development should revolve around the historic resources available and foci should be created using the Atlanta and West Point Depot. Further subdivision of land lots should be avoided because that would alter the basic nature of the area.

The node has immense potential to attract positive development and revitalization so as to make the area an active, economically beneficial and most importantly, a real life setting to tell the story of industrial development in Atlanta.

Ralph McGill Boulevard

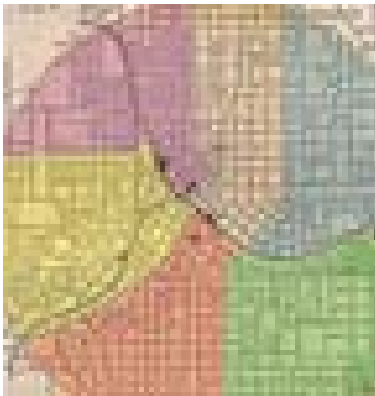


Theme

The Ralph McGill node boundaries are near the intersections of Glen Iris Avenue to the west, the Beltline to the east, North Avenue to the north, and Freedom Parkway to the south. This area lies within the heart of the Old Fourth Ward District. Two main factors characterize the history of the area, the residents and the industries present.

The Old Fourth Ward District was predominately an African American residential area until the 1960s when urban renewal displaced many of the district's residents. During segregation when the area was solidly a working-class neighborhood, there was an abundance of factories and warehouses. Railroad lines delineated the district from working-class white Cabbagetown to the south and affluent white Inman Park to the east. Downtown was west. The northern boundary was North Avenue, with what's now called Midtown lying beyond it. As the railroads became more and more obsolete and Atlanta's population began increasing, many of the industries chose to leave the area, opting for a more truck-accessible part of the city. Many of the vacant buildings became offices, and several were rehabilitated into loft apartments.

Developmental History



1883 Ward map of Atlanta, 4th Ward shown in blue

The Old Fourth Ward District gets its name from the Atlanta Ward System which is a series of political divisions used by the city of Atlanta from early in its founding until switching to a district system in 1954. The Fourth Ward was first defined in January of 1854 as the area north of the Georgia Railroad and east of Ivy St. The ward contained two of the roughest sections of town: the red-light district along Decatur Street and Slabtown (presently the site of Grady Memorial Hospital), but the northern part was home to mostly small farms. In November of 1883, a Sixth Ward was created from portions of the Fourth and Fifth Wards. The Fourth Ward lost the entire Peachtree Street corridor leaving a district of working class citizens: Germans and Jews to the north and African Americans to the south. Before 1910, the ward had become almost exclusively African American and centered around Auburn Avenue, known as Sweet Auburn. A large portion of it was destroyed in the Great Atlanta fire of 1917.

The Ralph McGill node was used as farmland and was largely undeveloped until the early 1870s when the Atlanta and Richmond Air-Line Railroad constructed a portion of rail branching off to the north from the Georgia Railroad. This portion of rail is the first section of the Beltline to appear. With the construction of this rail line, development of the area begins to occur. The May Utility Workers, Atlanta Car Company, DeLoach Mill Manufacturing Company, Beutell Manufacturing Company Furniture Factory, and C.A. Dahl Company Green House spring up along the railroad in the 1890s. All but the greenhouse was quickly demolished to make way for newer development.



1919 Birds Eye View Map, Pattillo Lumber Co and Patterson Lumber Co

By the 1910s, the area began to see an increase in the development along the railroad. The DuPre Manufacturing Company built its excelsior mill at 695 North Avenue around 1901 and the mill still exists today as the only one of its kind in Atlanta. The Pattillo Lumber Company, Pratt Engineering & Machine Company, and Callaway Foundry Company were constructed along the Southern and Georgia Railroads, but were no longer existing by the 1930s.



1919 Birds Eye View Map, Ford Motor Co, DuPre Manufacturing Co and C.A. Dahl Floral Co

However, the Ford Motor Assembly Plant that was constructed from 1914-1915 remains today, and is listed on the National Register of Historic Places. The Forrest Avenue Public School was built in 1911, and remained until 1977. Population statistics for the Fourth Ward state that the population of the Ward in 1910 was 22,000 (the third largest population of the 10 Wards) and was 57 percent African American.



95 Angier Ave, 1911

In the 1920s, two businesses that are currently on the National Register of Historic Places appeared: The NuGrape Company of America and the Troy Peerless Laundry Building. The 1920s also saw the construction of the largest building remaining today in the Ralph McGill node, the former Sears Roebuck distribution center on Ponce de Leon Avenue. In the 1930s, Southern Dairies, the Western Electric Company Building (now the Telephone Factory Lofts), and the National Linen Service facilities were constructed, and they remain today in use and listed on the National Register. Several other manufacturing companies were established, and many public needs began to appear in the area.

The Creomulsion Company is one of Atlanta's oldest privately held companies. They opened their first offices and manufacturing on Glen Iris Drive in the 1920s. Now known as Summit Industries, the company was started when a pharmacist in Griffin, Georgia developed a product called Creomulsion Cough Medicine. An Atlanta investor believed in the product and it was eventually marketed in over 3,000 newspapers throughout North America. Two churches, one designated for African Americans, were built.



Troy Peerless Laundry, 1950



Sears Roebuck Distribution Center, 1953

The Henrietta Egleston Hospital for Children was founded on Forrest Road, now Ralph McGill Boulevard. From 1928 to 1950, when the hospital was demolished, the Egleston Hospital for Children treated some 20,000 children, 65-85% of whom could not afford healthcare. Census statistics from 1920 state that the Fourth Ward had the second highest population of the thirteen wards with 32,116 residents, 60 percent of whom were African American.

During the 1940s and 50s, more manufacturing and industrial facilities located in the area, but a shift occurred in the kind of goods and services being provided. The automobile had overtaken the railroads as the primary means of transporting goods. By the 1960s, most of the manufacturing industry in the node had relocated to more accessible locations for truck transfer. This left many of the mammoth factories vacant. The types of businesses in the area shifted from manufacturing to offices.

As for the residents of the area, the concept of urban renewal began to infiltrate the neighborhoods of the Fourth Ward District. Buttermilk Bottom was a portion of the historically African American district. In 1967, the neighborhood was demolished to be replaced by the new Atlanta Civic Center and several federal housing projects. In the 1960s, demolition began to allow for the construction of Freedom Parkway, also known as the Presidential Parkway, and was completed in the 1990s. Freedom Parkway divides the Old Fourth Ward from the area now known as Poncey-Highland. The Old Fourth Ward District is currently a very diverse neighborhood, with federal housing as well as new construction and redevelopment projects.



Telephone Factory Lofts, 2005

Now Atlantans of all ethnicities clamor for urban life, and the Old Fourth Ward is experiencing renewal. Many older houses are being renovated and new ones are built. Industrial spaces are being converted to loft apartments such as the Telephone Factory Lofts and NuGrape Lofts. New loft developments are appearing such as Block Lofts and Copenhill Lofts. There are projects underway such as the City Hall East Redevelopment. Many shops and restaurants are experiencing success in the area. Currently the restaurant Two Urban Licks, located near the intersection of Freedom Parkway and Ralph McGill Boulevard, is one of Atlanta's busiest restaurants.

There is still industry in the Old Fourth Ward, including a candy factory and a mammoth laundry. But many industrial buildings now house media firms or are being replaced with mixed-use developments. There are still dilapidated shotgun houses behind rusty fences, vacant lots overgrown with kudzu. But just beyond an apartment house where people without air conditioning pass warm evenings on the stoop, homes priced from \$700,000 are going up.



NuGrape Lofts, 2005



Sears Roebuck Distribution Center & City Hall East, 2005

Physical Description



Creomulsion Company, 2005

The Ralph McGill node is located in Northeast Atlanta, just east of the downtown Central Business District. The boundaries of the node, outlined in the Atlanta Development Authority's Redevelopment Plan, are near the intersections of Glen Iris Avenue to the west, the Beltline to the east, North Avenue to the north, and Freedom Parkway to the south. The node is characterized by 1 to 2 story industrial buildings, large surface parking lots, some mature trees, and steeply graded land in some areas.

Two significant railroad structures are in and around the node. There is a railroad bridge underpass near the intersection of Ralph McGill and Freedom Parkway. It is of steel plate girder construction with steel cross bracing underneath. The bridge also features a wooden deck with outrigger railing support and concrete wing abutments. The other bridge in the Ralph McGill node is located at the intersection of Ponce de Leon Ave and the Beltline. This underpass features a riveted steel plate girder deck with concrete wing abutments. There are also railroad crossing signs and signals near Irwin Street.

Just outside of the node sits one of the oldest non-residential buildings in the neighborhood at 345 Glen Iris Drive. Fulton County tax records show that this building was constructed in 1920. The building formerly housed the Creomulsion Company, a medicine manufacturing company. The structure is constructed out of brick with arched window openings, steel pivot windows, and a pedimented front on the façade.



Southern Dairies, 2005

The node also houses a truck transfer distribution center at 680 Dallas Street. Built in 1955, the building is primarily a concrete with 16 loading bays and a flat roof. To the left of the row of bays are offices constructed out of jumbo brick with steel windows. This structure formerly housed truck transfer companies, the most recent being Howard Baer Trucking, and is currently vacant. The Trust for Public Land acquired this property in August of 2005.



Troy Peerless Lofts, 2005

Several buildings have already been rehabilitated in the Ralph McGill node. The Telephone Factory Lofts at 828 Ralph McGill originally housed the Western Electric Company. The building is an excellent and unique example of the Moderne-style in Atlanta. The NuGrape building at 794 Ralph McGill was built as a stripped Classical style industrial building. The structure represents a transition between classically influenced architecture and modern architecture. The Southern Dairies office complex at 621 North Avenue and the Troy Peerless building at 650 Glen Iris are both prime examples of

the Art Deco style. The Ford Factory Lofts at 699 Ponce de Leon is indicative of early 20th century commercial and industrial architecture in Atlanta as well as in the Southeast. The Empire Manufacturing Company building constructed for the National Linen Service on Glen Iris was also built in the Art Deco style and is characterized by an oversized entrance with a geometric brick surround.



Empire Manufacturing Company, 2005



*DuPre Manufacturing Co Excelsior Mill,
2005*

The DuPre Manufacturing Company buildings at 695 North Avenue are planned for loft conversion. The mill, built around 1901, contains two buildings constructed out of rubble stone with wide mortar joints and double-hung wooden windows in arched openings. The facility also contains a 1940s steel-framed addition featuring steel windows and earthquake joints. Some of the historic excelsior manufacturing equipment is also still in place.

The majority of the remaining buildings in the node are older warehouse structures constructed in the 1940s and 1950s. The buildings are simple and are representative of the International and Modern styles of architecture. Most buildings are 1 to 2 stories, are constructed out of CMU, concrete, or brick, and contain steel windows. These buildings have also been constructed along with ample parking lots adjacent to them. Along Ralph McGill Boulevard, there are multiple industrial buildings all built between the late 1940s and early 1960s. An office building at 680 Ralph McGill was constructed in 1965 and has housed multiple book publishing companies including the Georgia School Book Depository, Harper & Row, and McGraw-Hill. 700 Ralph McGill was constructed in 1963 for a new daily evening newspaper called the Atlanta Times Inc. 723 Ralph McGill, constructed in 1954, is a 2 story brick structure that features a series of 20 light steel framed pivot windows. 728 Ralph McGill, constructed in 1963, is a 1 story brick building with a stone foundation and a stone retaining wall. At 750 Ralph McGill, there is a 2 story brick building constructed in 1949. The entrance to the building contains glass block and a concrete surround. The building is one story at the rear and has large windows, a pop-up triangle dormer, and a corrugated metal roof.



*DuPre Manufacturing Co Excelsior Mill,
2005*

A structure at 602 Morgan Street, constructed in 1948, features a raised center clerestory flanked by two lower wings with shed roofs. The building is constructed with 5 course American bond brick and rows of steel ribbon windows. Angier Avenue contains several smaller industrial buildings featuring brick front faÁades and steel windows.

Conclusion

There are several major significant resources in the Ralph McGill node. There have already been many rehabilitated structures in the area, as well as buildings that are planned for future redevelopment. Buildings listed on the National Register of Historic Places include the Telephone Factory Lofts, the NuGrape building, the Southern Dairies complex, the Troy Peerless building, the Empire Manufacturing Company building and the Ford Factory. City Hall East, formerly a Sears Roebuck distribution center, is currently planned for redevelopment. The Redevelopment Plan also notes that the Magick Lantern Digital Studio (750 Ralph McGill), Hallís Atlanta Wholesale Florist (740 Ralph McGill), and National Linen Service (525 Glen Iris Dr) are planned for adaptive reuse as well.

Significant historic buildings not included in the National Register include the DuPre Manufacturing Companyís excelsior mill on North Avenue, the Creomulsion Company building on Glen Iris, and the truck transfer center on Dallas Avenue.

The Ralph McGill node is a significant industrial warehouse district. Because the node is flanked by the Old Fourth Ward residential neighborhood to the west and south, the area contains an excellent mix of uses including residential, office, and industrial. Rehabilitated properties, residential properties, and industrial properties make up the eclectic nature of the area and the site could be turned into one of the premiere nodes along the Beltline, however the Redevelopment Plan calls for demolition of many of the nodeís industrial buildings to make way for a new park and new 6 to 8 story office buildings. The area could be transformed into a more pedestrian friendly area, but doing away with many of the buildings that are already there may not be the best solution.

Taken individually the many buildings that make up the Ralph McGill node may go unnoticed, but together the buildings form a cohesive unit that tell the story of Atlantaís industrial past. The industrial buildings are enhanced by the complex and unique mix of uses and people in the Ralph McGill node. This variety can only continue to draw residents into the area.

10th Street and Monroe Drive



Theme

The 10th and Monroe node is located in the area surrounding the intersection of 10th Street and Monroe Drive. The boundary of the node is roughly formed by 10th Street, Monroe Drive, Cooledge Avenue, Virginia Avenue, Ponce De Leon Place, the Southern Railway Line, and 8th Street. Historic sites in the node include Grady High School, Piedmont Park, the Piedmont Park Club House. Contributing commercial buildings include Woody's, Sig Samuelis, and the Silver Grill. Adjacent areas include Piedmont Park, the Virginia-Highland district, Orme Park, North Boulevard Park, and Midtown. The Beltline runs northwest through the area bisecting the node.

The 10th and Monroe node is very important to Atlanta's history for two main reasons. Since the 1880s, the area has been valued for its scenic beauty and recreational qualities. This area also provides an example of how Atlanta's turn of the century developers adapted land to transportation, as they still do today. The 10th and Monroe node has served as Atlanta's middle and upper class playground since the first trolleys transported people to the area as a weekend retreat or picnic destination. The area serves the same purpose today. The Midtown Promenade commercial center serves as a retail outlet for the surrounding residential areas. The area as a whole serves as Atlanta's intown playground, a place to enjoy the outdoors through the park for its scenery and for the many events and festivals held there throughout the year. The transportation theme is apparent when examining the patterns of residential development within and just outside the node. The planning process and its emphasis on transportation is apparent when looking at land development in the node in the first half of the twentieth century.

Developmental History

Prior to white settlement, the 10th and Monroe area was forestland and was sparsely settled. The land was hilly with ravines and streams. The area was desirable because it had an ample water supply and overlooked surrounding land. Prior to 1900 the area was used for farming. As late as 1900, Monroe Drive was known as East Avenue, marking the east boundary of the city. The street name was changed from East Avenue to Boulevard then to Monroe Drive.

In 1812 William Zachary purchased the first 202 acres of what would become the area known as Virginia-Highland. The land was farmed until 1822 when it was sold to Richard Copeland Todd, who built a farmhouse at what is today 816 Greenwood Avenue. In 1910 the Todd farmhouse was destroyed by fire. Twelve years later, Sam Walker, a pioneer citizen, purchased land in the Midtown area. Walker's land would later become the site of Piedmont Park.

Perhaps the most important and influential people to the development of the area were George W. Adair and Richard Peters. An affiliation with the Georgia Railroad brought both men to Atlanta. In the mid 1850s Richard Peters purchased 200 acres of property of what is currently known as Midtown. Peters purchased the property to use for timber to fuel the steam engines that powered his flourmill. Peters' mill failed to make a profit and was sold to the Confederate government.

About the same time Adair was purchasing pieces of property in the area of the present day Virginia-Highland neighborhood. Several businesses existed along the rail line at this time. The buildings were industrial in nature and oriented to the railroad. They were predominately masonry buildings, one story in height with a flat roof and a parapet.

In 1871, Peters and Adair purchased a streetcar company and founded the Atlanta Street Railway Company which laid the tracks for the 9 Mile Trolley Line. The line traveled from the Central Business District to the Highland farming area. The route followed Broad Street to Peachtree Street to J.W. Dobbs (formerly Houston) to Highland Avenue and then onto Virginia Avenue. From Virginia the cars continued to Monroe (North Boulevard), back to Highland and then back downtown. The trolley line created the sweeping curves at Virginia and Monroe Drive. Additional lines were added and eventually the trolley passed by Peterís residence, constructed in 1881 and terminated near Adairís residence on Rupley Drive. By 1872 the trolley line had been extended to Ponce de Leon Springs a popular weekend picnic destination. Adair and Peters recognized that the rail and trolley lines would provide the impetus for growth and the infrastructure crucial to their real estate plans and Atlantaís expansion northward. The rural nature of the area changed dramatically as Peters began selling lots to the white, upper class. Peterís son, Edward C. Peters constructed his home, Ivy Hall, on such a lot on Ponce de Leon Avenue in 1885.

In 1887, a group known as the Gentlemenís Driving Club, which later became the Piedmont Driving Club, purchased 189 acres of rural land from Benjamin Walker. The sale included a stone residence on Plaster Bridge Road (now Piedmont Avenue) that Walker constructed in 1868, which became the nucleus of the Driving Club. The Piedmont Driving Club was comprised of Atlantaís elite who desired the spot for a place to race their horses. The area which would become Piedmont Park also served as a destination spot for two major expositions and for many recreational purposes in Atlantaís foreseeable future.

By the early 1900ís significant development began taking place around the 10th and Monroe node. Streetcars were running as far north as the current day Piedmont Park and the area that would become known as Virginia-Highland was changing rapidly. Multiple real estate developers developed both the present day districts of Virginia-Highland and Midtown. The platting of each development was influenced by the natural terrain and existing transportation infrastructure. Real estate value was often determined by the proximity of the lot to the trolley line. This valuation resulted in the location of the oldest, existing homes along the trolley line.

The area now known as Midtown developed just prior to the platting of the Virginia-Highland district. Stately homes began increasing along Piedmont and the northern section of the district. With the Petersí Mansion as a southern anchor and the Piedmont Driving Club as the northern anchor, the area of Midtown became a focal point for social life in Atlanta. The areas of Midtown within close proximity of the 10th and Monroe node were developed later, from the year 1910 to 1930.

The Virginia-Highland area subdivisions were platted by George Adair beginning the early 1900s. Oddly enough, the area was developed for the trolley at the same time the automobile was introduced to Atlanta. The Virginia Avenue portion of the trolley track was abandoned just ten years later and used as a service line only.

In the 1910s the city of Atlanta extended its city limits to the areas just south of Piedmont Park. Shortly after, a development group known as the North Boulevard Park Corporation purchased 64 acres of land east of Piedmont Park, which the City of Atlanta annexed in 1915. A subdivision was planned for the site but was delayed by the outbreak of World War I. Anticipating the commencement of residential construction after the War, the developers began site work constructing the Park Drive Bridge, linking the future subdivision with Piedmont Park, laying utilities, grading streets, etc. By the early 1920s, 80% of the lots of North Boulevard Park were sold and over half occupied by houses. The subdivision was expanded in the late 1920s to the northeast to include the land known as Orme Park.



1919 Birds Eye View Map, 10th and

Between the 1910s and 1930s, apartment buildings appeared in the Midtown and Virginia-Highland districts. This development indicates the trend in multi-family housing prior to and after World War I. During this period both areas began to experience increasing population density. The southern portion of the Virginia-Highland district, the closest in proximity to the Beltline, developed between the 1910 and 1940. Apartment dwellings proliferated among the streets in the southern section of the district. The southern section of Virginia-Highland had a much more urban feel than those areas developed closer to the Beltline. In the 1920s, smaller Craftsman influenced houses and commercial blocks appeared in the Midtown district. Also in the 1920s, a small African American community was located on Drewry Street. In 1922, the City of Atlanta annexed all remaining sections of the Virginia-Highland district.

The trolley which had made the neighborhoods in the node a possibility ceased to run during the 1940s due to the impact of the automobile. The residents of the 10th and Monroe area began to rely on their automobiles thus eliminating the necessity to live close to downtown and their jobs. By the 1960s the neighborhoods were suffering from neglect and disinvestment of both commercial and residential properties. Many of the large homes were subdivided for rental property as the more affluent population shifted to the areas outside the central intown area. Middle class families migrated to the suburbs resulting in not only decreased income levels and property values of residential properties inside the city but of commercial areas as well. Many commercial establishments that had existed to serve the middle class inhabitants of the area vacated their spaces allowing low rent retail establishments to move in.

In the 1960s, middle class residents began reclaiming intown neighborhoods. During the height of the movement the Georgia Department of Transportation proposed the construction of Interstate 485. The proposed route was designed to connect Interstate 285 with Interstate 20 and would have divided many intown neighborhoods in the process. The threat of the new interstate galvanized the residents of the reclaimed neighborhoods resulting in the formation of many civic associations intent to protect the character and cohesiveness of the historic districts.

Physical Description

The topography of the 10th and Monroe node is hilly, with ravines and streams. Prior to late nineteenth century the land was used primarily for farmland and only a few farmhouses existed within the vicinity of the node.

The first evidence of a large industrial structure appeared in the node in 1860. The building was the Virginia Avenue Car Barn located on Virginia Avenue and the Beltline. The site portrays a symbolic role in Atlanta's transportation history. The building was constructed around 1860 and the Barn was originally designed as the shop and car barn of the Fulton County Street Railroad Company. Trolleys were assembled at the location until the mid-1920s. The Virginia Avenue Trolley Barn changed hands over the years as a result of the various railroad mergers and was owned by Georgia Power at one time. The building housed trolleys and later served as a garage and repair shop for buses. Marta owned the building from the early 1970s to the mid 1980s. Marta sold the property to a development company in 1985 and it was unfortunately demolished in 1987 following a lengthy City Council battle.

The next structures along the rail line were designed for industrial purposes and were constructed within the node, many predating the trolley line. The structures were oriented to the Beltline and were typical of late nineteenth/early twentieth century industrial buildings. The structures were located on the Beltline. The industrial buildings were masonry with loading docks oriented to the railroad line. No such building exists within the defined 10th and Monroe node today however several exist just outside the node along the Beltline and Ponce de Leon Place. Prior their demolition, the 10th and Monroe node was the location that served as home to businesses such as the AC&J Walters Building Materials, Hunter Coal Company, Carroll Coal Company, and the Watson Company. Existing just outside the node along the Beltline and Ponce de Leon Place were industrial buildings housing such businesses as Linde Air Products, the B. Mifflin Hood Brick Co., All-Metal Cooler Corp, Wizard Products Co, Martin-Parry Corp., Universal Motor Co, Inc., Ansley Garage, Nehi Bottling Co., Zachary Manufacturing Co, and Krigshaber & Son. With the exception of the Virginia Avenue Trolley Barn, the Dejarnette Supply Company was the last industrial business to exist within the defined boundaries of the node. The firm was founded by J.T. DeJarenette in 1919 and sold building materials until 1972.

Perhaps the most identifiable physical resource in the 10th and Monroe node is Piedmont Park. The Park was the site of some of Atlanta's major historical events. The Park is roughly 185 acres and occupies the triangular shaped area between Piedmont Road and the Southern Railway. Purchased by the Gentleman's Driving Club in the late 1880s, the Park was used as an in-city location to ride horses and was planned as the site for the Piedmont Exposition in 1887. The Piedmont Exposition lost no time building the structures necessary for showcasing the resources of the Piedmont region.



Piedmont Park Plan for Cotton States Exposition showing the Southern Railway

In 1895, the site was home to the Cotton States and International Exposition. The New South movement and the City of Atlanta mobilized to create an exposition to promote the post-Civil War South as a place ripe for resources and manufacturing. The Piedmont Driving Club was chosen as the site for such an Exposition. The Cotton States Exposition served as a symbol that the South and the City of Atlanta were rebounding from the Civil War and ready to join the Union. The planning and siting of major structures were symbolic of this ambition. The most prominent structure, the U.S. Government building, stood on top of the hill near the present day Botanical Gardens. Buildings devoted to manufacturing were given high visibility while those exhibiting agriculture were hidden. This strategy highlighted the South's desire to enter the industrialization and deemphasize its dependence on agriculture. A Women's building and Negro building were added to demonstrate the New South's attempts to overcome the reputation of racism and sexism. The highlight of the Exposition was Booker T. Washington's 'Separate but Equal' speech which took place near the present day 14th Street entrance to the Park. Sadly, the buildings of the 1895 Exposition were condemned as deteriorated to a state beyond repair and required demolition in 1905. A fire in 1906 claimed other existing structures.

Following the purchase of Piedmont Park by the City of Atlanta in 1904, the Olmstead brothers immediately began preparing a comprehensive plan for reclaiming the Park. The only remnants of the Exposition's structures were the stone stairways that formerly led to buildings. The Olmstead plan called for paths and formal gardens to contrast with informal elements arranged along meandering paths. Sections along the park were planned for various recreational fields. Included in the 10th and Monroe node is the former Piedmont Park Golf Course Clubhouse, now part of the Park Tavern. The Clubhouse was constructed of stone in 1928 and features an arched entry with terra cotta tile hipped roof and large wood windows.



Piedmont Park Clubhouse

The physical appearance of the residential developments in closest proximity to the 10th and Monroe node began to take shape in the early part of the twentieth century. The developments within the closest proximity of the Beltline include the Vedado and the Seal Place sections of Midtown along with the southern section of the Virginia-Highland district and eastern North Boulevard Park and Orme Park section of the Virginia-Highland district.

The first residential section around the 10th and Monroe section to develop was the southern section of the Virginia-Highland district, east of the Beltline. This section was the first in the district to be annexed into the City of Atlanta. The section possesses the oldest and largest homes in the area. Most of the residential homes are Queen Ann Cottages and New South Cottages.

The first residential section to develop west of the Railroad was the Vedado in the Midtown area. Edwin Ansley laid out the Vedado in 1906. The development consisted of a curvilinear plan with a combination of large foursquare houses and bungalows. The foursquares were constructed first around 1910 and the bungalows followed in the 1920s. Platted in the 1920s, Seal Place was developed east of Monroe Drive by Seals and Peacock. This development also features bungalows, mostly with Craftsman details.

The North Boulevard Park section of the Virginia Highland district, located west of Monroe Drive and Orme Park, located on the west side of Monroe, were both developed as bungalow neighborhoods. The majority of the homes were Craftsman style with a limited number of English Vernacular Revival, Colonial Revival and Mediterranean styles. Both of these later developments provided modern amenities such as electricity, water and sewer lines, and telephone service. The developments also provided a driveway to accommodate an automobile.



Another important physical feature of this area was the Park Bridge constructed to connect Park Drive to Piedmont Park. The bridge is an impressive feature serving both Piedmont Park and the North Boulevard Park neighborhood. C.E. Kauffman of the Atlanta Department of Construction constructed the bridge in 1916. The contractor for the project was Case and Cochran of Atlanta. Aesthetic design was an important consideration when planning the bridge. The total length is 625 feet including four concrete girder spans and a central arch. The bridge features a paneled red brick railing with inlaid colored tiles in the main piers of the structure. An interesting historical note on the bridge is that the granite blocks utilized were also used in the paving of Atlanta's first streets in 1882. The Beltline runs under the bridge.

The late 1910s/early 1920s realized the proliferation of multi-family units in both the Midtown and Virginia-Highland neighborhoods. This development was representative of the trend both in Atlanta and the nation to provide affordable housing at a greater density. The apartments often integrated architectural features common to the single family dwellings around them such as craftsman details, double hung windows and landscaped courtyards.

The only evidence of an African American community existing in the 10th and Monroe area was found in the National Register file for the Virginia-Highland district. The National Register District file makes reference to an African American community located on Drewry Street. The community consisted of 8-10 wood homes and was demolished some time in the late 1950s

Commercial strips such as the one still present between 1027-1035 Monroe Drive were constructed in the 1920s. This specific strip is located very close to the 10th and Cooledge Avenue and is very typical of 1920s commercial construction. The strip is constructed of brick with a terra-cotta parapet, cornices, brackets, and other features representing the period. The commercial structure would have housed businesses servicing the residential neighborhoods. An example of such a structure exists today as Sig Samuels, located at 906 Monroe Drive. Sig Samuel, an Atlanta entrepreneur and real estate developer, constructed the building. Following prohibition, Mr. Samuel was the original Schlitz beer distributor in Atlanta and owner of the Loewis Grand Theater. The building is rumored to have been a drugstore until the 1930s when Mr. Samuel turned it over to his brother-in-law for operation as a dry cleaner. The current tenants have owned the building since 1962 when they purchased it from Mr. Samuel's estate. Later commercial structures developed in the strip include a filling station located in the triangle formed by Monroe Drive, Virginia Avenue and Kanuga. Although the exact construction date is unknown the filling station first appears on the 1932 Sanborn Map.



Sig Samuels, 906 Monroe Drive



Grady High School

In the mid-1920s, Boys High/Tech High School was constructed at 929 Charles Allen Drive. The firm of Hentz, Reid & Adler was selected to build Boys High but the original design was never completed because an underground creek was discovered on the property. This discovery deemed the ground unstable for the building and the construction budget could not permit the extensive site work required. The original section of design features brick construction and Classical Revival style. The plan is rectangular in shape and the building is 2 stories tall. Atlanta architect Philip Shutze worked on the original design as an apprentice. Additions to the site included a print shop (1934), auditorium and gym (1938). In 1947 the school was renamed Grady High School for Henry Grady, the former editor of the Atlanta Constitution and promoter of the New South movement. The school was made coeducational in the same year. In 1949, the stadium located at the corner of Monroe Drive was constructed. The stadium was designed by Atlanta architect Richard L. Aeck.



Grady High School Stadium

Several existing institutions were constructed in the 10th and Monroe node around 1950. The buildings, including the Silver Grill, constructed in the mid-1940s, and Woodyís, constructed 1953, still continue to serve the area. The structure now occupied by the Silver Grill was constructed in 1949 by Sargent Crenshaw who served in the Pacific Theater of World War II. Sgt Crenshaw, a real estate developer by trade, felt that the metal Quonset huts that he built during the war would also be ideal for commercial structures in Atlanta. According to the current owner, the Silver Grill is corrugated metal underneath the existing cladding. It was built as a temporary structure and originally had a tin roof. The building was purchased in 1945 by the current ownerís family and has operated as the Silver Grill since the late 1940s. Woodyís has been in existence since 1975 but the building was constructed in 1953. Prior to becoming a restaurant the building housed a locksmith operation. The structure is wood-framed with a wrap-around porch and is sited in the middle of an island formed by Monroe Drive, Virginia Avenue and Kanuga Street.



Woodyís Silver Grill

As it exists today, the 10th and Monroe node incorporates a large amount of public/institutional land including Grady High School and Piedmont Park. Other sites include a large commercial shopping center, the Midtown Promenade, as well as a large storage facility, and single and multi-family residential properties. The area contains several historic sites including Grady High School, Piedmont Park, Piedmont Park Clubhouse, and contributing commercial buildings (Woodyís, Silver Grill, Sig Samuels). Early 20th century residential areas that have generally maintained their historic character and context surround the area.

Conclusion

The 10th and Monroe node consists of several well-documented historic resources. Two National Register listed sites, Piedmont Park and Grady High School, form the intersection of 10th Street and Monroe Drive along with two National Register listed neighborhoods, Midtown and the Virginia-Highland district. The sites and districts are intact for the most part and have maintained their historic character. Several intrusive buildings exist such as the Midtown Promenade and the storage units on Virginia Avenue. These sites may provide possible locations for redevelopment. Due to the fact that the area is well documented, and historically significant in the eyes of most citizens and residents, the 10th and Monroe node may be in better position than other nodes in terms of maintaining its historic context and character. In addition, the community is very protective of their assets and wary of the intense pressure development may place on the node in regards to increased traffic and incompatible new construction.

The Atlanta Urban Design Commission does not currently review projects in the 10th and Monroe neighborhoods of Midtown and Virginia Highland. Protection under the AUDC would provide for a mechanism of review and guidance and could protect historic resources from incompatible new projects that may be too dense or out of scale with the area.

Ansley Mall



Theme

The Ansley Mall node in the Northeast Quadrant is located at the intersection of Piedmont Avenue and Monroe Drive and contains the oldest section of the Beltline. From its earliest settlement as the small farming community of Easton in the mid-1800s to the present day, the area surrounding the node has been composed of single-family residences and the small commercial/retail businesses that grew to serve the surrounding communities. The areas surrounding the node represent distinct examples of Atlanta's early population migration in the early 1900s, as the white elite fled the increasing urbanization in the city core and moved to fashionable suburbs north and east of the city. These suburbs became possible as the city's transportation was transformed from rail to streetcar to automobiles.

As early as 1871, trains passed through the Ansley Mall node providing passenger and commercial service along the rail line that would become the Southern Railway (now CSX). Adjacent to the node are some of the most historically significant residential areas in Atlanta, which are virtually intact and remain thriving intown neighborhoods today. Also adjacent to the node are historic early greenspaces such as the Piedmont Driving Club (1887), Piedmont Park (1904), and the Ansley Park Golf Club (1912), which are also significant in Atlanta's development as early public/private suburban parks.



Early photo of Piedmont Driving Club

Within the node there are three identifiable retail/commercial centers, each representing a distinct period of development. The oldest is a cluster of retail buildings in the 1400 block of Piedmont Avenue located just south of the Piedmont Avenue overpass. Dating to the development of Ansley Park in the late 1910s, this area north of Piedmont Park represents the earliest commercial development in the area. The second is the Morningside Shopping Center, a small retail strip along the 1500 block of Piedmont Avenue north of the Monroe Drive intersection, which was developed in the late 1920s. The third is the Ansley Mall shopping center on the 1500-1700 blocks of Monroe Drive, which was developed in 1966 as one of Atlanta's first suburban malls.

The Ansley Mall node is surrounded by historic upscale residential neighborhoods, including Ansley Park, Morningside/Lenox, Piedmont Heights and Sherwood Forest. Overall the growth of this node was not relative to the railroad, but resulted from the creation of planned upscale residential neighborhoods and the development of small retail and service businesses that served the surrounding communities. Though the railroad bisects the node and surrounding residential areas, the railroad was for the most part inconsequential to the node's development.

Developmental History

The Creek Indians originally inhabited the rolling, hilly terrain where the city of Atlanta is located until they were forced out of the area in the early 1800s by settlers who acquired the land via land grants and the land lottery. In the early 1820s, the land surrounding what is now the Ansley node was acquired by one of Atlanta's earliest settlers, Meredith Collier. The original homestead of his son, George Washington Collier, was built c 1823 and is the oldest standing residence in Atlanta. It remained the home of G. W. Collier until his death in 1903. The house is located at 1649 Maid Marion Lane in what is now the Sherwood Forest subdivision, and though it has been significantly modified over the years, it remains a landmark of Atlanta's earliest settlement. After G.W. Collier's death in 1905 the Collier heirs sold the land, with the exception of 25 acres, to developers who established Atlanta's first automobile suburb, Ansley Park. The remaining 25 acres of the original parcel remained in the Collier family until it was sold in the early 1950s, at which time the neighborhood of Sherwood Forest was developed.

In the mid-1800s the early farming community of Easton was located near the current intersection of Piedmont Avenue and Monroe Drive, and corn and cotton were the primary crops. Corn was ground at Walker's Gin and Grist Mill, located on Piedmont Avenue (then known as Plaster Bridge Road) on Clear Creek near the current Ansley Mall. In 1911, as nearby Ansley Park and Virginia-Highland were being developed, Plaster Bridge Road was paved and in 1917 the name was changed to Piedmont Avenue. The steam train, The Air-Line Belle maintained passenger service from Atlanta through Easton north to Toccoa from 1871 until the early 1920s, stopping at a passenger depot near what is now the intersection of Piedmont Road and Monroe Drive.



Train on the Southern Railway line adjacent to Piedmont Park

By the end of the nineteenth century, the white elite population of Atlanta was growing northward along Peachtree Street but the area around the Ansley node remained largely rural and sparsely populated. In 1887, a group of influential businessmen formed the Gentlemen's Driving Club (later known as the Piedmont Driving Club) and purchased 189 acres of vacant land northeast of the city to establish a club and grounds for racing enthusiasts. Shortly afterwards, the group leased the land for use as fairgrounds and expositions, the most notable of which was the Cotton States and International Exposition of 1895. Historic maps of the Exposition show a railroad spur from the Southern Railway's main line to the southeast entrance of the Exposition. By 1895, the Southern Railway's main line was already known as the beltline.

In 1904 the City of Atlanta purchased the 185-acre site of the Exposition and extended the city limits to include the area, which was later named Piedmont Park. The Southern Railway line formed the eastern boundary of the park. As of 1910, development north of Atlanta had reached what is now 15th street and consisted mainly of upscale single-family residences.



Advertisement for Ansley, c 1907

Also in 1904, the Southern Real Estate Improvement Company and E.H. Inman purchased approximately 200 acres of land from the Collier heirs and began the development that would become Ansley Park. Ansley Park, whose design was determined by the rolling, hilly topography, is historically and architecturally significant to Atlanta as the first automobile suburb. Wealthy, prominent white citizens of Atlanta fled the increasing urbanization of the city to this picturesque landscape. Their relocation was made possible by the advancement of transportation from rail to streetcar to the automobile. Restrictive covenants insured that the area would remain strictly residential and further, would be limited to white persons only. Early flyers advertise that Ansley Park would never have a store, a garage, a factory, a hospital or a shop of any kind. The Ansley Park Golf Club, established in 1912, is adjacent to the node and is located between the Ansley Park neighborhood and the Beltline.

By 1915, the upscale residential development north of Atlanta between Piedmont Avenue on the east and Peachtree Road on the west created retail and commercial opportunities, and since the area of Ansley Park strictly excluded commercial development, businesses began developing on the eastern edge of Ansley Park on Piedmont Avenue north of Piedmont Park. The Atlanta City Directory of 1915 lists some of the first businesses that were located in this area, including a furniture store and doctors' offices. Within the next five years, other retail businesses located in the area along Piedmont Avenue, such as grocery stores, a pharmacy and additional doctors' offices. These buildings remain intact and continue to function as small retail businesses serving the surrounding neighborhoods.



1921 Sanborn Fire Insurance Map showing early businesses adjacent to Ansley Park



1927 Map of Atlanta

Between 1920 and 1930, Atlanta's population grew by 70,000, from 200,616 to 270,366, with much of the growth occurring in the new close-in suburbs north of the city. By the early 1920s, Ansley Park was completely developed and construction had begun on the Morningside /Lenox subdivision, which was annexed into the city of Atlanta in 1925.



The Morningside Shopping Center, 1947

In 1927, construction began on the Morningside Shopping Center, a small retail center located on Piedmont Avenue just north of Monroe Drive. Among the locally important businesses that were located there over the years were J. S. Broyles grocery, the King Hardware Company, the Rogers Organ Company, Blairis Florist, Rhodes Bakery and in later years, the Hickory House Restaurant and Gene and Gabeís Restaurant and Cabaret.

One of the buildings in the strip is currently occupied by the popular Smiths' Olde Bar. The original retail center also included a Masonic Lodge, which continued on the site until the 1980s.



Morningside Shopping Center, 1983

The last tract of the original Collier property was sold c 1950 to a group of developers who purchased the wooded, rolling land and established Sherwood Forest, Atlanta's first post-WW II subdivision. The property, said to be the last major tract of land on the north side of Atlanta within the city limits to be developed, was bounded on the west by Peachtree Road, the south by Beverly Road, Ansley Park Golf course on the east and the Southern Railway on the north.



1949 Aerial photo, intersection of Piedmont and Monroe

By the 1950s, the Ansley Mall node had been completely surrounded by established upscale residential neighborhoods. During the white flight period of the 1960s and 1970s, these subdivisions experienced a slight depression but for the most part, they remained intact intown neighborhoods that retained their value and desirability. Currently they are among the most sought-after close-in residential areas in the city. During the late 1990s to the present, these neighborhoods have experienced increasing pressures from residential infill but, due to the continuous vigilance of the residents to maintain the historic character of their neighborhoods, recent infill development has been for the most part compatible with the historic context.

The neighborhood of Piedmont Heights is a small subdivision of mainly one- and one-half story residences developed in the 1930s and 1940s. It is bordered by Piedmont Avenue on the east, Monroe Drive on the west, I-85 on the north and Montgomery Ferry on the south. In the 1950s, the Northeast Expressway was built and the Piedmont Heights began to experience encroaching commercial development, rezoning and other problems related to Atlanta's explosive growth during this period.

The historic fabric of the Ansley Mall node was severely threatened in 1964 when the Georgia DOT announced plans to construct Interstate 485, an interstate highway from I-285 at what is now Highway 400 to an off-ramp just south of Ponce de Leon. This full-bore, six-lane highway would have cut through the center of several in-town historic neighborhoods, including the Morningside/Lenox Park near the Piedmont-Monroe Drive intersection. In an unusual display of citizen strength, the Morningside/Lenox Park Civic Association, along with other neighborhood associations and residents, successfully led the fight against the construction of the highway. After years of heated controversy and in a rare instance of defeat, the Georgia DOT dropped plans for the interstate in the early 1970s.

Closely following the periods of residential development, the commercial centers in the Ansley Mall node remained for the most part small retail businesses catering to the surrounding neighborhoods. Though ownership and type of business changed over the decades, the businesses continued to operate in the early brick structures built in the first part of the twentieth century. One exception was the construction of the Ansley Mall Shopping Center in 1966, heralded as one of Atlanta's first suburban malls. The land on which the shopping center was built contained scattered residential structures and several small retail establishments dating to the 1920s that were demolished at the time of the Mall's construction. The shopping center currently is home to various small stores and businesses and large big-box stores such as Publix and Kroger are recent additions.

Physical Description



1447 Piedmont Avenue

This section of small retail buildings on Piedmont Avenue just south of the Beltline overpass is the oldest retail section in the node. Built between 1910 and 1920, these early buildings have been adapted over the years as business needs have changed but they have retained their original character. They are generally one-story brick buildings with flat roofs, some with overhanging awnings and large windows on the front (streetside). An unusual exception to the building pattern in this block is the triangular-shaped building on Piedmont adjacent to the Piedmont Avenue overpass. Situated on the steep grade down to the rail line, the building is a one-story building at the upper (south) facade and a two-story building on the lower (north) facade. It has an unusual dual-angled steeply pitched mansard-style roof.

The commercial buildings in this block, known as the Morningside Shopping Center, were constructed in 1929 by developer Albert Heery Bailey and consisted originally of eleven commercial tenants. The buildings have not changed materially over the years but have been adapted with changing business needs. The strip of attached buildings consists of one- and two-story brick structures built along a steep grade sloping down to Clear Creek and the Piedmont Avenue overpass.



Morningside Shopping Center at the intersection of Piedmont Avenue and Monroe Drive



Decorative brickwork at 1580 Piedmont Avenue, Smiths Olde Bar

The buildings feature large glass store-fronts that follow the slope of the sidewalks at street level. They are the block-style typical of small retail buildings built during that time period but many have some sort of decorative brickwork on the front facade near the rooflines. Especially notable is the decorative pattern of brickwork on the building at 1580 Piedmont, where Smiths Olde Bar is currently located. Also, the brickwork of the two-story building at 1584 Piedmont is unusual, with decorative Greek Revival-style pilasters framing the emblem of the Masonic Lodge, an organization that occupied the upper floor of the building until the early 1980s. Several of the buildings have front facade awnings on the street level or the upper level, as did some of the original buildings.



1584 Piedmont Avenue, Atlanta Bass Gallery

Until the Ansley Mall shopping center was built in 1966, the two blocks on the southwest corner of the Piedmont and Monroe intersection consisted of scattered single-family residences and small businesses, such as a beauty salon and a restaurant. The Ansley Mall was constructed in the style typical of 1960s and 1970s outdoor strip shopping centers, with continuous one-story plain brick buildings with flat roofs and glass storefronts facing a center pedestrian walkway. By 1970 bank branches were constructed by the Citizens and Southern National Bank and the Atlanta Federal Savings and Loan Association and in the 1990s the big box grocery stores, Publix and Kroger, were constructed in the 1600 and 1700 blocks.

The historic neighborhoods surrounding the node, each characteristic of a distinct development period, are architecturally significant and each has been thoroughly documented. In general, residences in Ansley Park are diverse in style, character and scale. They represent a range of early-twentieth-century eclectic and contemporary architectural styles, such as Colonial Revival, Federal Revival, Neo-classical Revival, Queen Anne, and English Vernacular Revival styles, as well as Late Victorian, Prairie-school and Craftsman style bungalows.



1514 Monroe Drive c 1929, Agnes and Muriel's Restaurant

In 1923, developers James R. Smith and M. S. Rankin began the construction of the Morningside Park subdivision. The Morningside neighborhood is characterized by one and two story residences with deep lawns situated on wide, curvilinear streets. The prevalent architectural styles were those popular in Atlanta in the early twentieth, such as Dutch Revival, Colonial Revival and English Vernacular Revival. Lenox Park, developed in 1931, featured model homes designed by the prominent Atlanta architects Ivey and Crook in more elaborate styles of French Revival, Colonial Revival and English Vernacular Revival. Sherwood

Forest, developed in the mid-1950s, featured typical 1950s ranch style homes on large lots, situated on wide, winding streets.

Within the node there are two historically significant residences, located at 1514 and 1518 Monroe Drive, both constructed in the late 1920s to early 1930s. The structure at 1514 Monroe Drive is a two-story brick Dutch Colonial Revival on a full basement, with two front dormers and a chimney on each side. The rear shed addition appears to be recent. The house has been adapted for commercial use and is currently the site of Agnes and Muriel's Restaurant. The house at 1518 Monroe Drive is also a two-story brick structure on a full basement, built in the Georgian Revival style. It has a chimney on each side and a low brick wall at the front sidewalk with half-columns at the center walkway. It also has been adapted for commercial use and now houses law offices.



1518 Monroe Drive, Law Offices

The historic significance of the Ansley Mall node is multi-fold. It represents very distinct periods of Atlanta's early development from the early 1900s to the 1950s, as planned suburban communities were developed north and east of the city and retail businesses quickly followed. It is adjacent to historic neighborhoods with architecture representative of the styles of the development periods, which remain very much intact. Designed as some of Atlanta's first automobile suburbs, these neighborhoods are also significant because they represent some of the earliest concerns of Atlanta citizens with urban traffic. As early suburbs, they were laid out with the specific intention of discouraging traffic, designed with winding, curvilinear streets, cul-de-sacs and few through streets. That pattern exists today and, with the exception of Piedmont Road and Monroe Drive, traffic does not easily pass through these neighborhoods.



Wood trestle, c1870s

This node also is significant for two of the earliest extant railroad infrastructures on the Beltline, two early wooden trestles spanning Clear Creek. One is located behind Ansley Mall and the other is located at the north-eastern edge of Piedmont Park. An early photo shows workers repairing one of the trestles in 1895, and an article in the Atlanta Constitution in May 1869, suggests that these were part of the original Southern Railway beltline that was built the late 1860s and early 1870s.



Wood trestle over Clear Creek behind Ansley Mall



The Villa Apartments c 1920, designed by Phillip Schutze

Also adjacent to this node are several architecturally significant individual buildings, including the Jacobean-style Piedmont Driving Club (1887), the Ansley Golf Club (1912) and the ornate High Renaissance Eclectic style Villa Apartments, built in 1920 and designed by Philip Shutze. Located at 200 Montgomery Road adjacent to the Beltline at the Montgomery Ferry Road overpass, the apartments were originally designed as suites for guests visiting the Ansley Park Golf Club.

Conclusion

Development in the Ansley Mall node will be limited to certain areas, as this section of the Beltline passes through or is adjacent to existing upscale historic neighborhoods. In some cases the Beltline literally abuts the rear yards of private residences. The node is also adjacent to the existing large greenspaces of Piedmont Park and the private Ansley Golf Club. Development near these areas would probably be limited to additional greenspaces, hiking/walking trails and possibly an urban plaza as a focal point.



Ansley Park Golf Club

There are, however, excellent opportunities for mixed-use, low-density development in the commercial areas immediately adjacent to the Beltline on the north and the southeast sides of the Piedmont Avenue overpass. There are established businesses in these strip malls that are currently operating that could be utilized as-is, or adapted for new uses. There are also large open parking lots just north of the Beltline on Piedmont Avenue which could be redesigned for mixed-use projects that would more efficiently utilize the land.

The Ansley Mall node is significant because it illustrates a continuous developmental time-line in Atlanta's history, representative of the earliest farming settlements in the early 1820s, the development of the railways in the late 1800s, and distinct periods of residential development representing the out-migration of Atlanta's elite classes to planned automobile suburbs and the retail/commercial businesses that followed during the first half of the twentieth century. It also illustrates the close interconnection between the local neighborhoods and the small businesses that located nearby to serve them.

Peachtree Road



Theme

The Peachtree node area encompasses the neighborhoods along Peachtree Road from approximately the Collier Road intersection north to Peachtree Creek, centered on the point at which the Beltline crosses under Peachtree Road just south of Bennett Street. Peachtree Road is Atlanta's most famous street, a magnet for development over the past century and particularly since the 1960s, and the subject of planning to improve it as a transportation and pedestrian corridor. Peachtree Road presents a special challenge for managing the development of the Beltline in a way that preserves and enhances historic resources.



Peachtree Road overpass at CSX rail line



Peachtree Road overpass at CSX rail line, with 2045 Peachtree building in background

The Peachtree node area is historically and currently residential in character. While commercial office buildings of moderate scale in the range of 12-15 stories are interspersed along the Peachtree corridor, they are mainly related to the medical service industry focused on Piedmont Hospital at 1968 Peachtree Road. Commercial retail buildings and storefronts provide a mix of services for local neighborhoods and customers traveling through the area on Peachtree Road. These services include dry cleaners, drugstores, liquor stores, clothing, furnishings, and a wide variety of restaurants. The area also supports a major retail theme of fine art, antiques, and collectibles found in smaller nodes along or adjacent to Peachtree.

The residential development of the node area is a mix of high-rise apartments and condominiums, garden apartments in buildings of two to three stories, and subdivisions of single-family homes. Recent and proposed developments include mixed-use mid-rise buildings with streetfront retail and condominiums on floors above, and mid-rise apartment complexes and towers.

Developmental History

The terrain of the Peachtree node area is notable for a significant hill on which Piedmont Hospital stands today. Peachtree Road rises gradually from the south to Collier Road and the peak of the ridge at the hospital, then falls steadily down northward to a slight plateau where the Beltline rail corridor crosses, then falls again to the bottoms area along Peachtree Creek. Peachtree Road itself follows a ridge line north from the rail tracks so that cross streets drop significantly in grade to the east or west.

Creek Indian trails traversed the ridges and criss-crossed near the point at which Peachtree Road is intersected by Collier Road from the west and Palisades Road from the east. Sometime after the Creeks were forced out of the area in the 1820s, the land on the west side of the ridge south of Peachtree Creek became the farm of Andrew Jackson Collier (1827-1887). The Collier homestead stood near what is now the southwest corner of Collier and Peachtree Roads, with the family grist mill on Tanyard Creek, a tributary of Peachtree Creek. Markers on Collier Road near the site include two grindstones that were found along the creek.

On July 20, 1864, these heights were the scene of the Battle of Peachtree Creek in the Civil War as troops of the Confederacy attempted to fend off the advancing Union army. Tributes to the 2,500 Confederate and 1,700 Union soldiers who died here are located on monuments and markers on the front lawn of Piedmont Hospital and along Collier Road.

For the remainder of the 19th century what is now Peachtree Road was a country road from the bustling town of Atlanta to the village of Buckhead, and farming continued on the slopes above Peachtree Creek. During Atlanta's rapid growth between 1890 and World War I, however, the Peachtree corridor began to develop. The Southern Airline Railway beltline, now an active CSX freight line, was constructed through the area in the 1890s, crossing Peachtree just south of today's Bennett Street. New high-end residential areas were built on Tuxedo Road in Buckhead and around the Capitol City Club in Brookhaven, and by 1907 a trolley line ran along Peachtree Road to connect northerly residential areas with downtown Atlanta. In 1918 the Southern Railway completed Brookwood Station, south of the Peachtree node area, to serve the north edge of the city.



1928 Sanborn Map, Peachtree Road at Peachtree Creek

Early in the 1920s 65 acres of land on the east side of Peachtree Road from Huntington to Brighton Roads was subdivided and developed as the Brookwood Hills neighborhood, with homes comparable in size and cost to the earlier Druid Hills development near Emory University. Neighborhood retail stores were built in one-story brick storefronts on the east side of Peachtree Road. The only brick storefront buildings remaining today are in the 1800 block, the 1900 block, and the 2200 block. Garden apartment buildings were constructed at the intersections of Peachtree and Huntington on the east side of Peachtree, and on the west side of Peachtree farther north and along side streets such as Peachtree Memorial Drive. Several remain, including the Knox and Peachtree Road apartment buildings constructed in 1927. Other garden apartments along Peachtree were demolished for commercial development after 1970.

Fine single family homes were also built along Peachtree, including the 26-acre iDeerlandi estate of attorney Jack Spalding and family at the top of a hill north of Collier Road on the west side of Peachtree Road. Spalding had urged his fellow landowners along Peachtree to allow the road to be widened to eighty feet in 1908, so that it could become the transit corridor to Buckhead. In the bottoms along Peachtree Creek several Atlanta families donated about 200 acres of land for Atlanta Memorial Park (site of the Civil War battle) in 1929. In 1931 a golf course was constructed and named after Bobby Jones, one of Atlanta's most famous athletes and citizens.



1952 Sanborn Map, Peachtree at Colonial Homes Drive



1952 Sanborn Map, Bennett Street

A gas station — now incorporated into the Mick's restaurant building — was constructed at the corner of Bennett Street and Peachtree Road adjacent to the rail right of way in 1925. By the 1940s, Bennett Street was developing along the tracks into a neighborhood of light industries. A metal works stood at the corner of Bennett and Bratton. Other businesses included manufacturers of dresses, underwear, and Venetian blinds, a transfer and storage company, a dry cleaners, and a plumbing supply house. Buildings at 75, 95, and 125 Bennett Street were constructed in the 1950s.

The hill above Collier became an area of more intense development after World War II, in part because of the 1952 annexation plan adopted by the city of Atlanta that now incorporated the entire area of the Peachtree node into the city limits. In 1951 the Darlington Apartments, Atlanta's first high-rise apartment building with 612 units, was constructed at 2025 Peachtree Road adjacent to the north side of Brookwood Hills. Shortly thereafter, the Spalding family sold iDeerlandî to Piedmont Hospital as the site for a new hospital complex. Piedmont Sanitarium had begun in 1905 in the iSwift House,î one of the fine Romanesque mansions downtown on Capitol Avenue. Having long outgrown the mansion and later annexes, the hospital constructed a new building on the site of the Spalding house from 1954-57. In 1961 Piedmont added a nursing school building, and then a north hospital wing in 1976.



Eastside of Peachtree Road at rail line, 1949

The 1940s also brought major new residential developments to the area. Collier Hills was constructed on the hills west of Peachtree, south of Atlanta Memorial Park and along Collier Road. The Peachtree Hills subdivision was constructed on the hills east of Peachtree and north of Peachtree Creek, including several apartment buildings built in three phases from 1937-1951. In 1949 Colonial Homes, a 250-unit garden apartment complex, was completed on the east side of Atlanta Memorial Park.

Over the last forty years the Atlanta area has seen exponential growth, as marked by the widely-recognized population sign showing the current population count, erected in front of the Darlington Apartments in 1965. The Peachtree node area has seen more intense residential development during these decades, as well as the construction of office buildings for medical services and several small shopping malls.



2045 Peachtree Road

The Peachtree Park garden apartments in two-story buildings were constructed between Peachtree Creek and the CSX tracks two blocks east of Peachtree in 1969. More recently the Brookwood Valley garden apartments have been built down the hill to the east of the Darlington. The Bradford 12-story condominium tower was erected around 1990 on the east side of Peachtree north of Peachtree Park Drive. Other high-density apartment complexes include the 15-story Wesley Townsend tower and Heritage Place, constructed in the last five years on Colonial Homes Drive a block west of Peachtree. The Aramore at the intersection of Peachtree and Peachtree Memorial is also new construction, a mixed use building with street level retail, six stories of apartments, and a condominium tower under construction.

Piedmont Hospital has expanded on both sides of Peachtree Road, including a Professional Building at 2001 Peachtree completed in 1989, and the adjacent T. Harvey Mathis Rehabilitation and Fitness Center (next to the Darlington Apartments). Auxiliary medical services have also been attracted to nearby office towers, including the Sheffield building at 1938 Peachtree, and the 2045 Peachtree building (1963), both modernist designs of the 1960s. Two- and three-story buildings on Peachtree Park Drive built in the 1960s also house medical services.



Micks Restaurant

Retail has continued to grow with an influx of restaurants in free-standing buildings, including TGI Fridays, Houstonís, and Benihana clustered near the intersections of Peachtree Valley Road and Peachtree Park Drive with Peachtree Road. The brick commercial building standing on the southwest corner of Bennett and Peachtree since 1925 was expanded to become Harrisonís on Peachtree, a well-known night club in the 1970s and 80s, and then Mickís restaurant in 1987. Bennett Street began to attract antique dealers and art galleries in the 1970s (along with specialty high-end auto repair) and was joined in the arts theme around 1990 by the Peachtree Antique Center constructed on the west side of Peachtree several blocks north, adjacent to Peachtree Creek. One large structure on Bennett, the former metal works, was demolished for construction of an electric power substation, and major power lines run along the rail corridor. Four small or mid-sized shopping malls have been constructed since the late 1980s, including Brookwood Square and Peachtree Square on the west side of Peachtree, and Brookwood Village and the Shops of Buckhead on the east.

ished for construction of an electric power substation, and major power lines run along the rail corridor. Four small or mid-sized shopping malls have been constructed since the late 1980s, including Brookwood Square and Peachtree Square on the west side of Peachtree, and Brookwood Village and the Shops of Buckhead on the east.

Physical Description

Virtually no single family homes remain on Peachtree Road within the node area. One of the few nearby is the Cauthorn House built in 1921 in Dutch Colonial style and now part of the Peachtree Commons Condominiums along with the Knox and Peachtree Road Apartments (corner of Biscayne Drive and Peachtree Road). Single family homes in Brookwood Hills range in style from English Vernacular Revival, Colonial Revival and Neoclassical Revival to Craftsman bungalows. Many are substantial two and three-story structures with terra cotta or slate roofs. Collier Hills and Peachtree Hills reflect the homebuilding of the post-World War II era, with two- and three-bedroom cottages, many on one level. Styles range from Craftsman, Colonial and Tudor Revival to Modernist with flat roofs and ribbon windows.

Garden apartments from the 1920s are two- and three-story brick with decorative detail in window and door surrounds and cornices. The Colonial Homes apartments (1949) are spaced along curvilinear streets in two- and three-story brick buildings with plain wall surfaces and metal casement windows. Peachtree Park garden apartments have been renovated in recent years with sunrooms and porches added on to the existing two-story brick rectangles, creating a mix of 1960s and 1990s windows and in places adding wood siding to the original brick.

The Darlington apartment tower is a Modernist classic of 15 stories, with flat roof, unadorned walls of red and tan brick, and metal casement windows on each side of a plate glass window for each apartment. The 1980s senior citizen apartment building at 2240 Peachtree Road is also a Modernist design.



Darlington Apartments

The Aramore apartments, along with the Brookwood Village mini-mall, demonstrate the effectiveness of Atlantaís neighborhood commercial district guidelines. Both are recent construction and are built to the lot lines, creating continuous sidewalk frontage like the older 1920s brick storefront blocks. Both are brick with large windows at storefront level. Parking is behind or underneath.

These features contrast sharply with buildings from about 1990 that did not follow the guidelines. The Bradford apartment tower, for example, is sided in stucco painted gray. It is set back from Peachtree Road and stands on piers with little relationship with the street or sidewalk; and the mini-mall of Peachtree Square sets the shops back from the street with a four-row parking lot in front.



Peachtree at Collier SE in 1952

Three modernist office buildings are within the scope of the node. The Sheffield at 1938 Peachtree is notable for blue mosaic tile panels framing the windows on every floor. The 2001 Peachtree professional building has wide window ribbons sweeping around each floor level with red brick facing. It also attaches to an older two-story Modernist building sided in long and thin red brick courses, with three columns of cast concrete decorative panels in a central bay of the faÁade and narrow glass brick windows near the roof line on each side of the faÁade. A flat concrete porch roof stands on fluted columns framing a plate glass window that was formerly a front door. The 2045 Peachtree building stands on piers to compensate for the sharp slope down from the street grade along that section of Peachtree. The building's verticality is accented by thin concrete decorative triple ribbons rising the height of the building. The entry level faÁade is sided with marble panels, and the entry plaza is floored with blocks of slate.



Peachtree at Collier SE, 2005



Peachtree at Collier NE in 1952

The buildings on Peachtree Park Road are mainly brick with plain walls and metal frame windows, and lacking notable architectural features. One exception is Christ Presbyterian Church at 81 Peachtree Park Drive, also brick, which exhibits Prairie style features with wide eaves and three brick piers to the left of the front door. Piedmont Hospital is predominantly a red brick block of seven-story buildings. The original 1957 hospital wing has a flat roof, unadorned brick walls, and metal frame windows with twin vertical sidelights for each large window.



Peachtree at Collier NE in 2005

The 1920s storefront blocks in or near the node area are one-story brick, with the flat roofs, overhanging tile faÁade awnings, large windows, glazed doors, and wood trim and bulkheads typical of their era of construction.



Peachtree adjacent to Peachtree Creek Bridge, 1952

The 1940s and 50s industrial buildings now converted into art and antique galleries on Bennett Street are built of concrete masonry units with metal frame windows and unadorned wall surfaces. Some have tile coping along the cornice lines. Other nearby individual stores of brick construction from the 1920s include the Central City Tavern at Collier and Peachtree Roads, and R Thomas restaurant in the

1800 block of Peachtree. The 1940s and 50s industrial buildings now converted into art and antique galleries on Bennett Street are built of concrete masonry units with metal frame windows and unadorned wall surfaces. Some have tile coping along the cornice lines. Other nearby individual stores of brick construction from the 1920s include the Central City Tavern at Collier and Peachtree Roads, and R Thomas restaurant in the



Peachtree adjacent to Peachtree Creek Bridge, 2005

The Modernist office buildings at 1938 Peachtree Road (the Sheffield Medical Building) and at 2045 Peachtree Road should be seen as part of a group of Modernist office buildings spaced along Peachtree, including the 1776, 1800, and 1819 Peachtree (Palisades) buildings. This section of the Peachtree corridor contains some of the most notable examples of mid-20th century Modernist mid-rise construction in Atlanta. The blue mosaic faÁade of 1938 and the marble and slate facings of 2045 give each building a distinctive feature that helps define the streetscape. These buildings could be designated as a group when eligible in the next 5-10 years.



1776 Peachtree, 1952

The Darlington Apartments, Atlanta's first high-rise apartment tower, with over 600 apartments in a post-war Modernist brick building, should qualify for historic designation as an individual resource. Sometime in the future the more recent Modernist senior citizen apartment building at 2240 Peachtree Road might also be considered.



1949, west side of Peachtree Road, including Atlanta Memorial Park and Colonial Homes

Colonial Homes apartments present an undisturbed example of post-war garden apartment construction. Their arrangement along curvilinear streets adjacent to Atlanta Memorial Park and the Collier Hills subdivision allows for open vistas and spaces between Peachtree and the park. Other garden apartments in the area from the 1920s and '30s, such as Peachtree Commons and the Briary in the 2200 block of Peachtree, and the Peachtree Memorial Park apartments on Peachtree Memorial Drive, should also be noted. The Peachtree Commons complex was listed in the National Register in 1998. Others could follow suit as a group of similar buildings demonstrating the emergence of the garden apartment type in Atlanta.



1776 Peachtree, 2003



Colonial Homes and Peachtree Commons Condominiums



Bennett Street shops

The 1920s brick storefront blocks along Peachtree (1800, 1900, and 2200 blocks), while on the fringes of the development node, remain as fine examples of their type. They model the single-story streetfront with continuous sidewalk facade that Atlanta seeks in new commercial construction on Peachtree. These buildings are the same vintage as the few remaining historic brick commercial buildings more closely in the node, particularly the Mickis restaurant structure. Together they also draw the Bennett Street buildings, constructed later in the 1940s, into a thematic unity of low-rise masonry commercial structures 60-80 years old. Preservation of this building type would help retain historic streetscapes and enhance the qualities of the arts district.

Conclusion

The Peachtree Road corridor including the Peachtree node of the proposed Beltline will be the site of intensive development in the future. At least two mixed use condominium buildings are proposed just south of the node area and another as part of the Aramore development at the north edge of the node. A group of townhomes is under construction behind the Antique Center at 2300 Peachtree (The Enclave), facing Peachtree Creek. The Peachtree Valley apartments (1962) located between the Darlington and the CSX tracks have recently been demolished for construction of a new condominium complex. At least two new office buildings are currently proposed, including iSheffield Twoî behind the existing Sheffield Medical Building at 1938 Peachtree.

The historic character of the Bennett Street arts district has already been mimicked in a new building at 49 Bennett Street, built of brick and CMUs with industrial windows but distinctive for standing three stories. The desirability of established neighborhoods is also evident; teardowns and construction of much larger houses are occurring in Collier Hills on Golfview Road, and major additions are being constructed for homes in Brookwood Hills.

Buildings constructed for individual restaurants or stores, particularly TGI Fridays and Fresh Market grocery on the east side of Peachtree between Peachtree Valley and Peachtree Park Roads, and the Citgo gas station on the west side of Peachtree just south of the CSX railroad tracks, represent low density use that could be a ready site for redevelopment. These sites slope sharply down from Peachtree, presenting a significant challenge to construct buildings compatible with a continuous streetscape. Another possible limitation is the major power lines running along the rail corridor.

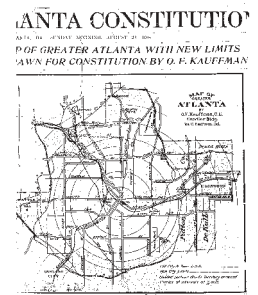
The historic resources in or near the node will bring continuity to the characteristic theme of the neighborhood over the last century: primarily residential development, with a major hospital and related medical services buildings, retail stores to serve local residents, and an arts district and restaurants attracting visitors to Peachtree Road from around the region.

Northside Drive



Theme

Thematically, the area is an historic example of how Atlanta City limits grew northward ñ how a growing city accommodated its increasing population through public administration of appropriate water supply; how residential areas developed to house white middle-class workers employed by surrounding industries and rail yards; how small commercial businesses developed to support these populations; and finally how the area ultimately became a light industrial center for the production and distribution of a variety of commercial products. Ultimately, the Northside Node illustrates how railroads followed by interstate highway programs and trucking as modal transportation of goods made an indelible impression on this area. These transportation systems encouraged the light commercial and industrial development which saturates this node with its multitude of single story, modest brick buildings with truck bays as a prominent feature of their fenestration and use.



Atlanta city limits, 1908

Developmental History

Historically, the neighborhoods and commercial development within the node did not begin until the 1920s with the majority of development being commercial building in the 1950s along Northside Drive and Howell Mill Road. Originally, the area of the whole node was part of a very large farm owned by John Whitely who obtained the land in 1835 by way of the original land lottery grant from the state. In 1847, Mr. Jessee Wood obtained the land. Mr. Wood immigrated to the United States with his family from Dublin, Ireland in 1800. His farm stretched from Peachtree Creek to the north, Atlanta Waterworks to the south, Howell Mill Road to the West and Spring Street to the east. Mr. Wood then split his land among his sons. E.H. Wood, Thomas Wood and J.N. Wood all received land and built personal domestic dwellings on these lots. Surrounding tracts were farm lands with the northern land belonging to J. A. Collier. This 1882 plat map indicates dwellings and farmland which all belonged to the Woods family. The area shown incorporates most of the Northside Node.



Executors Sale Map, 1882



Loring's Hill Marker Post

Civil War historians believe that several trench lines ran through this area because of its elevated topography and excellent vantage points to see northward. Three significant Civil War Historic Markers are found in the area indicating the Surrender of Atlanta at the intersection of Northside Drive and Marietta Street, identifying General Stewart's headquarters at the corner of Howell Mill Road and Bishop Street, and General Loring's Hill at the corner of Northside Drive and Trabert Avenue which was part of Atlanta's outer defense lines.

Although the majority of commercial buildings did not develop within this node until the 1950s, it is important to understand the variety of railroad infrastructure and industries which precede and surround the area. To the south of the node, early industries developed in the late 1800s and many integrate with the Marietta Street Artery Corridor which runs to the south and west of the node and parallel to historic Southern Railway lines. Many of these businesses had important ties to the railroads for distribution of industrial goods like cotton related machinery, retention and distribution of animal stock and steel manufacturing. Such industries include White Provision Company (1910), United Butchers Abattoir (1917), E. Van Winkle Gin and Machine Works/Murray Mill Complex (1889) and the Atlantic Steel Company (1901) just south of the node. Early on, the Northside node was flanked by a number of rail yards. Freight transfer yards like Inman Yards lie to the south and east of the node. To the south of Huff Road and west of Howell Mill Road, Howell Interlocking exists where four railroads interlocked and animal stock layovers occurred. Running adjacent to the Atlantic Steel Company is a series of rail lines creating a hub of railroad activity just south and west of Atlanta Waterworks and due south to Loring Heights neighborhood.



1919 Birdseye view of area

Prior to any significant building development directly within the area, the area was either farmland with few residential farm houses interspersed or dense hardwood forests. Early plat maps specifically indicate this area to be heavy with pine and oak woods. The first significant building development to occur within the node is the Atlanta Waterworks Hemphill Avenue Station which began development in 1892. The Atlanta Waterworks Hemphill Avenue Station was the second waterworks complex completed by the city. Even 1919 Birdseye view maps do not indicated any significant development in the area with the exception of the Atlanta Waterworks and the surrounding industries to the south.



Atlanta Waterworks Hemphill Pumping State c1950

In the early part of the 1900s, residences in the area were limited to farmhouses and residents primarily lived off the land or worked in nearby industries and railroads. Now non-extant, there was the Evan P. Howell Grammar School which was located on Bowen Street within the Berkeley Park neighborhood. There was a lumber yard located near the intersection of Howell Mill Road and White Street in the northern boundaries of the node close to where I/75 intersects. Sandwiched between the Southern Railway and north of Atlantic Steel Company, a coal yard which eventually became the extant Narjoe Lumber Yard also was in operation. Several churches were founded in the early 1900s including Northside Baptist Church (1907) on Howell Mill Road and Underwood Methodist Church (1914) at 1671 Howell Mill Road. Businesses in the area were limited to small businesses including garages, barber shops, restaurants and small grocery shops. In 1908, the Atlanta's city limits extended just south of the Northside Node with 14th Street being the northern most boundary.

The dearth of industry and activity in the surrounding southern areas created the need for housing for mostly white working class citizens within these businesses and the rail yards. These neighborhoods include the mill housing subdivision of Blandtown (originally called Sunset Heights), Berkeley Park and Loring Heights. In 1921, the neighborhood of Berkeley Park was platted for development outside the city limits. Residences were constructed from 1921 into the 1940s. It is an intact neighborhood and has a collection of mid-20th century house styles. This neighborhood is fine example of Atlanta's early planned subdivisions with nearby trolley lines that serviced the neighborhood. It is currently listed on the National Register of Historic Places.



iSunset Height, Development platmap

The mill housing community of Blandtown is a little island of wood housing structures bound by Atlanta Waterworks to the east, Seaboard Air-line Rail to the north, Ellsworth Industrial to the west and Huff Road to the south. It was platted for development in 1925 and was originally coined iSunset Heights.i A 1932 Sanborn Map shows that at one time Huff Road was called Blandtown Road from Howell Mill Road to the Huff Road railway underpass. The old Huff Road started at this railway crossing and headed west, ending up at Marietta Street during the Civil War era. Although it is likely that the neighborhood was originally planned for white working classes, the neighborhood eventually became a predominately African American community likely as a result of its isolated nature.

Another intact mid-20th century planned subdivision within the node is the Loring Heights neighborhood which is located to the east of Northside Drive. It was developed in 1939 by Ed Sims and at that time was outside the city limits of Atlanta. A majority of the homes were developed after World War II and most of the original homeowners were employed by the nearby Atlantic Steel Company just south of the neighborhood where the newly developed Atlantic Station is currently. Several of the street names in the subdivision were named for Civil War Generals Loring, Hascall and Geary. The community was originally platted to extend to the north to Collier Road, but was intervened by the construction of Interstate 75.

Throughout the 1930s and 1940s comparatively few businesses developed compared to what will be seen in years to follow with the coming of the Interstate Highway System. Mainly businesses were interspersed along the main roads which interacted with the nearby rail lines. The Southern Railway and Seaboard Airline Railway lines encompassed the area and continued to provide transfer points for products. The main road arteries include Howell Mill and Old Chattahoochee Roads to the west and Northside Drive running through the heart of the node and Bishop Street flanking the node on its southernmost boundary.



1934 Atlanta Terminal Map



1911 Sanborn Map, Atlantic Steel Company

Prevalent commercial businesses consisted of whole meat companies, six of which were along Howell Mill Road and just south of the node, automotive repair, parts and filling stations, beauty shops and machine works companies. The most notable companies which are indicated on the Sanborn Maps of 1911-1935 include Westinghouse Electric Corporation, Atlanta Car and Wheel Corporation and the Gulf Oil Company along Bishop Street. Other businesses within the node included Southern Iron and Equipment; Southern Wheel Division Atlantic Steel Company, which continued to operate along with Narjoe Timber Company; Atlanta Braid Shoe Manufacturers; Georgia Lead Works and Jones Machinery. Trabert and Mecaslin streets were still considered just outside city limits with little to no commercial development occurring yet. Only one business, Nicholas Contracting, at 563 was located there.



1925 Sanborn Map, Westinghouse electric & southern iron and equipment

Also throughout the 1930s and 1940s Sanborn Fire Insurance Maps and Atlanta City Directories indicate the following businesses in operation along Howell Mill Road: 1281 ñ City Water Works; 1491 ñ Elzeyís Service Station; 1525 ñ Nellís Beauty Shop; 1667 ñ Turner Thomas Filling Station; 1671 ñ Underwood Memorial Methodist Church.



1925 Sanborn Map, Narjoe Lumber

During the 1950s, development of the light commercial and industrial buildings began, which now permeate the node began. Commercial buildings between 1299-1570 Northside Drive continued to spring up along with several filling and automotive stations. 395-464 Bishop Street were all various commercial companies, including one coal company along Mecaslin Street flanking the southeastern boundary of Loring Heights. Trabert Avenue included additional business at 1675, the Campbell Coal Company.



1390 Northside Drive, Amoco Service Station, 1953



Texaco Filling State, Northside and Bishop, c1953



Unknown location, Northside Drive, 1953

By the 1960s, the interstate highway system was being developed around Atlanta. I-75 cut through north of the node just above Bellemeade Avenue resulting in more business development along the main corridors which depended on trucking transfer of goods. The interruption of I-75 razed homes in the Berkeley Park neighborhood including homes along (and the actual streets of) Kilgore Street and Holly Street. Northside Drive continued to boom with businesses extending from #1299 to #1575, which began to include more and more community businesses like beer and liquor stores, banks, radio and

television repair shops, and additional filling and service stations. Although substantial light industry and commercial buildings continued to be built along such major roads as Northside, Howell Mill, Bishop, Chattahoochee and Trabert, the continued appearance of the community-based small business began to knit the area together making the commercial and residential areas by default more interactive with one another.



Yancey Bros, Northside Drive, 1953

Up until the present, businesses changed ownership and sometimes functions. Being located directly off of the interstate, many of the light industrial and commercial businesses continued in operation and many of these buildings have remained fairly intact. Corporate office complexes were built in the area especially along Northside Drive. Closer to I-75, fast food restaurants saturate Northside Drive north of Chattahoochee and along Howell Mill Road at the I-75 interchange. Shopping complexes and storage facilities have also been built along these major arteries. Very recently, several townhome and apartment complexes have been erected supporting the growing need for affordable housing close to Atlanta's urban center.

Physical Description



Aerial view

The Northside node encompasses an area in the Northwest quadrant of Atlanta. It is bounded on the west by Old Chattahoochee Avenue, the historic neighborhood of Berkeley Park and the small residential community of Blandtown just a bit southwest of Berkeley Park; to the north by Interstate 75; to the east by the neighborhood of Loring Heights and to the south by Atlanta Waterworks, Huff Road and the historic Southern Railway line near Fourteenth Street. Running north to south, Howell Mill Road and Northside Drive are the two main corridors which intersect the node. Along these two main thoroughfares, commercial and light industrial development occurring since the mid-1900s is prevalent. Although several intact residential neighborhoods are within this area, the majority of historic resources are more modern commercial and industrial buildings which abut Howell Mill Road and Northside Drive or spur just off of them on streets roads like Trabert Avenue, Forrest Street, Bishop Street, Antone and Chattahoochee Avenue. Developing along these roads, these commercial buildings buffer the major traffic corridors from the residential areas and the two rail lines of the historic Seaboard Airline Railway and Southern Railway.

Currently, the Northside Node is a medley of intact residential neighborhoods buffered by commercial and retail buildings mostly dating from the 1950s. Interspersed are more contemporary buildings built since the 1960s and 70s which are primarily office complexes, storage facilities and a variety of small businesses. Businesses closer to the interstate access points are mostly fast food restaurants and other non-contributing resources.

Atlanta Waterworks is one of the most notable historic complexes still intact in the node. It provides the most obvious southern most boundary for this node and includes a significant amount of historic buildings and park-like land along large reservoir basins. The main transportation arteries within the node continue to be Northside Drive, Howell Mill Road, Chattahoochee Avenue, Trabert Avenue and Bishop Street. To the west of the node, Howell Yards is still an active rail yard involving mostly truck transfer of freight which still functions and operates through CSX. To the south, the old Southern Railway line also appears to be active. Just below the Southern Railway yard, the land on and surrounding the Atlantic Steel Company has been transformed into Atlantic Station, a 21st century model for smart growth and urban planning. It incorporates multi-use functions with residential, retail and office spaces working together as an entire community development.



Historic Southern Railway line with Narjoe Lumber in distance

Berkeley Park is an intact neighborhood of mostly residential housing built between 1920 and 1952. The community was planned around a grid pattern of streets with relatively smaller homes and land lots. The neighborhood boundaries are Howell Mill to the west, roughly Bellmeade to the north, jogging down to Antone Street to the east and running generally along the old Seaboard Airline and Forrest Street to the south. It includes some light commercial buildings within the boundaries which are closer to the main arteries. However, many of these commercial buildings are declared as noncontributing resources in its current listing on National Register of Historic Places of June 2003. The district includes two significant resources, Underwood Methodist Church located at 1671 Howell Mill Road and the No. 23 Fire Station built in 1948 on Howell Mill Road. Underwood Methodist Church is constructed with granite and raised mortar joints. It has a front gabled tine roof and the windows are stained glass with granite lintels.

Loring Heights is also an intact neighborhood of mostly residential housing. The area was developed in 1939 and laid out in a somewhat grid like pattern with several meandering streets intersecting the district north to south. The area is bound by I-75 to the north, Trabert to the south, Mecaslin and Loring Drive to the east and Northside to the west. Most of the homes are American small houses primarily constructed of wood siding with modest ornamentation, and side gabled asphalt shingle roofs. Many newly constructed two story homes are being built within the area, taking the place of the original residential resources. This neighborhood is eligible for listing on the National Register of Historic Places and further local protection should be considered. There is obviously much pressure for continued residential development because of the neighborhood's central location. There are a number of light industrial and commercial buildings interspersed within the district, many being along the Trabert Avenue, Mecaslin Street and several along Northside Drive or just off Northside Drive. These are either modest brick commercial buildings built during the 1950s or more contemporary brick commercial buildings built since the 1960s with modern design elements adorning their facades.



Blandtown residence, Boyd Street

Although likely once a more cohesive neighborhood, Blandtown consists of six streets with few intact historic homes still remaining. The neighborhood is bounded by Huff Road to the South, the west Atlanta Waterworks reservoir basin on the east, vacant land and rail lines to the north and Fairmont Street to the west. There is a community church on Boyd Avenue, roughly twenty residences throughout and a mix of light commercial businesses mainly along Boyd Avenue and Culpepper Streets which abut the rail lines. Mainly the residences are vernacular bungalows with wood siding, low pitched asphalt shingle or metal sheet roofs with wide overhanging eaves and bracketing. Many have modest front porches with simple wooden post balustrades.

Many of the lots are vacant and overgrown. Most notably, there is a large tract of vacant land just north of Blandtown where a new John Weiland residential community is planned to be built in the future.

Atlanta Waterworks is located on the largest plot of acreage in the node. It is bound to the west by Blandtown and historic Seaboard Airline rail lines, to the north by Berkeley Park, to the east by Northside Drive and to the south by Huff Road and historic Southern Railway lines. There are two large water reservoir basins surrounded by a rolling landscape. Access is limited to the site, but in observation, there appears to be nearly a dozen historic buildings associated with the operation of the facility. The largest and oldest of these buildings is the Hemphill Avenue Station located at Hemphill Avenue and Northside Drive. All of the Atlanta Waterworks buildings are constructed of brick and have impressive Victorian-era ornamentation including arched windows with many window lights, granite accents in window sills, keystones, belt courses, cornices and foundations. Additional detailing involves corbelled brick patterning; some have ceramic tile roofs, flat or low pitched roofs, some with over extending eaves with bracketing. Another very significant feature is a tall and round brick stack which has the letters "AWW" worked into the brick patterning and can be seen from a fair distance. Historic photographs reveal this ornamentation. The Hemphill Avenue Station is currently listed on the National Register of Historic Places.



Narjoe Lumber Company

Other than Howells Yard, the only historically significant industrial site still visible within the node is the Narjoe Lumber Yard which is currently still in operation as Narjoe Timber Company. The site is just north of Atlantic Station and south of historic Southern Railway lines. To enter the yard, one must cross over the railroad tracks from Mecaslin Street in Loring Heights. Historic buildings which occupy the site include warehouses and open sheds mostly made of weatherboard and rusticated metal sheathing. The most impressive of all the buildings is a three story brick building with a gabled metal roof.

The brick is laid in common bond pattern and many of the joints have been repointed with Portland cement. Additions to the building include CMU buildings and open sheds with metal roofs. There are miscellaneous metal pipes extending from the roof of this building to the other nearby warehouses. Old woodworking machinery is still on-site and is in operation. While conducting a survey of this resource, the on-site workers at the lumber yard provided a historic photograph of the lumberyard which can be seen here.



Narjoe Lumber Company, historic aerial photo



Meyers Carpet, 1500 Northside Drive

Aside from residential areas, the most prevalent and notable historic resources within the Northside Node are commercial and light industrial buildings which line the main arteries of Northside Drive, Howell Mill Road, Chattahoochee Avenue, Bishop Street, Trabert Avenue and Mecaslin Street. With the exception of a few extant buildings along Bishop which were constructed in the 1930s, most of these buildings were built since the 1950s. Many of the significant and contributing buildings are mainly constructed between 1950 and 1960. They all share similar characteristics being simple square or rectangular brick buildings or groupings of buildings with flat roofs. Standard size or jumbo brick is the common construction material laid in a common bond pattern. Most brickwork is red brick, although there are several buildings which use yellow brick. Important features of these buildings include windows, doors and ubiquitous truck bays. Older buildings tend to have smaller truck bays and the more recent buildings have larger bays to accommodate today's standard freight trucks. Rarely are the front facades of the buildings overly ornate, with the exception of some accents around the front door by way of awnings, Bauhausian ribbon windows or clerestory windows with metal mullions, granite accents in window sills and foundations, or a more contemporary execution with extruded aluminum window and door frames. Several buildings exhibit characteristics of International or Art Moderne Styles. Many feature aluminum window and door frames, expansive spans of glass, and the use of glass blocks in the front facades or curved walls lending a more art modern styles.

Older buildings tend to have smaller truck bays and the more recent buildings have larger bays to accommodate today's standard freight trucks. Rarely are the front facades of the buildings overly ornate, with the exception of some accents around the front door by way of awnings, Bauhausian ribbon windows or clerestory windows with metal mullions, granite accents in window sills and foundations, or a more contemporary execution with extruded aluminum window and door frames. Several buildings exhibit characteristics of International or Art Moderne Styles. Many feature aluminum window and door frames, expansive spans of glass, and the use of glass blocks in the front facades or curved walls lending a more art modern styles.

There are a few significant and unique filling or automotive stations within the node. Several are more modest buildings constructed of brick and glass with garage bays along the front fenestration. The most notable is located at 1390 Northside Drive, a vacant filling station which high style Art Moderne features including stucco coat construction with a severely curved side wall and substantial glass expanses. Historic photos reveal the building with more intact and architecturally significant features.



Historic filling station, 1390 Northside Drive



Northside Drive and 16th Street Bridge Underpass

There are two noteworthy structures associated with the Northside node and the rail activity which service the area. Near the southernmost boundary at the corner of Northside Drive and 16th street, there exists a concrete railroad overpass with arched concrete piers and a steel trestle above. The date of construction is unknown. In the north western most area just outside the node, there is on Chattahoochee Avenue is a poured concrete bridge overpass with minimal concrete insets. The overpass was constructed in 1948 and allows transport over the rail lines leading to Howells Yard.



Northside Drive Overpass

Conclusion

There is a dearth of significant historic resources within the node which are either residential, commercial or public infrastructure. Some of these are nationally recognized as being historic while a majority of the resources are not recognized or protected at all. Currently, Berkeley Park is listed on the National Register of Historic Places. Some of the commercial resources near the district are located within the boundaries although many are currently considered non-contributing. It would be prudent to revisit these nearby commercial buildings and to consider including them within the district boundaries. Future implications to this neighborhood include the building of new construction residential housing which incidentally has already begun. Many out of scale and inappropriate housing styles are being built in place of historic homes or the historic homes are being inappropriately modified thus jeopardizing their historic qualities.

The Loring Heights neighborhood is a significant historic district that should be considered for listing on the National Register of Historic Places. Like Berkeley Park which is listed, Loring Heights is significant through aspects of architecture, community planning and development, and its associated transportation facets. Local protection should also be considered for this district. Loring Heights has a distinct historic fabric with clear boundaries. Further, the commercial buildings nearby could also be contributed as part of an historic district. The majority of the contributing and significant commercial resources run along the main corridors within this node as well. Like Berkeley Park, future implications to this neighborhood also include the building of newly constructed residential housing which tend to exude inappropriate housing styles, massing and scale.

The Hemphill Pumping Station is the only building within Atlanta Waterworks which is listed on the National Register of Historic Places. The current National Register Listing Form does little to highlight the many ancillary buildings which are associated with the site. In fact, it seems that none of these buildings are officially protected under any national or local regulations. Atlanta Waterworks should be considered an historic district including all of the buildings on site along with the reservoir basins, surrounding operational equipment and park-like land which belongs to the City. Atlanta Waterworks as an entire district or site could likely qualify under both national and local significance.

Narjoe Lumber Company is also historically significant to the industrial development in Atlanta. The open tracts of land and prime location make this site a target for growth similar to that seen at Atlantic Station, just next door. There are several historic modest wood and brick buildings on-site which could be soon demolished.

Most importantly, light industrial and commercial buildings along the main arteries within the node



Rendering for Northside Node Redevelopment Plan

are likely the most threatened. Some buildings have been sensitively rehabilitated and still serve as community businesses. However, there are many buildings which although contributing and somewhat intact, are threatened by traffic and potential future development. It is likely that the lots which these buildings sit on will become more valuable than the buildings themselves being so close to the Beltline. Developers could target these properties as potential assemblage projects, buying the lots for the land alone and razing these structures for uses combining office, retail, and residential functions. Consideration should be made to either incorpor-

ating these buildings into nearby residential neighborhoods and obtaining local designation or treating them as buildings along an historic corridor. Like buildings running along the Marietta Street Artery just south of the node, commercial buildings running along the main arteries around this node could be grouped together as a potential historic commercial district.



Rendering for Northside Node Redevelopment Plan

Considering the substantial level of residential and multi-use development already occurring within or around the Northside node, like in Berkeley Park, Loring Heights or Atlantic Station, it is obvious that the historic resources within the node are currently threatened. Additionally, redevelopment plans already engaged for the Beltline are projecting high-density development and rezoning in the heart of this node. As one would expect, such high-to-medium density areas are being planned along the main arteries of the node where a number of these historic buildings are still extant. It is foreseeable that that the land would ultimately be considered more valuable to builders and developers thereby increasing the chances of demolishing most of these commercial buildings. To encourage sensitive development in these areas, thereby incorporating these historic structures into design plans, these areas should be considered for listing on the National Register of Historic Places, on national and local levels of significance. With such designations, these resources could be protected while also providing the opportunity for tax credits and multiple incentives which might further attract developers to the area. Ultimately such protection of these historic resources could help retain the aesthetic and sense of place that the Northside node provides thus alluding to a piece of Atlanta's developmental history overall.

Simpson Road



Theme

The Simpson Road activity node encompasses the area bounded by Donald Lee Hollowell Parkway to the north, Martin Luther King, Jr. Drive to the south, Northside Drive to the east and Chappell Road to the west. Joseph E. Lowry Boulevard, running north/south and Simpson Road, running east/west are the major streets bisecting the area. The area is inside the two historic Beltline routes of the Atlanta, Birmingham & Coastline Railroad to the east and the Louisville & Nashville Railroad to the west.

There are several neighborhoods in the area: English Avenue is located in the northeast quadrant of the Lowry/Simpson intersection; Vine City is located in the southeast quadrant; and Washington Park makes up the southeast quadrant. The Hunter Hills neighborhood is to the west of Washington Park. The Grove Park neighborhood lies just outside the node area to the northwest. There are two parks in the node, Maddox Park, through which the Louisville & Nashville line ran, and Washington Park.

This area developed slowly into the late 1800s and in the early 1900s it began to become a quickly growing suburban area of bungalow neighborhoods for lower to middle class working people, both white and African American. The businesses that developed in the area were generally small in nature and supported the surrounding neighborhoods. They were particularly concentrated around the major intersection of Simpson Road and Joseph E. Lowry (formerly Ashby Street), and along Martin Luther King, Jr. Boulevard (formerly Hunter) and to a lesser extent along Donald Lee Hollowell Parkway (formerly Bankhead Highway). The small number of industrial businesses that existed were concentrated around the rail lines and particularly along Donald Lee Hollowell.

Developmental History

The earliest known settlement in the area is that of the Jett family, in what is now the English Avenue neighborhood, sometime in the mid-1800s, when Atlanta was still called Marthasville. At that time, the larger area was known as NashBans, after two of the major roads in the area.

By 1844, a ferry had been established along the Chattahoochee River, to which Mayson Ferry Road (which became Mayson Turner Road) was the route from Atlanta. The area that would become Washington Park was being established at this time by two white farmers, H.F. Emery and G.W. Elliott.

The area did not see any battles during the Civil War, however, General Sherman had headquarters located southwest of the present Maddox Park, during the siege of Atlanta. The remains of defensive fortifications were found in this area, which later became the Grove Park neighborhood, originally called Fortified Hills.

Following the Civil War, Atlanta began to reach this area as its population grew. Atlanta University was built in 1869 in what was still the outskirts of Atlanta, but would soon be a vibrant and growing area. In the early 1870s the Vine City neighborhood began to develop, originally by whites. By 1884, the city of Atlanta had a municipal dump in the area that would become Maddox Park.



1871 Birdseye View Map, Simpson Road

By the time of the 1886 Atlanta city directory, which was also the first year of the Sanborn Fire Insurance Maps, this area was almost completely residential, and that was predominantly white. The area did not extend very far past Joseph Lowry Boulevard, which was then Ashby Street. The English Avenue neighborhood had grown enough to that point to require an elementary school to be built in 1888, the Gray Street School, later named Craddock Elementary. This was the first brick school built in Atlanta for African Americans, who had begun moving in to the area following the Civil War. In 1889, the Bankhead or Bellwood neighborhood was plotted at the end of the street car line along what is now Donald Lee Hollowell Parkway, formerly Bankhead Highway.



1892 Sanborn Map, Simpson Road on edge of city, growing westward

By the time of the 1900 Atlanta City Directory, the roads in the area stretched further west just past the rail line. Most of the area was still predominantly white, however, along Martin Luther King, Jr. Drive, which was Hunter at that time, the area from Davis Street running west had become predominantly African American. There were still very few businesses in the area and those that existed were small enterprises such as grocers and barbers.

1911 Sanborn Map, Simpson Road growing westward toward the Louisville and Nashville rail line

There was a great deal of development in the 1910s. Grove Park was being developed at this time. Several schools were built throughout the area. The number of African American listings in the city directories was growing, as were listings for small businesses. By 1912, there were two major trolley lines running along the boundaries of the English Avenue neighborhood. One ran along what is now Northside Drive to Kennedy to English Avenue. The other ran along Hunter to Ashby and then north to Bankhead Highway. These lines created a racial divide. Whites tended to live inside these lines, while African Americans for the most part lived outside. Ashby Street in particular was a color line for the area, with African Americans generally living to the west of it.

The 1920s saw tremendous growth in the area, particularly among African American population and business. Washington Park, the park itself, was developed from 1919 to 1926, after lengthy petitioning by African Americans to the Atlanta City Council for a park of their own. The park provided a pool, bathhouse, restrooms and concession stands specifically for African Americans in the neighborhood. Heman Perry, who founded the Citizen Trust Company in 1921 and who had already risen to prominence as an African American entrepreneur in the Sweet Auburn area, purchased and then sold property along Ashby Street, to encourage African American settlement and business in the area. The Bankhead Library was built in 1922 along Bankhead Highway. The land for the library had been obtained from St. Luke's Methodist Episcopal Church, an African American church. The library was built with a grant from the Carnegie Foundation as an expansion of Atlanta's public library system. There are no records to indicate that it was built specifically for African American use.



Maddox Park Pavilion, constructed 1931

Not long after, a branch of the Salvation Army was built across the street from the library. Booker T. Washington High School was constructed in 1924 to support the growing African American population. By the later 1920s, Maddox Park was being developed over what had been the Atlanta Municipal Dump. The swimming pool and gazebo in the park were built in 1931.

Through the 1940s and 1950s, the African American population was steadily increasing in this area. The English Avenue neighborhood saw the largest increase in African American population in the city of Atlanta in the 1940s. The late 1940s and into the 1950s saw the expansion of business in the area, especially around Simpson Road and Ashby Street intersections. Beginning in the late 1950s and into the 1960s, garden apartments began to be constructed as the population grew. These were especially concentrated along Simpson Road.



Intersection of Bankhead Highway and Ashby Street, 1955

In the late 1960s and into the 1970s, the population of the area, particularly of white residents, began to decline. Vine City, which had been one of the most prestigious addresses for African Americans in Atlanta, became mostly occupied by the unemployed and manual laborers, and since 1970, has lost 56% of its former population. The English Avenue neighborhood began to decline sharply into the 1980s, and currently, over half of its population lives in poverty. This trend was not confined to English Avenue but was felt in the entire Simpson Road Node area.

Physical Description

Today, the Simpson Road area still retains the general characteristics of its past, although with far less glory. Donald Lee Hollowell Parkway, formerly Bankhead Highway, remains mainly industrial with interspersed commercial buildings. There are many vacant buildings and lots along the road. The Bankhead Library remains at the corner of English Avenue, although it is boarded up. Behind it, the English Avenue School likewise remains, boarded and empty. The English Avenue neighborhood itself is perhaps the most depressed of the area neighborhoods. There are vacant lots scattered throughout, and many homes are in poor repair. Throughout most of the neighborhoods, commercial buildings remain on many corners, which in many cases were grocery stores.



Intersection of Jefferson Street and Griffen Street, 1954

Simpson Road has remained largely commercial. Many former commercial buildings are vacant. There is a very large vacant area, approximately 2 blocks in total, at the eastern end of the street towards Northside Drive. The garden apartments which remain are in fairly poor repair but appear to be structurally sound. Homes remain scattered along Simpson, many in poor condition.

Martin Luther King, Jr. Drive also has many vacant commercial buildings along its length. Moving west past Booker T. Washington High School however, the Washington Park neighborhood remains in reasonable repair with many attractive mature trees. Likewise, the Vine City neighborhood has retained more homes in reasonable repair than not, although there area scattered vacant lots throughout both neighborhoods. Lowry Boulevard remains largely residential with scattered commercial areas, particularly around the intersections of Martin Luther King, Jr. Drive, Simpson Road and Hollowell Parkway.

There are many significant resources which remain in the area. The neighborhoods are generally made up of small bungalows with craftsman details, or what is called the American small house. Vine City has some examples of larger, two story homes, with varying architectural styles. The landscaping and mature trees of the neighborhoods are important characteristics of the area. Many of the area's churches are over 50 years old. Most are still active, while several are currently vacant.

Significantly contributing garden apartments include apartments at 1177 Simpson Road, built in 1957; Fairway Court Apartments at 1247 Simpson Road, built in 1960; Trafalgar Square, at 1155 Simpson Road, built in 1962; and the Chappell Forest Apartments at 425 Chappell Road, built in 1963. These could potentially be eligible for listing on the National Register as a group nomination.

There are quite a number of significant commercial buildings in the area. Although most do not have connections to prominent people or events, they are important in retaining the character of the area ñ somewhat self sufficient neighborhoods outside the larger city. The corner store buildings which remain in many intersections speak to this character. Most of the truly significant commercial buildings remain on Martin Luther King, Jr. Drive and along Joseph E. Lowry Boulevard. These include the William A. Harris Memorial Hospital, a one story colonial revival built in 1930; the Ashby Street Theatre, a two story masonry colonial revival built in 1925; the Citizen Trust Company West Side Branch bank building, a two story international style building constructed in 1955; and the Calloway Building, also a two story international style building constructed in 1958. These four buildings are all located on Martin Luther King, Jr. Drive near the Joseph E. Lowry intersection. Many of these buildings could be eligible for the National Register as a multi-structure listing. The other commercial buildings in the area follow the styles and appearances of these, generally constructed in the 1920s-30s and the 1950s.



*708 Jefferson Street, Guardian Chemical Company,
constructed in 1890*

There are a number of significant schools in the area. Booker T. Washington High School, built in 1924, was listed on the National Register in 1986. Other historic schools include E.R. Carter Elementary, a three story brick building built in 1910, and the English Avenue School, a three story brick building with gothic details, also built in 1910.

Several historically contributing commercial and industrial buildings, possibly eligible for listing the National Register, remain on Donald Lee Hollowell Parkway, near the rail line. A number are currently vacant. Others still house businesses such as the Bearden-Thompson Electric Company at 1085 Hollowell, and the Beavers Rebuilt & Guaranteed Appliance, at 1435 Hollowell, both constructed in the 1940s.

Conclusion

There is a great opportunity for development in the Simpson Road area. The area greatly needs economic revitalization to realize a return to its vibrant past. The development however, must be in keeping with the historical character of the area.

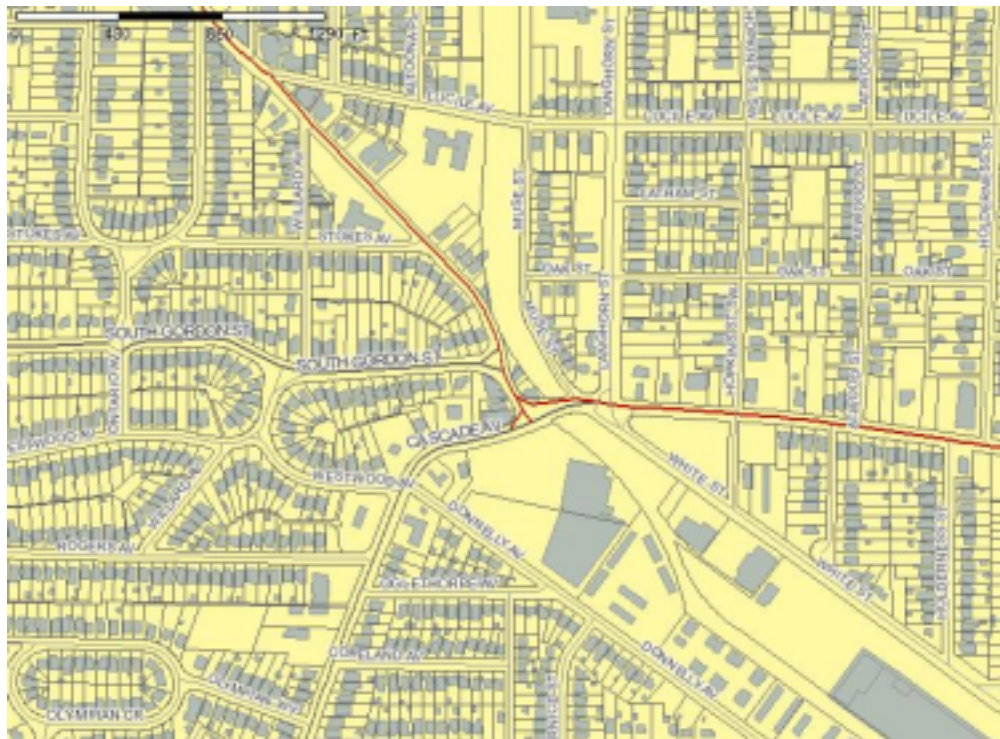
There is a great deal of room for infill housing, as well as some scattered housing which probably could be safely demolished for health and safety reasons. The infill housing should be in keeping with the nature of surrounding homes in being fairly small and not too densely constructed. Most of the garden apartments which remain appear to be structurally sound and perhaps only need some general repair and maintenance. Because these apartments represent the highest density housing in the area, their character must direct future higher density housing. High-rise apartments or condominiums are not compatible with the character of the area. Perhaps four or five stories at the very most would be acceptable, and that should be concentrated along Simpson Road and other major roads where there is already a mix of residential and commercial use. The vacant English Avenue School would be a very good resource to rehabilitate for higher density housing, as well as any vacant industrial buildings.



English Avenue School, constructed in 1922

The majority of the commercial structures in the area appear to be structurally sound and ready for rehabilitation and reuse for a variety of purposes. The many vacant corner store buildings could be put to use as corner grocery stores again, or restaurants or even apartments or condominiums. Because of the current condition of Hollowell Parkway, with many vacant buildings and lots, and because of its historic industrial and commercial nature, this would be a good location for denser commercial, even residential development, or mixed use.

Cascade Avenue/Ralph David Abernathy Boulevard



Theme

The intersection of Cascade Avenue and Ralph David Abernathy is a commercial center at the junction of three historic neighborhoods: West End, Cascade Heights (today Westview) and Oakland City. Its development is typical of early 20th century commercial districts, with many local businesses, public services and civic institutions. Many of these resources remain today.

Developmental History

The Cascade Node of the Southwest Quadrant of the Beltline consists of Ralph David Abernathy Boulevard, where it intersects with Cascade Avenue, and continues along Ralph David Abernathy to the east, running to the south of, and roughly parallel to I-20. Atwood Street forms the eastern edge of the node, while the western edge of the node extends to Oglethorpe Avenue.

There are a number of neighborhoods and communities which are encompassed by the node. One of these is West End, which is listed on the National Register of Historic Places. The neighborhood got its start with the Whitehall Inn, which by the 1830s, had become the first polling place and post office in the area. At that time, Atlanta was still known as Marthasville. Following the Civil War, the area became home to many railroad workers moving south from downtown Atlanta near the railroad hubs. This is a pattern similar to the pattern of settlement of the Pittsburgh area in the University node following the Civil War. Many wealthier Atlantans began moving to West End and building their estate homes by the 1880s. However, in 1880, a large fire destroyed many homes in West End and thus laid the groundwork for West End's incorporation as part of the City of Atlanta. By doing this, West End would have access to more adequate resources, such as fire and police protection. As these wealthy people began moving to the area, Gordon Street became the center of commercial activity for the area. Now Gordon Street is known as Ralph David Abernathy Boulevard.

West End is one of Atlanta's oldest neighborhoods and has seen many changes since its establishment in the 1830s. The neighborhood, from its establishment until the 1960s, was a predominantly white upscale neighborhood. Residents of the area included writer Joel Chandler Harris, whose home, the Wren's Nest, is listed on the National Register of Historic Places. Railroads were an important part of West End's early years, and provided many opportunities for growth in the area. The tracks were destroyed and then rebuilt after the Civil War. West End was annexed into the City of Atlanta on January 1, 1894. The year 1894 ushered in a great period for the growth and development of West End. Peoples St, Lee St., and Lawton Street saw a surge in the construction of single-family residential homes as well. These single family homes were often modest in size and design. Along Gordon Street (Ralph David Abernathy) there was an increase in commercial buildings and churches constructed in the main business district, which was also the thriving center of West End.



West End Historic District, Wrens Nest

West End continued its growth into the twentieth century, when the introduction of the automobile to area in the 1920s spurred on even more growth. From 1910 to 1930, the population of West End went from 7132 to 22,882. This shift also reflected an increasing African American population, which would continue until the 1960s. By 1930, the African American population in West End was 15%. During the latter half of the twentieth century, the face of West End began to change. I-20 was added across the northern part of the community and the central business district on Gordon Street was demolished. West End Mall took the place of the demolished central business district and it opened in 1973. Also adding to the new face of West End, was a MARTA train station located across the street from the West End Mall. However, just as other neighborhoods such as Cascade Heights, West End was not immune to the phenomenon of white flight and by 1976, 86% of West End was black. A major contributing factor to this occurrence of white flight was the presence of the Atlanta University Center. The Atlanta University Center is home to traditionally African American colleges such as Morehouse, Spelman, Clark Atlanta, Interdenominational Theological Center, and Morris Brown. As these schools grew, many affiliated with them began moving closer to them. Since these schools are historically black colleges, those affiliated with them were, and are still today, majority black. Ralph David Abernathy Boulevard fell into a state of disrepair during the latter part of the 20th century.

Westview is another notable neighborhood in this node. This community began in the early 20th century as Cascade Heights, a planned community developed by Weyman and Connors. Featuring amenities such as paved streets, stylish bungalows and a bus line, it was truly a modern development. Like West End, Cascade Heights was no stranger to white flight. Starting in the latter half of the twentieth century, white residents left Cascade Heights and African American residents filled in the spaces in an often tempestuous transition. The Atlanta Journal Constitution chronicles this process in several articles from the late 1960s to early 1970s.

Today, however, there has been a renewed interest in the revival and revitalization of the area. One of the more predominant black churches in the area, the West Hunter Street Baptist Church, relocated to Gordon Street. One of the more famous homes located in West End is the Wren's Nest, which was home to Joel Chandler Harris, author of the Uncle Remus tales. West End is listed on the National Register of Historic Places. Further south along Cascade Avenue, many new homes, most located in nicer neighborhoods, are attracting African Americans looking for the quality of life found in a comparable subdivision in Dunwoody or Alpharetta, but in a setting where they are the racial majority.

Many of the older homes that once lined Cascade Avenue during the first half of the twentieth century, and even into the latter part of the century, have now been cleared to make room for subdivisions. Many of these new subdivisions are similar to new subdivisions in the city's northern suburbs. However, the Cascade location and the appeal of new homes is a draw for many. These subdivisions attract many families looking for a neighborhood to raise their families. Also, many new residents in this area prefer the commute to a job in downtown from Cascade over a commute to the south every day. Notable residents of Cascade Heights today include Hank Aaron and Ambassador Andrew Young. Cascade and the Cascade Heights are also home to many apartment complexes as well.



West Hunter Street Baptist Church

Physical Description

The intersection of Cascade Rd. and Ralph David Abernathy is an early 20th century commercial district surrounded on all sides by residential development. To the north and east is West End, the oldest community in the neighborhood. To the south and west is Cascade Heights. And to the south and east is Oakland City, formerly an independent town before annexation into the City of Atlanta. These neighborhoods share typical characteristics. They are primarily early 20th century residential neighborhoods with gridded streets, lined with trees and sidewalks. Victorian cottages, Bungalows, and American Small Houses are the predominant architectural styles, with some brick ranch houses interspersed. Most houses are small, one or one and a half stories, with a few larger homes on prominent streets. Brick and clapboard are the common building materials, some with stone trim.



Houses on South Gordon Street



Cascade Grill

At the intersection of these neighborhoods, commercial development began to appear. Ralph David Abernathy and Cascade Rd. have for years been the main commercial thoroughfares through the area, and many remnants of that remain today. At their intersection, a small cluster of commercial buildings, dating to the 1920s, still exists. The most architecturally unique building in the node is at the southwest corner of Cascade and Abernathy, and is a corner-facing building, 587 Cascade Ave, features a hipped roof and lacework trim about the entrance. Some have speculated that this was originally a trolley barn, but no information has been uncovered to verify this. Next to this is a two story historic fire station, and a low commercial building sits next to that, curving around the corner into Westview. 1053 Cascade Avenue is today the Cascade Grill, but the same brick building forty years ago was a filling station.

From its beginnings until now, there have been religious and civic institutions dotting the roadways of the Cascade Node. One of these is the Shrine of the Black Madonna, located at 944 Ralph David Abernathy Blvd. It is a Pan-African Christian Orthodox Church. The building that houses the Shrine of the Black Madonna is brick and was constructed in 1941. Adjacent is the Shrine Youth Center, which was constructed in the 1950s. Both are listed on the National Register. Another notable church on Ralph David Abernathy is the Catholic Church of St. Anthony of Padua. It is located at 928 Ralph David Abernathy Boulevard. Ground was broken for the brick multi-story church in 1911 and was dedicated in 1924 after completion. The parish of St. Anthony of Padua still occupies this location today. At the west end of the node, on Lucille Avenue, the circa 1927 J.C. Harris school stands directly adjacent to the Beltline.



944 Ralph David Abernathy, Shrine of the Black Madonna

Westview Cemetery is located near this node as well. Westview Cemetery is located at Ralph David Abernathy and Westview Dr. at I-20. The cemetery was established in the late 19th century and by the late 1880s had sold all of its available plots. The cemetery is part of the battlefield where the 1864 Civil War battle of Ezra Church took place. Today, many notable Atlantans, including Asa Candler, Ivan Allen Jr., Henry Grady, Joel Chandler Harris, and William B. Hartsfield are buried there.

One of the main landmarks to occupy the node now is the Kroger Citi-Center. The Kroger Citi-Center retail complex is located near the intersection of Ralph David Abernathy and Cascade Avenue. Traditionally this node has been one of small retail operations and residential areas. Many of the buildings found in the survey of the area, however, are commercial buildings, built mostly of brick, and dating from about the 1920s up to 1960. There are buildings in this category, such as Payton's Body Shop, near Beecher St. and Cascade Ave, and Gloria's Barber and Beauty Shop, located near Beecher St. and Cascade Ave. as well, that have already been listed on the National Register of Historic Places. There are contributing buildings similar to those that have already been listed on the National Register, which in time, will most likely become eligible for listing on the Register themselves. Some of these buildings include Joe's Cleaners and Golden Hawk Motorcycles.

Conclusion

This node is significant for its association with three historic neighborhoods. Two of these neighborhoods, West End and Oakland City, are already listed on the National Register of Historic Places. Westview is eligible for listing. Additionally, it is significant as an early 20th century center of commerce and society.

Today, the Cascade area is changing, and developing. New homes are springing up and developments such as the Kroger Citi-Center, a large outdoor shopping center are becoming more noticeable and more prevalent. The anchor tenants are currently a Kroger grocery store, Washington Mutual Bank, and Hollywood Video. The center has approximately 115,000 square feet of retail and commercial space. As this continues, preservation will become more important than ever in the area. Buildings have been placed on the National Register, but there are still many more that could be, if the time would just be spent closely evaluating these remaining resources. This will become more of a struggle though, as the new developments such as those in Cascade Heights, demand shopping centers such as the Kroger Citi-Center and not the small convenience store or independently run car repair shop in the old brick building on Cascade Avenue.

Murphy Triangle



Theme

The Murphy Triangle is a historically significant railroad center, located at the junction of two major railroads, the Southern Railway and the Beltline. Out of this railroad intersection grew a substantial center of industry. For the greater part of the 20th century, it was a hub for metalworking and machine shops. Support industries, such as oil and scrap iron, also proliferated. A secondary industry, food services, began to emerge in the 1930s and 40s. As the centuries progressed, the node became typical of the effects of transitioning from railroads to the trucking industry. By the later part of the century, these early industries had been replaced with local services and warehousing.

Developmental History

Prior to 1900 the area surrounding the Murphy Triangle was a mostly residential area comprised of some of the earliest trolley-car suburbs of Atlanta. Beginning in the 1870s, the neighborhoods of West End, Adair Park, Capitol View and Oakland City began to be developed and incorporated. These white middle and upper class neighborhoods became the home to Atlanta businessmen as well as mechanics, machinists and workers who were employed by the railroad companies that comprised the Beltline.

The two largest roads, which run through the Murphy Triangle, are Murphy Avenue and Lee Street. While the development of the Murphy Triangle can be attributed to manufacturing, the railroad and the growth of the area, these two streets grew differently and provided different areas of service to the area. The majority of manufacturing occurred on Murphy Avenue, while Lee Street remained residential for a longer period of time. Once Lee Street developed retail and service shops they were focused on providing goods to those who lived in the surrounding neighborhoods.



Adair Park

Through the 1920s to the 1940s Lee Street was a majority residential street. Those who lived on Lee Street were white and middle class, who held jobs such as railroad engineer, carpenter and butcher. Lee Street did not begin to develop commercial businesses until the 1950s. The businesses that were located on Lee Street were mostly focused on serving the local community and most were owned by those who lived in the surrounding neighborhoods. The West End Service Station (651 Lee Street), Wilson Brothers Grocery (785 Lee Street) and Glass Pharmacy (1177 Lee Street) are examples of this. Lee Street also differed from Murphy Avenue, in the fact that Murphy Ave had a lot of fluctuation in the amount of business and manufacturing companies. However Lee Street maintained the same types of business up until the 1980s and remains much the same today.

At the turn of the twentieth century Murphy Avenue was known as Jacobs Drive. Jacobs Drive was a mostly undeveloped portion of Atlanta located southwest of the city center. By 1910 the area begins to become the home to manufacturing companies centered along the Southern Railway. The Willingham-Tift Lumber Company, Dowman-Dozier Manufacturing Company, and Gulf Refining Oil were some of the companies that specialized in the production of lumber, sheet metal and oil. The area that once held the Willingham-Tift Lumber Company mill and factory is now Adair Park II (a recreational park). It was also during this time that the Hanson Motor Works was constructed (1917). The Hanson Motor Company only survived until 1924, however it was known for manufacturing the Hanson Six, the first and only automobile to be fully manufactured in Atlanta. The opening of the Hanson Motor Company marked the beginning of numerous automobile and motor related companies that would settle in the Murphy Triangle.

During the 1920s, the number of manufacturing companies decreased along Murphy Avenue. With the closing of the Hanson Motor Works in 1924, only two of the original companies were left in the area. Additionally, the Roebing Wire Manufacturer, located at 934 Avon Avenue, was the only new company to come in. The Roebing Company manufactured wire nationally for buildings and structures. Some of its most famous projects included the production of the wire for the Brooklyn Bridge, the cable wire for the elevators in the Empire State Building and most of the telegraph wire used in the United States. With the exception of The Winchester Simmons Company of Atlanta and the Atlanta Foundry and Machine Company, the area along Murphy Ave remained largely residential. The addresses of buildings that are still standing today, such as 892, 894 and 900 Murphy Ave would remain residences until the early 1980s



Drawing of Hanson Motorworks, c1920



1934 map, Murphy Avenue and railroad

The increase in manufacturing continued into the 1940s. However the industrial and manufacturing nature of the area was changed slightly with the location of the State Farmer Market at the corner of Murphy Avenue and Sylvan Road. The construction of the facility was met with much protest from the surrounding residential areas due to the increase in traffic; however the facility was built and soon became integrated into the community. According the Atlanta City Directories, many of the residents, who lived along Murphy Avenue at this time, either worked for the nearby railroad or had a stand at the State Farmers Market.

During the 1930s there was a surge in companies and factories in the Murphy Triangle. There were a total of sixteen companies located in the area, including new companies such as the Link Belt Company, which was located at 1116 Murphy Avenue. William Dana Ewart founded the Link Belt Company in 1880. Ewart began manufacturing square detachable links for the chain belts used in power transmission and materials-handling equipment. By the 1900s, Link Belt began to be a leader in the manufacturing of steam-powered cranes used for the moving of construction materials. The Link Belt Company merged with FMC Corporation in 1967; however it remained at this same address through the 1980s. The National Biscuit Company (Nabisco) constructed a facility at 1400 Murphy Avenue, where it remains today, and the Kroger Grocery and Bakery Company/Piggly Wiggly Stores began to occupy 1100 Murphy Avenue. Kroger and Piggly Wiggly would remain here until the early 1950s.

The increase in manufacturing continued into the 1940s. However the industrial and manufacturing nature of the area was changed slightly with the location of the State Farmer Market at the corner of Murphy Avenue and Sylvan Road.



Aerial photograph, State Farmers Market



Dillard Paper Company, c1950

was another location that had been residential since the early 1900s. The Murphy Avenue Service Center and Filling Station was also constructed during this time at 950 Murphy Avenue, becoming the first gas station to be located on Murphy Avenue.

The 1950s caused little changed to the Murphy Triangle in terms of a decreased in manufacturing. Atlanta became one of sixteen branches of The Dillard Paper Company, which was headquartered in Greensboro, North Carolina, with the opening of a distributing facility at 1100 Murphy Avenue. It was also during this time that the area first begins to experience the spread of manufacturing companies into previously residential areas of Murphy Avenue. The Chrysler Motor Parts Corporation located itself at 1150 Murphy Ave, a site that had been residential since the 1920s. The Chrysler Motor Parts Corporation was the first automobile company to be located on Murphy Avenue, since the Hanson Motor Works of the 1920s. The Allen Scale Company and Allen & Roebuck Welding and Repairs began operating at 774 Murphy Avenue, which

The 1960s and 1970s were a time of transition for Murphy Avenue. Murphy Avenue began to see a decrease in the amount of manufacturing companies located in the area. Also this was the time that some of the larger manufacturing companies began moving out of the area. According to the 1965 Atlanta City Directory, the Dillard Paper Company left its location on Murphy Avenue (1100 Murphy Avenue) and moved to 300 Peters Street. However the building on Murphy Avenue did not remain vacant, because it soon became the home of the Cut Rate Box Company. It was also during this period that the State of Georgia moved the farmers market to its current location in Jonesboro, and began using the Murphy Avenue facility as a library for the blind and a textbook warehouse. While Murphy Avenue still contained most of its national manufactures such as Nabisco, Chrysler and Roebing Wire, new businesses began moving into the area. However, these companies were smaller and known more locally than nationally.

By the 1980s, Murphy Avenue only had four large manufactures located on it. Chrysler, Cut Rate Box Company, FMC Sprocket manufactures (formerly The Link Belt Company) and Nabisco remained in the area, while the Murphy Triangle became home to numerous local businesses that offered services to local community. Former businesses which focused on the manufacturing of a variety of things were replaced with businesses aimed at providing automotive repair and storage. According to the 1981 Atlanta City Directory, 774 Murphy Avenue, the former location of Allen Scale Company and Allen Roebuck Company, became the home of L Shaw's Body Shop. This shows the path that the Murphy Triangle would follow for the next 20 years, until there were only two large manufacturing operations left in the area.

Presently Nabisco and the Cut Rate Box Company are the only two large manufactures left in the area. While the Murphy Triangle has not stopped developing, it does not attract large companies like in the past. The businesses located in the area now focus on providing services ranging from automotive to beauty supply. Older structures have been rehabilitated into lofts and apartments, which reflects the changing nature of the area. More residents are moving back into the area and surrounding neighborhoods therefore pushing the need for older buildings to be adapted for modern use.

Physical Description

The Murphy Triangle is a heavily industrial area, born out of the intersection of the Beltline with the Southern Railway (today Norfolk-Southern). The intersection serves as the dividing line between the segments of the Beltline constructed by the Louisville & Nashville (L&N) Railroad and the Atlanta & West Point (A&WP) Railroad. The L&N Beltline crosses from southeast to northwest, intersecting the Norfolk-Southern line, which runs southwest to northeast, at nearly a 90 degree angle. At this point the Beltline is recessed into a deep gulch, passing under the Norfolk Southern line through a vast concrete tunnel. This tunnel is among the longest on the Beltline, spanning under the entire breadth of Murphy Avenue, the Norfolk Southern Line and Lee St. It is three bays wide and is supported on concrete piers, which have a slightly pebbled finish and flared tops. It at least dates to the 1920s, and is likely an original component of this leg of the Beltline circa 1906. The A&WP railroad branches off at Allene Avenue, curving to the southwest to join the main Southern Railway line.



Beltline cross under Murphy Avenue

In addition to being a major railroad intersection, it is the junction of several major roads. Murphy Avenue and Lee Street are the largest roads, running parallel to the Norfolk-Southern Railroad. The north-south MARTA line runs through the center of these roads, raised above ground level on concrete piers. On the west side of this broad road/railroad, the city grid runs at a 45 degree angle, southeast to northwest. Two wide roads, White St. and Donnelly Ave., run parallel to the Beltline at this point, creating a large isolated island between the two roads. On the east side of the Murphy Ave/Norfolk Southern Line, the city grid runs north-south, with Sylvan Rd being the main north-south road.

The intersection of these two major railroads, combined with the major roads and shifting street grid, has had great influence on the development of the Murphy Triangle, creating an odd street pattern with many wedge-shaped lots. The deep gulch of the Beltline and the vast Murphy Ave/Norfolk-Southern/Lee St./MARTA corridor creates a heavily divided neighborhood, rather disjointed in character. The overall effect is a discontinuous neighborhood, characterized by irregular shaped buildings and underutilized parcels.

This massive railroad intersection served as a dividing line between four historic neighborhoods. To the northwest is West End, the oldest neighborhood incorporated as a city in 1871 and annexed into Atlanta in 1894. To the southwest is Oakland City, incorporated in 1894 and annexed in 1910. To the southeast is Capitol View, developed circa 1915 and annexed in 1925. And to the northeast is Adair Park, a circa 1890s trolley neighborhood, with portions annexed in 1894 and 1910. All neighborhoods are similar in character, with late Victorian to early 20th century suburban developments, consisting primarily of modest cottages and bungalows. Currently, all but Capitol View are recognized by the National Register of Historic Places, and are also locally designated historic districts, overseen by the Atlanta Urban Design Commission. However, Capitol View is eligible for both the national and local recognition.



The A&WP Beltline

At the intersection of the railroads, industrial development has been the predominant use. Due to the deep recess which the Beltline is in, most industry spins off of the Norfolk-Southern line. Manufacturers would place railroad spurs from the main line to their plants. Many of these spurs still exist, including the spur to the Roebling Factory. Another spur runs behind the Cut Rate Box Company, linking Central of Georgia Railroad to the A & WP Beltline. This spur still has telegraph poles an old crossing signal and some railroad switchgear along it.

The industrial history of the intersection has left a physical imprint on it today. The node is an eclectic mix of industrial buildings, ranging from small concrete masonry buildings such as the State Farmers Market to multi-story brick warehouses such as the Cut Rate Box Co. No one style or construction method predominates. There are, however, a few typical characteristics. As noted, the majority of buildings are industrial, although there are a few commercial and residential buildings scattered throughout the node, primarily along Woodrow St. and Warner St. Brick and concrete masonry units are the most common building materials. The majority of the construction on the east side of the tracks dates from the 1920s-40s. On the west side, between Donnelly St. and White Ave, the buildings are largely 1950s-60s truck transfer facilities. Most buildings are one story tall. Ornamentation, where there is any, is simple, generally in the form of modest brickwork or glass block.



Commercial development on Woodrow Street

While most of the buildings are simple industrial construction, a few have notable ornamentation or construction techniques, or are significant simply due to their size. The 1920 Roebing Wire Manufacturer, a long-standing local business and a nationally important wire manufacturer, is at 934 Avon Ave, at the junction of Sylvan Rd. and Avon St. Not only was this building the location of a nationally important manufacturer, but it has some of the most unique architecture in the node. A long, low one-story building, it is currently unoccupied. The bulk of the building is typical mill construction with brick walls resting on a concrete foundation, large steel pivot windows, and a flat roof. The offices, at the corner of Sylvan Rd. and Avon St., have significantly more detailing. It is slightly taller than the manufacturing areas, and has very unusual concrete door and window surrounds. The windows are in pairs, and the surrounds are recessed into the brick and form a cross shape around the windows, with concrete panels where the transoms would be. One of these windows has been converted into a door, with glass block around a stepped concrete door surround. The original entrance has a shallow arch with keystone, and a recessed concrete panel above it. The building is currently unoccupied.



934 Avon Street



1116 Murphy Avenue

Another long-standing company in the neighborhood was the Bailey Burruss Foundry, built circa 1930 at 1116 Murphy Ave. While the company is no longer there, the building remains, currently occupied by PTC. This building is by far the most unusual building in the node. It is a massive steel and glass industrial building with a three-tiered shed roof system stepping up to a gabled clerestory in the center. Each tier is lined with expansive steel windows. The front of the building is equally unique. A circa 1950s glass block ribbon windows run the length of the front facade, resting on a concrete foundation. This design continues in the semi-circular entrance protruding toward Murphy Ave. The entrance has glass block windows, a concrete foundation, a concrete door surround and flat concrete roof. Through studying Sanborn maps and historic renderings, it appears that a similar building may have been adjacent to it, but now only a concrete slab remains.

The largest complex of buildings in the node is the old State Farmers Market, currently the Public Auction Facility. This 1941 complex is located at 1040 Sylvan Rd., at the critical intersection of the Beltline and Norfolk Southern, as well as Murphy Ave. and Sylvan Rd. This location provides it with good access by both train and truck. It was originally a series of 10 long, low sheds. These sheds had gable roofs, and were raised on a concrete foundation for easy truck access. While three of these sheds have been combined into one large building, the remainder are largely intact. Significant features such as exposed steel web joists and original light fixtures can be found throughout the complex.



State Farmers Market

While their construction is fairly simple, the two buildings at 1080 and 1100 Murphy Ave, currently occupied by the Cut Rate Box Company, are unusual in the node for their size. Built circa 1920, the two buildings are fairly typical mill construction of the period. They are three stories tall with brick bearing walls and heavy timber framing. The building at 1080 Murphy has a stepped parapet in front, with modest brick pilasters at the corners. The building at 1100 Murphy has shallow brick arched windows as its only ornamentation. The steel pivot windows have been replaced in the front of both buildings, but remain on the side.



Cut Rate Box Company, example of 20th century mill construction



Loading facility, only remaining structure like it along Beltline

A significant piece of industrial infrastructure remains along a spur of the A&WP Railroad which runs along Avon Ave. It is a large cylindrical storage bin, approximately 50-60 feet tall, straddling the railroad tracks. Eight smaller cylinders are attached to the east of it. Steel ladders and platforms are provided for access. A cloth chute leads directly to the railroad tracks.

The neighborhood has also suffered some significant losses to its architectural fabric. Most unfortunate is the recent demolition (2005) of the 1917 Hanson Motorworks. It was this home to one of the most unique businesses in the node, the only locally owned auto manufacturer. It was also easily the most ornate building. It was located at the prominent junction of Sylvan Rd. and Murphy Avenue. In plan it was a triangle around an open courtyard, in order to maximize the use of the wedge-shaped property. It faced the Southern Railway and Murphy Avenue, with two-story office areas at the northern and southern corners of the building. It was constructed of brick with ample windows, and had fine detailing such as a parapet formed into steps and cuspings, and ornamental door surrounds. The loss of such a fine building, at such a prominent location in the node, is truly detrimental to the character of the node.

Another significant loss is the former Atlanta & West Point Railroad Garage and Freight Depot. Studies of Sanborn Fire Insurance maps, in conjunction with renderings and aerial photographs, indicate that it was a large facility, close in size to the neighboring Bailey Burrus building, with wood posts and a concrete floor.



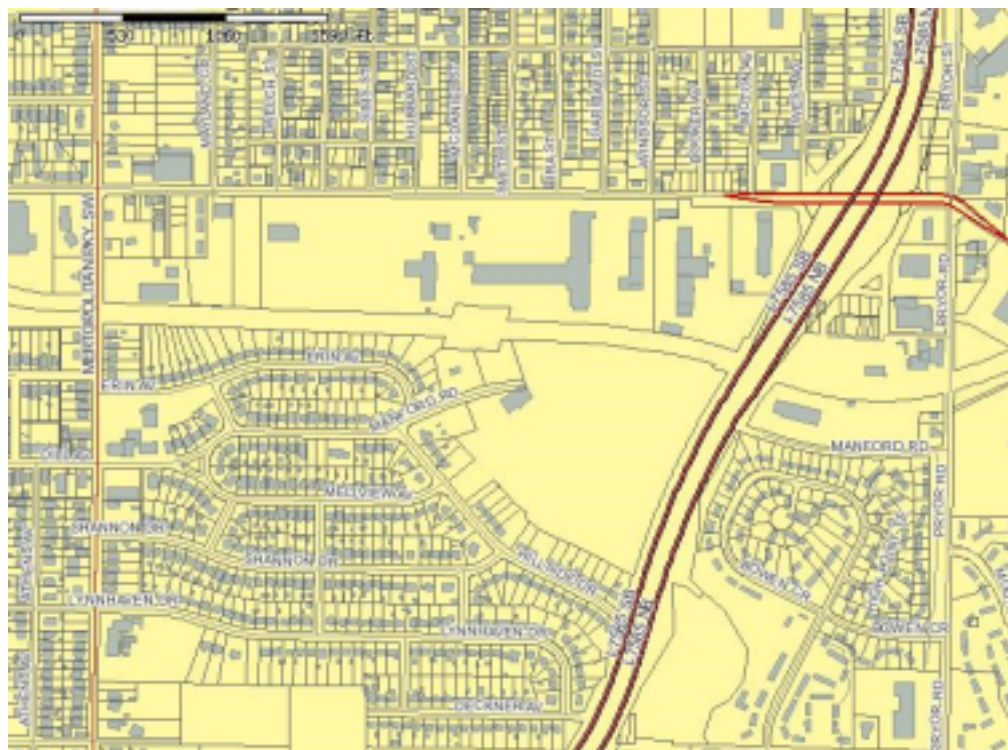
Hanson Motorworks, before demolition

Conclusion

Today, the Murphy Triangle is significant for its history as a major center of industry, and for the many significant companies that existed there. It illustrates the development of industry throughout the 20th century, from railroad dependence to trucking. Locally, it helps to show the history of Atlanta's development from a rural town to a major center of industry. It also documents the decline of those industries that has been so widespread throughout the City. It contains significant pieces of architecture and infrastructure, as well as a good collection of everyday industrial buildings. Several of these buildings, including the State Farmers Market, Bailey Burrus building, Cut Rate Box Company and Roebling Wire Manufacturer are potentially eligible for listing on the National Register of Historic Places. Three of the four residential districts surrounding it, West End, Adair Park and Oakland City are already listed on the National Register of Historic Places. The fourth, Capitol View, is certainly eligible. Due to the significance of the node, the number of significant resources it contains and the level of integrity it retains, this entire node is eligible for listing on the National Register of Historic Places.

The Murphy Triangle is home to some of the most unique businesses and buildings along the Beltline. With industry ranging from local to state to national significance, it has a rich history. It helps tell the story of industrial development along the Beltline, and is highly important to its history. While currently underutilized and largely vacant, the resources in the node present a wonderful opportunity for reuse in a redevelopment plan. Many of the buildings are suitable for conversion to residential and commercial uses. A thoughtful plan will encourage growth in the neighborhood while retaining the historic integrity of this significant railroad intersection.

University Avenue/Metropolitan Parkway



Theme

The stretch of University Avenue between Metropolitan Parkway and I-75/85 is an anomaly along the Beltline. While the majority of vacant land along the railroad was early converted to industrial use, and the remainder became residential neighborhoods, this plot of land was farmland until after the construction of the Interstate and the subsequent construction of truck transfer facilities. Today, this tiny industrial stretch is surrounded by historic residential neighborhoods. To the north is the National Register listed neighborhood of Pittsburgh, and to the south are the historic neighborhoods of Capitol View and Capitol View Manor.

Developmental History

Development in the University Avenue node began just north of the node in the Pittsburgh Community. Following the Civil War, many began moving south of the Five Points area, where the railroads converged. Pittsburgh was founded as an African-American community and was home to many railroad workers. The community earned its name when it was observed that the dirty conditions surrounding many of the shops in the area resembled those of the steel mill areas in and around Pittsburgh, PA. African-Americans arriving in the newly settled community were greeted with steady employment due to the fact that the segregation that was the rule at the time, eliminated competition from the white population for jobs in the community. African-American owned businesses, homes, and churches covered the Pittsburgh landscape. The area south of University Avenue remained primarily farmland.

The first decade of the 20th century saw many changes in the area. In 1902, a streetcar line was installed to Pittsburgh, providing easy access to downtown and accelerating development. To the south of University Avenue, W.D. Beatie, the developer of Morningside, began developing farmland into the Capitol View neighborhood. Capitol View Elementary School, a 70+ year old brick school is also located within the neighborhood. It also features two neighborhood parks, Emma McMillan Park and the fifty acre Perkerson Park.



Capitol View Manor

Circa 1905, the Beltline was constructed just south of University, separating the predominately black Pittsburgh from the predominately white Capitol View. The area's first school, the Pittsburgh School, was established with the assistance of the Ariel Brown United Methodist Church, and was incorporated into the Fulton County School System in 1908.



Beltline passes over Metropolitan Parkway

The next decades saw continued residential development, and the commercial activity to support it. Just to the east of Capitol View, a new development called Capitol View Manor sprang up. Stewart Avenue (today Metropolitan Pkwy) became a center of culture and commerce, featuring prominent churches, schools, businesses and a 3-story classical revival Masonic Lodge.



University Avenue, aerial photograph, 1949

Despite all this growth, the stretch of University between Metropolitan Parkway and present-day I-75/85 remained either vacant or agricultural, as seen in a 1949 aerial photograph of the area.

In the 1960s, the Interstate was constructed through the heart of the neighborhood. While this did little to change the character of the residential neighborhoods, it dramatically altered the character of University Avenue. With easy interstate access, the vacant farmland between University and the Beltline became highly desirable for the booming trucking industry. Over

the next decades, several large truck transfer facilities were constructed near the Interstate. One of the notable businesses is the Capital Ford building, located at 300 University Avenue. The large brick and stone building was constructed in 1975, so based on its age is not eligible for the National Register of Historic Places. In a matter of a few years, farmland was replaced with massive loading docks surrounded by asphalt.



Truck transfer facility, University Avenue

In the last half-century or so the node, has seen a decline in businesses and population. Factors cited in this decline include integration, which came about as a result of the Civil Rights Movement. Patrons of the businesses in the area dispersed causing many to close their doors due to lack of money to operate. Also, redlining by banks was a factor, and many residents were unable to sell their homes because of this. As a result, many found themselves moving farther west in the city to more marginal housing, abandoning their homes and allowing them to fall into disrepair. A third reason cited for the decline of not only Pittsburgh, but of the node in general is the construction of I-75/85 at University Avenue in the 1960s and 1970s. When the interstate was constructed, it cut off this section of Atlanta from the rest of the city to the north.

Physical Description



Commercial building on University Avenue

The University Ave. node on the Beltline consists of University Avenue, which intersects I-75/85. University Avenue then changes into McDonough Boulevard right after it crosses over the Beltline. Other major thoroughfares in the node include Pryor Rd, which runs north-south and intersects the Beltline and Capitol Ave, which runs north and then changes to Hank Aaron Dr. once it crosses the Beltline and intersects with University Ave. at the same time. Erin Avenue runs parallel to University Ave. and the Beltline to the south. Metropolitan Parkway is another major thoroughfare in the node as well. University Avenue, and its node are at an advantage when it comes to the Beltline because it is located in very close proximity to both a major interstate (75/85) and the Beltline itself.

Along University Avenue, many of the structures are home to businesses. The vast majority of the buildings are single-story brick structures that date to anywhere from about 1920 to 1960. The businesses housed in these buildings are mostly independent, local businesses such as restaurants, convenience stores and beauty shops. Examples include the S & A Food Mart, located at 1202 Metropolitan Pkwy, which is a single story commercial brick building dating to the 1920s. Many businesses are automobile related, such as the Auto Craft Paint & Body Shop, located at 385 University Avenue, and dating to the 1950s. Additionally, University Ave is home to multiple towing companies as well as junkyards owned by the towing companies.

On the south side of the road, between University Ave and the Beltline, truck transfer facilities dominate. The area is chiefly characterized by extensive late 20th century loading facilities surrounded by enormous parking lots. The facilities are chiefly constructed of concrete, steel and glass. While a couple of the transfer facilities have noteworthy architectural character, the overall atmosphere of this stretch of land is bleak and uninspiring.

The historic residential neighborhoods around the node are still to a great extent intact, and are the node's greatest historic assets. The houses that are located in the area are small and are located mostly on side streets off of University and the other main thoroughfares of the node. They consist of modest cottages and bungalows, interspersed with early 20th century commercial and civic buildings. Many homes, while still occupied, are in a state of disrepair, or are just run down from lack of maintenance. However, the area has begun to revitalize in recent years, and many fine homes are being restored.

In addition to the historic neighborhoods, the node has a noteworthy piece of historic railroad infrastructure. A fine steel bridge, constructed by the Atlanta & West Point Railroad, passes over Metropolitan Parkway. It is possible that this bridge is original to this segment of the Beltline, constructed ca. 1906. Its most notable feature is the name "Atlanta & West Point Railroad" painted on the side of the bridge. A similar bridge exists over Pryor Rd.

Conclusion

This node is significant for the historic neighborhoods surrounding it. Pittsburgh is one of few historically African American communities in Atlanta, and has been home to working class African Americans for well over a century. The more recent developments of Capitol View and Capitol View Manor, contain many excellent early 20th century commercial and residential buildings. The historic railroad bridge over Metropolitan Pkwy adds a bit of history to the Beltline itself, one of only two bridges like it along the Beltline.

University Avenue is surrounded by many significant historic resources. Its historic neighborhoods, businesses and railroad infrastructure help illustrate the development of Atlanta, the history of African Americans, the design of the Beltline and the influence of the Interstate on small communities. While the buildings along University Avenue itself may be largely non-historic and dilapidated, the adjoining neighborhoods contain many wonderful architectural examples that could influence future development in the node. These historic resources should be respected and conserved for generations to come.



Appendix



Norfolk Southern

Norfolk Southern was made up of the Norfolk and Western Railway and the Southern Railway. The Norfolk and Western Railway was the product of more than 200 railroad mergers spanning a century and a half. Southern Railway was the product of nearly 150 predecessor lines that were combined, reorganized and recombined since the 1830s.

Southern Railway came into existence in 1894 and was a combination of the Richmond & Danville system and the East Tennessee, Virginia & Georgia Railroad. Southern Railway also controlled the Georgia Southern and Florida. Southern's first president, Samuel Spencer, drew more lines into Southern's core system including new railway shops in Atlanta. The former Norfolk Southern Railway Co. was acquired in 1974.

CSX

The Baltimore and Ohio Rail Road Company, America's first common carrier, was chartered on February 28th 1827. By the end of the 19th century the B&O had achieved almost 5,800 miles of track and connected Chicago and St. Louis to Baltimore, Washington, Philadelphia, and New York City. The U.S. government took control of America's rail lines in 1917 during the First World War which resulted in the B&O being severely weakened by 1920. Even with this setback B&O however continued to grow and by 1927 had acquired a 40 percent share in the Western Maryland Railway.

During World War II, 97% of American troops were transported continentally by railroads due to an oil and gas shortage.

However after WWII, rail use declined as truck transportation increased, numerous eastern rails declared bankruptcy or searched for merger options. B & O merged with the Chesapeake & Ohio (C & O) in 1962 and resulted in an affiliation known as the Chessie System. On November 1, 1980, Chessie System and Family Lines became a holding company known as the CSX Corporation.

The Chessie System and the Seaboard System, under the control of the C&O, merged on November 1st, 1980 under the holding company name CSX Corporation. CSX stood for Chessie, Seaboard, and many times more. In 1986 CSX merged all the railroads into CSX Transportation thus ending the history of the Baltimore & Ohio Railroad.

Atlanta and West Point Railroad

The Atlanta and LaGrange Rail Road was chartered in 1847 and was completed by May, 1854. It ran 80 miles from East Point to LaGrange. It was renamed Atlanta & West Point Rail Road in 1857. Until the construction of six miles of its own track in 1889, A & WP entered Atlanta on tracks of the Macon & Western Railroad. A & WP was controlled through much of its history by the Atlantic Coast Line who leased properties from the Georgia Railroad & Banking Company. The A & WP was absorbed into the Seaboard System Railroad along with the Georgia Railroad in 1983.

Georgia Railroad

The Georgia Railroad was chartered on December 21, 1833 in Athens and planned to run to Augusta. In 1836 its name was changed to the Georgia Railroad & Banking Company.

An Atlanta branch was completed in 1845 which quickly became the main line. This line also acted as a through line linking Charleston to Memphis.

By the 1880s, the Georgia Railroad owned significant interests in both the Atlanta & West Point Railroad and the Western Railway of Alabama. In 1881 the Georgia Railroad was leased jointly to the Louisville & Nashville R.R. and the Central of Georgia R.R. During the 1890s the Central sold its share of the Georgia lease to the L&N who briefly held it before leasing it to the Atlantic Coast Line. In 1902 the ACL acquired a majority interest in the L&N. ACL merged with Seaboard Air Line Railroad forming the Seaboard Coast Line in 1967. The Georgia rail line would be marketed as part of the Family Lines System which allowed it to keep its name and markings. In 1983 SCL merged with L&N forming the Seaboard System Railroad. The Seaboard System would join with the Chessie System to form the CSX Corporation in 1980 and all lines would be consolidated into CSX Transportation in 1986.

Atlantic Coast Line Railroad

The Atlantic Coast Line Railroad began as the Wilmington & Raleigh Railroad in the 1830s in northeastern North Carolina. In 1871 the name was changed to the Atlantic Coast Line. In 1899 the Atlantic Coast Line of South Carolina acquired the lease on the Georgia Railroad thereby allowing for an Atlanta and Macon connection.

The ACL in 1903 would construct a 10 mile branch line through Decatur County, Georgia. (Amsterdam to Otisca line). Atlanta, Birmingham & Coast Railroad was merged into the ACL in 1926 thereby adding 600 miles of track and routes to Atlanta and Birmingham. In 1967 ACL merged with Seaboard Air Line Railroad to form the Seaboard Coast Line. In 1982 this railroad would merge with the Louisville and Nashville Railroad under the control of CSX Corporation to form the Seaboard System Railroad. Four years later it was renamed CSX Transportation.

Atlanta, Birmingham & Atlantic Railroad

In 1905 the railway began with a 260 mile extension from Montezuma to Birmingham and a 77 mile branch from Warm Springs to Atlanta. In 1926 the railroad was reorganized into the Atlanta, Birmingham and Coast Railroad. AB&C was purchased in 1946 by the ACL.

Central of Georgia Railway

The Central of Georgia Railway was established in 1833 in Savannah as the Central Rail Road and Canal Company. By 1843 a line was built from Savannah to Macon.

The Central would connect to Atlanta from Macon through the use of the Macon & Western Railroad. The Central would lease numerous other rails to expand its routes including the Eatonton Branch Railroad from Milledgeville to Eatonton, the Augusta and Savannah Railroad from Augusta to Millen, the Southwestern Railroad from Macon to the lower Chattahoochee River, and the Upson County Railroad from Thomaston to Barnesville. In 1888 the Central was controlled by the Richmond Terminal Company. By 1890, the Central owned or controlled 2300 miles of track and was one of the largest systems in the South.

However in 1895, after significant financial trouble, the Central was sold at foreclosure and reorganized as the Central of Georgia Railway. This new company would also acquire properties from the Savannah and Atlantic Railroad, the Macon and Northern Railway and the Savannah and Western Railroad. In 1951 the Central bought the Savannah and Atlanta Railway.

By 1956 the Frisco Railway had purchased a majority of stock in the Central. However the Interstate Commerce Commission forced the Frisco to sell the stock by 1963. The new owner would be Southern Railway.

Southern Railroad

The Southern Railway was chartered in 1894 as successor to the Richmond and West Point Terminal Railway and Warehouse Company. The Atlanta and Charlotte Air Line, as it was originally known was flourishing when it was leased to the Richmond and Danville Railroad in the early 1880s. In 1894, Southern took control of this route which gave Southern a main line between Charlotte and Atlanta. During this time the Southern also took began construction on a line from Atlanta to Texarkana, TX. The line would only make it as far as Columbus, Mississippi, but also ran through Birmingham. In 1895, the Southern bought the Atlanta and Florida Railway, a line entering Atlanta at Roseland at the junction of McDonough Blvd. and Jonesboro Rd. From 1896 to 1971, Southern gained control of the Georgia Midland Railway from McDonough to Columbus, the South Carolina and Georgia, the Central of Georgia Railway, Georgia Northern, the Albany and Northern, and the Tennessee, Alabama and Georgia Railway. In 1906 Samuel Spencer, Southern's founder was killed in a train collision in Virginia. In 1910 a bronze statue of Spencer was created by sculptor Daniel Chester French, paid for by some 30,000 Southern employees and unveiled at Atlanta's Terminal Station. This statue now stands at the intersection of Peachtree St. and West Peachtree St.

In 1913, the Southern began a program of double-tracking the main line between Washington and Atlanta which would be completed by 1919. In 1926, the federal government condemned the Southern's headquarters building on Pennsylvania Avenue. This would eventually result in the company moving its accounting department to Atlanta. During the 1940s Southern devised numerous specialty lines for customers including the iSpark Plug[®], hailed as the longest automobile assembly line in the world. This line connected Cincinnati with Atlanta's busy car assembly plants.

By 1845 Atlanta existed only as a remote railroad station, which the Georgia Railroad line from Augusta had reached with its first locomotive drawn by oxen, an ignominious beginning for the future rail center of the Southeast. In 1980, Southern and Norfolk and Western began a merger that would eventually become the Norfolk Southern Railway. This merger would allow the new company to compete with CSX Corp.

Western & Atlantic Railroad

From 1841 to 1850 a 137 mile line was constructed between Atlanta at Marthasville. By 1845 the W&A, the Georgia Railroad, and the Macon and Western all ran to Atlanta. The W&A was one of the main links for many of the southern railroads running from the Atlantic Ocean to the Mississippi River, and helped Atlanta become a major rail center. By the time of the Civil War Atlanta was one of the key rail hubs in the South. The loss of the city and correspondingly the loss of the W&A was a devastating one for the Confederacy. After the war, the railroad was leased to former Georgia Governor Joseph E. Brown from 1870 to 1890. In 1890 it was leased to the Nashville, Chattanooga, and St. Louis Railway by the state of Georgia. This railroad was owned by the Louisville and Nashville Railroad and would be fully consolidated in 1957. The railroad is still owned by the state of Georgia but is now leased to CSX Corp.

Georgia Pacific Railway

The Georgia Pacific Railway was constructed between 1882 and 1889 and connected Atlanta and Greenville, Mississippi. It was controlled shortly by the Richmond and West Point Terminal Company and the Richmond and Danville Railroad before it was finally taken over by Southern Railway in 1894.

Louisville and Nashville Railroad

Chartered in Kentucky in 1850 the Louisville and Nashville Railroad was one of the South's earliest railroads. The railroad grew steadily into one of the major rail system and retained its name well into the 1980s. The line opened in 1859 and connected Louisville and Nashville. This line would eventually connect the Ohio River with the Atlantic. In 1880 the L&N and the Central of Georgia jointly leased the Georgia Railroad and its dependencies which included the Atlanta and West Point R.R., the Rome Railroad of Georgia, the Port Royal Railroad, and the Western Railroad of Alabama. This totaled over 641 miles of track. Ten years later the Nashville, Chattanooga & St. Louis Railway, in which the L&N owned a majority of stock, leased the Western and Atlantic Railroad from the state of Georgia. Through this the L&N would hold a major place in Georgia and Atlanta railroads.

One of the most important lines for the L&N would be the Cincinnati-Atlanta line. This line would start in Chicago, pass through Cincinnati, Lexington, Knoxville, and Atlanta and would eventually run south to the Atlantic and Gulf Coast ports. In 1902, the L&N acquired the Atlanta, Knoxville and Northern Railway that connected Marietta, GA with Etowah, TN. This amalgamation of a number of predecessor lines would allow L&N to complete its line to Atlanta. Also in 1902 the Atlantic Coast Line procured a majority of the L&N stock bought from J.P. Morgan.

From 1959 to 1963, L&N would utilize a new railroad development that had begun in 1955, piggybacking. Piggybacking allowed L&N to enter into new types of business through both rail and truck transport.¹ One of these new business types was that of automobile transportation which up to this point had only been taken on in a limited fashion. In 1960 L&N began running bi-level and later tri-level car carriers on its routes. In October of 1961 it scheduled its first all automobile piggyback from Nashville to Atlanta. This would lead to L&N becoming one of the principle car carriers in the nation. In 1967 the Atlantic Coast Line merged with Seaboard Air Line Railroad and formed the Seaboard Coast Line Railroad. The L&N would continue to maintain a separate existence and grouped into what was known as the Family Lines System along with the Seaboard Coast Line, the Georgia Railroad, the Clinchfield Railroad, the A&WP, and the Western Railway of Alabama. The Seaboard would merge with the Chessie System, forming CSX Corp. in 1980.

Richmond and Danville Railroad

The Richmond & Danville Railroad was chartered in Virginia in 1847 and ran a rail line between its two namesake cities. The R&D would have a route from Charlotte to Atlanta through its control of the Atlanta and Richmond Air-Line Railway. This line would be completed in September, 1873. In 1880 the Richmond and West Point Terminal Railway and Warehouse Company was chartered for the purpose of acquiring railroads for the R&D. This was necessary because of a limitation in its charter. This would lead to the acquisition of the Georgia Pacific Railway, Rabun Gap Short Line Railway, the Lawrenceville Branch Railway, and the East Tennessee, Virginia and Georgia Railway. The R&D would grow to encompass over 3300 miles of rail by 1890. In 1892, due to financial trouble, R&D and the Terminal Company entered receivership. The railroad would be reorganized in 1894 as the Southern Railway Company.

Atlanta and Florida Railroad

Chartered in 1886 as the Atlanta and Hawkinsville Railroad,(shortly after renamed to the Atlanta and Florida Railroad) it connected Atlanta with the middle Georgia town of Fort Valley. This line would be purchased by J.P. Morgan in 1895 and merged into the Southern Railway.

East Tennessee, Virginia and Georgia Railroad

The East Tennessee, Virginia & Georgia Railroad was created in 1869 through the joining of the East Tennessee and Georgia Railroad with the East Tennessee and Virginia Railroad. From 1880 to 1882 ETV&G purchased the Georgia Southern Railroad from Dalton to Selma, and the Macon and Brunswick Railroad. It also constructed a line from Rome to Atlanta to Macon.

In 1886 the railroad was bought under foreclosure by the Richmond Terminal Company and reorganized as the East Tennessee, Virginia and Georgia Railway. In 1895, the railroad was part of the merger forming the Southern Railway.

- “New Market for Farmers Opens Today.” *Atlanta Constitution* May 10, 1941.
- “Work Is Begun Clearing Site of Farm Market.” *Atlanta Constitution* November 29, 1940.
- Aerial Survey of Atlanta. Georgia State University, 1940, 1949, 1960, 1972.
- Ambrose, Andy. *Atlanta: An Illustrated History*. Athens, Georgia: Hill Street Press, 2003.
- Atlanta and Charlotte Air Line Map. Southeastern Railway Museum.
- Atlanta City Directories. Atlanta: Atlanta History Center Archives, 1880 to 1990.
- Atlanta, Development Authority. *Atlanta Beltline Redevelopment Plan*, 2005.
- Atlanta, Urban Design Commission. *Beltline Historic Resources Survey Database*, 2005 - 2006.
- Atlanta: A City of the Modern South. Workers of the Writer’s Program of the Works Project Administration in the State of Georgia, 1942, 1973.
- Atlanta’s Lasting Landmarks. 1987.
- Beall, Laura F. Grady High School National Register Nomination File: Georgia Historic Preservation Division, Department of Natural Resources.
- Bird’s Eye Views of Atlanta. Library of Congress, 1871 & 1892.
- Burke, Davis. *The Southern Railway*. Chapel Hill: University of North Carolina Press, 1985.
- Burman, Peter and Stratton, Michael ed. *Conserving the Railway Heritage*. E & FN Spon, London, 1997
- Burman, Peter, and Michael Stratton. *Conserving the Railway Heritage*. London: E & FN Spon, 1997.
- Castner, Charles B. *Louisville & Nashville Railroad: The Old Reliable*. Lynchburg, Virginia: TLC Publishing Inc., 1996.
- Crimmins, Timothy J. *Bungalow Suburbs East and West*. Vol. XXVI: Atlanta Historical Society, 1982.
- Davis, Burke. *The Southern Railway*. University of North Carolina Press, Chapel Hill, 1985
- Deaton, Thomas Mashburn. *Atlanta: During the Progressive Era, a Dissertation*. Athens, Georgia: University of Georgia Press, 1969.

- DeKok, Alexandra C. The Statewide Railroad Industry Context: The Georgia Rails Into Trails Society, The Trust for Public Land and The GA Department of Natural Resources, September 1991.
- Dorsey, Allison. To Build Our Lives Together: Community Formation in Black Atlanta 1875 - 1906. Athens, Georgia: University of Georgia Press, 2004.
- Farnham, Kitty. Beltline Resources and Spreadsheets.
- Faulk, Paul. Trackside around Atlanta (1956-1976) with Howard Robins. Scotch Plains, New Jersey: Morning Sun Books, Inc., 2004.
- Garrett, Franklin M. Atlanta and Its Environs. Vol. I. Athens, Georgia: University of Georgia Press, 1954.
- Garrett, Franklin M. Atlanta and Its Environs. Vol. II. Athens, Georgia: University of Georgia Press, 1969.
- Garrett, Franklin M. Yesterday's Atlanta. Marietta, Georgia: Cherokee Publishing Company, 1974.
- Georgia Historic Preservation Division, Department of Natural Resources. National Register Listings and Identified Sites Files.
- Georgia State University, Pullen Library Special Collections. ìLane Brothers Commercial Photographers Photographic Collection.î
- Georgia State University, Pullen Library Special Collections. ìTracy Oíneal Photographic Collection.î
- Godsby, Larry. Atlanta, Brimingham & Coast. Marceline, Missouri: Walsworth Publishing Company, 2000.
- Herr, Kincaid. Louisville & Nashville Railroad 1850-1963. Public Relation Department, L&N, Louisville. 1964
- Horn, Don, and Pat Connell. Virginia Avenue Trolley Barn Site File: Georgia Historic Preservation Division, Department of Natural Resources.
- <http://www.artery.org/>, Website. ìMarietta Street Artery.î
- <http://www.berkeleypark.org/>, Website. ìBerkeley Park Neighborhood Association.î
- <http://www.logisticsatlanta.com/rail.asp>, Website. ìMetro Atlanta Chamber of Commerce, ìRail and Intermodal.î, 2006.

- <http://www.nationalregisterofhistoricplaces.com/GA/Fulton/state.html>, <http://www.cr.nps.gov/nr/>, Websites.
- îNational Park Service Website for Listed Properties.î
- <http://www.neatlantabeltline.com/theproject2.htm>, Website. îNortheast Atlanta Beltline.î
- <http://www.rhhistorical-2.com/lnhs/index.html>
- <http://www.rhhistorical-2.com/lnhs/index.html>, Website.
- <http://www.srha.net/>
- <http://www.srha.net/>, Website.
- <http://www.srmduluth.org>, Website. îSoutheastern Railway Museum.î March 2006.
- <http://www.summitinds.com>, Website.
- Jenkins, Herbert J. *Food Fairs and Farmers' Markets in Atlanta*. Atlanta, Georgia: Emory University Press, 1972.
- Kincaid, Herr. *Louisville & Nashville Railroad 1850-1963*. Louisville: Public Relation Department, L&N, 1964.
- Kleine, Emily, Kathryn Rogers, and Jecyn Bremer. *Virginia-Highland District National Register Nomination File: Georgia Historic Preservation Division, Department of Natural Resources*.
- Klima, Don. *Breaking Out: Streetcars and Suburban Development, 1872 to 1900*. Vol. XXVI: Atlanta Historical Society, 1982.
- Lyon, Dr. Elizabeth A. *Piedmont Park National Register Nomination File: Georgia Historic Preservation Division, Department of Natural Resources*.
- Martin, Harold H. *Atlanta and Its Environs*. Vol. III. Athens, Georgia: University of Georgia Press, 1987.
- Martin, Jean. *Mule to Marta*. Vol. I. Atlanta, Georgia: Atlanta Historical Society, 1975.
- Martin, Jean. *Mule to Marta*. Vol. II. Atlanta, Georgia: Atlanta Historical Society, 1977.
- Moffson, Steven H. *Midtown District National Register Nomination File: Georgia Historic Preservation Division, Department of Natural Resources*.
- National Park Service, United States Department of the Interior. *National Register of Historic Places - Nomination Form: Ansley Park Historic District*, 1979.
- Piedmont Park Bridge: Inventory of Historic Industrial and Engineering Sites in Georgia*. Historic American Engineering Survey, 1974-1975.

- Preston, Howard L. *Automobile Age Atlanta*. Athens, Georgia: University of Georgia Press, 1979.
- Roth, Darlene, and Jeff Kempf. *Piedmont Park: Celebrating Atlanta's Common Ground*. Athens, Georgia: Hill Street Press, 2003.
- Sanborn Fire Insurance Maps. Georgia State University, 1892 - 1932.
- Saunders, H. G. W.M. Scott & Company's Map of 1891. Atlanta, Georgia, 1891.
- Schonbak, Judith. "Business Past: A Little Detroit Down South." *Business Atlanta* September 1982.
- Shavin, Norman. *Days in the Life of Atlanta*. Atlanta, Georgia: Capricorn Corporation, 1987.
- Stanley, Raymond Wallace. *The Railroad Pattern of Atlanta*, Unpublished Dissertation. Chicago, Illinois: University of Chicago, 1948.
- Subject Files: Ansley Park, Morningside / Lennox Park, Piedmont, Sherwood Forest, Railroads, DeJarnette Supply Company, and Others. Atlanta History Center Archives, Accessed March 2006.
- Thompson, Joseph M. *Atlanta: A City of Neighborhoods*. Columbia, South Carolina: University of South Carolina Press, 1994.
- Vanishing Georgia. Georgia State University.
- W., M. Scott & Co. "Map of Atlanta." 1891.
- www.atlanta.k12.ga.us/high/grady/grady.htm, Website. "Atlanta Public Schools, Grady High School." April 2006.
- www.piedmontpark.org, Website. "Piedmont Park Conservancy." February 2006.
- www.railga.com, Website. "Georgia's Railway History and Heritage." April 2006.

