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Oakland Cemetery Comfort Station Buildings

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OAKLAND CEMETERY
COMFORT STATION BUILDINGS

HISTORIC STRUCTURE REPORT

GEORGIA STATE UNIVERSITY
History 8620
CONSERVATION OF HISTORIC BUILDING MATERIALS
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DECEMBER 6, 2000
Table of Contents

Section I
Introduction
Developmental History
- Historical Background and Context
- Chronology of Development and Use
- Women’s Comfort Station Physical Description
- Men’s Comfort Station Physical Description

Section II
Treatment and Use
- Comfort Station Requirements for Treatment
- Comfort Station Alternatives for Treatment
- Comfort Station Ultimate Treatment and Use

Section III
Appendix
- Bibliography
- Drawings
  A01 – Women’s Comfort Station, Floor Plan
  A02 – Women’s Comfort Station, Exterior Elevations
  A03 – Women’s Comfort Station, Interior Elevations and Details
  A04 – Men’s Comfort Station, Floor Plan
  A05 – Men’s Comfort Station, Exterior Elevations
  A06 – Men’s Comfort Station, Interior Elevations and Details
- Photographs
  Women’s Comfort Station Photographs
  Men’s Comfort Station Photographs
- Maps
- Copies of Significant Research
Section I
Developmental History
Introduction
Introduction

This Historic Structure Report attempts to define the historical context and physical condition of the women's and men's comfort stations at Oakland Cemetery. The comfort stations were constructed in 1908, fifty-eight years after the opening of Oakland, in order to provide adequate public restroom facilities for the large crowds who visited the cemetery during its early history. A group effort has been made to research and document the history of the two comfort buildings, assess their current status, and make recommendations for treatment.

The group, made up of twelve historic preservation students -- six studying the women's building and six studying the men's -- shared all information and findings over a period of about three months, starting in September of this year. The process of study began with an introduction and overview of Oakland Cemetery, given by Tevi Taliaferro, Preservation Coordinator for The Historic Oakland Foundation. The student group also made numerous site visits for careful investigation and documentation of all aspects of the buildings. We wish to thank Ms. Taliaferro for sharing her insightful knowledge of Oakland history and for allowing our group to have access to the buildings.

Research materials were found at several locations. Oakland retains some maps and historic photographs of the cemetery. The Atlanta History Center maintains a large collection of subject files, photographs, and Sanborn maps. Oakland Cemetery records dating prior to 1932 are archived at the History Center. Included among these records are account ledgers and meeting minutes of the Cemetery Commission of the Atlanta City Council. This committee was responsible for oversight of the construction of the comfort stations. Records that document improvement projects at Oakland since 1932 are housed at City Hall East in the office of Parks, Recreation, and Cultural Affairs for the City of Atlanta. We wish to thank Sushma Dersch and Edwina Williams for allowing our group
to search the stacks of site plans and other files concerning Oakland that are located in the Parks Design and Construction section of the office. A search was also made of the Fulton County Library and the State of Georgia Department of Archives and History. A final excellent source of information about Oakland history is Franklin Garrett's *Atlanta and Environs*.

We would also like to thank Gary Kornegay, a professional engineer and father of a member of our student group, for his assistance in evaluating the structural integrity of the men's comfort station. Finally, and most importantly, we want to thank our instructors, Richard Laub and Tommy Jones, for their guidance throughout this project. Both instructors have devoted a great deal of time to supervising our efforts -- both at the site and during class meetings. We appreciate their willingness to share their wisdom and to encourage our efforts to learn through the experience of this project.
Historical Background and Context
Oakland Cemetery has been called "Atlanta's most tangible link between the past and the present." More than 100,000 lie buried there, ranging in chronology from Moses Formwalt (the first mayor of Atlanta) to Margaret Mitchell, and in economic status from paupers to millionaires. Established in 1850 as the municipal burial ground for the newly incorporated city of Atlanta, the original tract of the cemetery covered only a six-acre grid. By 1852, the tract was cleared and enclosed by a simple post and plank fence, and the first 20 lots of the graveyard were offered for sale to the public. By 1884, Oakland had expanded to cover approximately 85 acres and served as burial place for almost everyone who died in Atlanta between 1850 and 1884, when a second municipal cemetery was established in Atlanta.¹

During the first three decades of its existence, Oakland Cemetery not only expanded in size but also evolved into what was essentially the first public park in Atlanta. Like its predecessor Mount Auburn Cemetery in Boston, Oakland was very much a part of the Victorian-era "rural cemetery movement." In nineteenth century America, "the cemetery became a place of serenity and beauty," providing consolation for the bereaved as well as a place of contemplation and even enjoyment. From the small six-acre grid, Oakland spread out along curvilinear drives and shaded walkways, enhancing its pastoral and park-like qualities.² During the 1880s and 1890s, improvement projects at Oakland included construction of masonry walls along the cemetery boundaries, installation of pipes and hydrants to supply water for drinking and for watering flowers, installation of sewer pipes and storm gutters for drainage, and the

laying of brick walkways inside the cemetery. In an 1889 report, the Cemetery Committee of the Atlanta City Council praised improvements at Oakland and described the cemetery as follows: "There is one spot in Atlanta dearer to her people than any other, and that place is our beautiful Oakland Cemetery...the most attractive place in the city, where decorous and orderly throngs of our citizens congregate every pleasant Sabbath to quietly pass through the well-kept grounds."³

To provide necessary administrative and maintenance services and to accommodate the crowds of citizens who visited the cemetery, a number of support structures were constructed at Oakland around the close of the nineteenth century. The first office building was constructed at Oakland in 1870. This one-story structure was replaced in 1900 by a much larger, two-story administration building that still stands at Oakland. The contract for construction of this building was awarded to the Atlanta Building Company for a sum of $4,600. Described as "one of the handsomest structures owned by the city," the office building was "modeled after the old Norman and English castellated churches." According to construction plans, the lower story of the office building was to be devoted to "the ladies' and visitors' rooms," an indication of early rest room facilities for the public.⁴ Also in 1900, a greenhouse was built at Oakland. The following year saw construction of the cemetery guard house.⁵

³ Garrett 184.
⁴ "The New Building to be Erected at Oakland Cemetery," The Atlanta Constitution, 14 April 1899.
Chronology of Development and Use
Chronology of Development and Use

By 1907, there were signs that additional improvements were needed at Oakland, and construction of public comfort buildings on the cemetery grounds was a particular concern at that time. On May 6, 1907, a Special Committee of the Atlanta City Council referred a report to the standing Cemetery Committee, calling for an investigation into the condition of Oakland Cemetery. Two weeks later, the Cemetery Committee responded by submitting a proposed ordinance creating a Cemetery Commission, elected by the Mayor and General City Council and composed of five citizens owning lots at a City-owned cemetery. The ordinance, adopted by the Council on June 3, 1907, provided rules and regulations for giving notice to cemetery lot owners of repairs needed, "such as straightening or raising of stones or slabs, sunken graves, weeds or like conditions." Furthermore, the ordinance specified that the Commission, "as early as possible, prepare two or more places of public comfort, to be located in different sections of the cemetery" and that these buildings should "be kept in a sanitary condition by the employees of this department."6

In December 1907, the Cemetery Commission completed its first annual report, outlining several recommendations for repairs and improvements at Oakland. Specifically, the report of the Commission called for the completion of a stone wall along the cemetery boundary, for construction of a coping on the brick wall, for repairs on the administration building, and for the repair of walks and driveways. However, the first item on the list of recommendations was for "the erection of two public comfort stations at a cost of $2,000."7

According to Cemetery Commission records, construction of the comfort stations began in the spring of 1908. Records indicate that deciding upon a location for the

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6 City of Atlanta, Cemetery Commission, Minutes, June 1907-April 1913, appendix.
buildings was a source of some controversy. The chairman of the Cemetery Committee reported in March of that year that the Ladies Memorial Association objected to having the women's comfort building located on their grounds. In response to this objection, the chairman appointed a special committee to find some other location. In April of that year, after locations for both buildings had been established, the Commission reported that all materials had been contracted for, and the project was under way.8

Receipts exist for the metal shingles used on the pent roofs of the two comfort stations (purchased from Warlick Sheet Metal Manufacturing Company in May 1908), for gravel applied to the flat roof tops (supplied by O.A. Smith Roofing and Contracting in June 1908), and for the marble work on the interior partition walls of the women's building (billed by Reeves Interior Marble Company in July 1908). By July 16, 1908, the Cemetery Commission reported that "the public comfort buildings for both men and women have been completed. They are complete and well aired rooms and the proper attendants have been put in charge, thus a long needed want has been supplied."9

The records indicate that the comfort station for ladies was superior in quality, at least in its interior, to the men's building. The ladies' building included tiled interior walls, as well as marble partitions; the men's had neither. In December of 1908, the two new comfort station buildings were included on an inventory of City property. The ladies' comfort building was then valued at $1,200, the men's at $1,000. An inventory of City property from 1914 lists these same values for the two buildings and describes their exteriors simply as "buff brick." 10

The women's comfort station was constructed along the eastern edge of the Confederate Grounds of the cemetery. The comfort building for men stands one drive north and slightly east of the women's. The location of the existing water supply and

8 Manuscript Files, Oakland Cemetery, Atlanta History Center.
9 Manuscript Files.
10 Manuscript Files.
waste lines may have been the ultimate factor in deciding where to build the two comfort stations. A 1994 site plan by Laubmann-Reed and Associates indicates that the main water line runs to the south of the women's comfort station under the Old Hunter Street Drive and the waste line runs diagonally from the women's comfort station towards the men's and down to Boulevard Avenue.11

The Cemetery Commission continued to oversee matters at Oakland and the other cemeteries owned by the City of Atlanta until 1932. At that time, the Commission was dissolved, and its duties were absorbed by the City of Atlanta Parks Department. Purchase orders and memoranda contained in Oakland files reveal the following information about alterations and repairs made to the two comfort stations.

In 1922, repairs were made to the gravel roof, interior plaster, and door of the men's building, which was also painted inside and out. Repairs were made to the plaster and roof of the women's building, which was also painted inside and out. The guard house and administration building roof were also to be either painted or repaired at the same time. In 1928, new tar and gravel roofs were added to the two comfort station buildings, as well as to the office and barn.

Although the exact date is not known, at some time after 1928, wooden rafters were added to the men's comfort station to create a raised, gable roof. A gable roof has also been added to the women's building; however, this seems to be a much later addition than the change in the men's roof. Not only does the gable roof on the women's building show less signs of age and deterioration than the one on the men's, but plywood sheathing was used on the women's gable roof. Since the use of plywood for general construction purposes began after World War II, it is assumed that the men's gable roof was added before World War II, while the women's was added after that time. It is also worth noting that in 1976, an appropriation of $215,000 was made to begin the restoration of various

11 Manuscript Files.
structures at Oakland. However, there is no indication that any of these funds was used for improvements to the comfort stations.\textsuperscript{12}

What is known is that the two comfort stations stand today in a state of disrepair. The buildings were abandoned perhaps twenty years ago for use as public rest room facilities and have since been used only for storage of materials and equipment. Proposed plans and restoration requirements for the buildings are addressed in Section II (Treatment and Use) of this report.

\textsuperscript{12} Manuscript Files.
Women's Comfort Station
Physical Description

(Note: See Appendix for photographs and architectural drawings.)

ARCHITECTURAL OVERVIEW

The women's comfort station is a rectangular, one story, and one room masonry structure. It has a massive and sturdy appearance with symmetrical openings. The building was to be seen from all four sides, so the architectural materials and detailing are equally treated all the way around. The style of the building is reflective of the Renaissance-Revival style popularized by McKim, Mead, and White at the close of the 19th century. The overall feeling is formal but with uncharacteristic details. One of the strongest features of the building is the corner buttressing that is stepped twice with stone-top copings. The building also has a pent or skirt roof surrounding the comfort station and sheathed in pressed metal shingles. The skirt roof is supported under the soffit by wood brackets. At the window openings, hollow metal-formed grilles were fabricated with a broken-X and circle pattern. This design element has a classical feel. The comfort stations, like many buildings of the post-Victorian era, were designed with different historical elements to create a pastiche of architecture.

EXTERIOR DESCRIPTION

Overall Dimensions: The comfort station is approximately 16'-0" x 10'-0" in plan and with an overall height of 14'-0". The height includes the parapet wall.

Exterior Walls: The walls of the comfort station are brick masonry, three wythes thick. The exterior finish brick is buff-colored. The two interior wythes of brick are common red brick meant to be plastered over. The brick size is 8 1/8" x 3 7/8" x 2 1/4" with approximately 1/4" mortar joint. The buff brick was built in the standard running bond pattern with a light beige mortar to compliment the brick. The common brick was also installed in running bond with rows of headers running every five-to-seven courses. The different wythes of common brick were therefore tied together for strength. It can only be surmised that the buff brick is anchored to the red brick by metal ties.

The comfort station was detailed with two stringcourses of light-gray limestone. The height of the stringcourse is equal to two courses of brick. The stone has a rusticated finish. One stringcourse runs at the floor level and the other is above the door. The upper stone stringcourse acts as the door header and the sill of the windows. The stringcourses are expressed all the way around the building except at the buttresses. Stone is also evident in the capstones of the buttresses and the coping at the top of the parapet wall.

13 The exact number of courses can not be determined without further destructive investigation.
The condition of the brick is generally good but some attention is suggested. There is evidence of leaching mortar at the foundation level and near the rainwater downspout. The brick also has a blackish stain on three sides of the building for approximately two feet from the ground up. This is due to rising damp. The west elevation is the most peculiar, the brick has changed to an orange-pink color.

**Foundation and Structural System:** It can only be surmised that the foundation is a typical spread footing faced with buff-colored brick as a veneer to the concrete. The brick is visible for only two courses. No further investigation has been made to excavate the foundation. The floor slab is a poured concrete slab.

The comfort station is a masonry brick load-bearing structure. The condition appears to be good with only minimal cracking evident in the east and west elevations. The floor slab has a few cracks, suggesting some settling. The roof is framed of wood supported by ledger boards attached to the masonry walls.

**OPENINGS**

**Doors:** The comfort station has one door and eight windows. The door is a wood raised-panel door with the top half glazed. The door is installed in a wood jamb. The height of the door is unusually short at 6'-6". The width is more expected at 3'-0". The panels are two-over-one-over-two. The door has an expressed wood casing on the inside with decorative moldings and plinth blocks. The door appears to be original except for some modifications. At some point, the glass was replaced with a clear Plexiglas material that has been shattered in one corner. It can only be surmised that the original glass was textured or patterned to prevent visibility inside the comfort station. As an additional security measure, an expanded metal screen was mechanically attached to the front of the door. This screen is not original. A metal security door (burglar bars) has been fabricated and installed in front of the original wood door. The security door has been designed with patterns imitating the window grilles. The original door swings into the comfort station and the security door swings out.

The hardware on the wood door may be original, but it has been over-ridden by newer security hardware. The original hardware is probably not sturdy enough to meet the security needs of the cemetery.

**Windows:** The windows (3'-6" x 1'-9") are wood-framed, single-panel, hopper-style that hinge at the bottom. They are installed in wood jambs but there is no expressed window
casing. Unique to the design is the hollow formed-metal grilles. The pattern of the grilles is a broken-X and circle. Each grille is divided into three rectangles. The grilles are decorative and provide some security. Although all grilles exist today, they will need to be repaired, several parts are missing. The paint has completely released from the metal.

The windows have been reglazed with clear Plexiglas. The plastic has begun to cloud up and shows evidence of crazing. Two windows have no glazing at all. Except for the hinges, the windows have no additional hardware.

ROOF

The women's comfort station had two original roofing systems. The visible roof is a pent roof or skirt roof that goes around the perimeter of the building. The roof is framed in wood lumber with exposed fascia and soffit. The framing is not exposed. Decorative brackets support the soffit. The fascia has been decorated with a horizontal molding shaped in the cyma recta form\(^{14}\) (or 'S' curve) with bead lines above and below. The bracket ends have been cut out in the quirked cyma reversa form.\(^{15}\) The soffit is formed of wood double-beaded board (3 1/2" x 3/4").

The angled roof surface has been roofed in pressed metal shingles painted red. The shingles have a pointed-arch pattern that is aimed towards the ground. Corners and flashing are formed in sheet metal. The shingles are very likely original but are now in questionable condition. The front edge in particular shows much evidence of rust and deterioration. There is little evidence of wood deterioration on the wood fascia and soffit. The paint on the wood has peeled back to the bare wood on approximately seventy-percent of the surface.

The main roof is another story. The original roof of the structure was a flat roof located behind the parapet wall that is capped in a limestone copping. The roof framed of wood was angled down towards the northwest corner towards a roof drain leading to the rain downspouts. As stated before, records indicate that roof problems occurred fairly early. From inside the comfort station, it is possible to see the roof framing where plaster is missing. Visible are wood joists, approximately two-by-twelves, running with the short dimension of the building. On the joists is wood decking, approximately one-by-fours, that run with the length of the building.


\(^{15}\) Ibid.
The wood joists are heavily damaged, originally from water and later by insect infestation. Efforts have been made to patch and repair the framing, but it all appears tentative. It is not possible to see the topside of the roof since it has been covered with a shallow gable roof resting on the parapet walls, but it seems likely that a new flat roof with flashing would be necessary.

The shallow gable roof is made of wood framing. The top is roofed in Fiberglas shingles. Metal drip edges have been installed around the perimeter. The wood gable ends have been painted white. This temporary solution seems to be holding water out of the building but it is causing the parapet walls to become dirty and some evidence of molds and mildews are apparent.

**INTERIOR DESCRIPTION**

*Floor Plan:* The plan of the Comfort station is very basic. It is one room with two flush type toilets and one wall hung sink. The fixtures are located beside one of two plumbing chases. The plumbing fixtures are located to the south end leaving the front-half open.

The ceiling is traditional three-coat plaster applied to wood lath then attached to the wood ceiling joists. The ceiling is a flat plane with smooth plaster and no decorative details. Today the ceiling is in bad condition suffering from water damage. The plaster has missing sections, the rest has delaminated from the lath. Evident on the remaining plaster is bubbling-up, flaking, and rough uneven patches. The western edge of the ceiling plaster has been removed through the length of the building, exposing the wood joists that show evidence of substantial insect infestation.

The walls are also three-coat plaster but it has been directly applied to the masonry walls without lath. All wall surfaces suffer from the same causes as the ceiling plaster - water. Much plaster has already fallen off, other areas are damaged with bubbling and flaking. By tapping on the plaster, a hollow sound is heard, indicating that the plaster has either delaminated between coats or released from the brick substrate.

The lower half of the walls are covered in a wainscot of glazed ceramic tile original to the Comfort station. The wainscot is 4'-8" high. The tile is white 2 1/4" x 6" laid horizontally in a running bond pattern. Special base, outside corners, and top-cap pieces remain. The topcap is a bullnose form with trim beads top and bottom. The tile is in generally good condition, but it is installed over a cement wall that shows similar signs of delamination. Tapping the ceramic tile in areas along the west wall gives a hollow sound suggesting this delamination.

The floor is laid in ceramic mosaic tile with decorative field pattern and border. The border tracks around the perimeter of the room. The tile is in two shapes, 3/4" square and 1" hexagonal. The square tiles are used to delineate the borders by using two rows in different colors, gold and gray, side by side in 1 1/2" bands. The field is white with the
patterns being created with gray, brown and terracotta-colored tiles. The field pattern is made up of two sizes of geometric snowflakes in a hexagonal grid. The border is a more random placement of the same three colors.

The condition of the floor is basically good except for the center of the floor and under the sink. It is apparent that the floor was excavated for plumbing reasons. The floor was repaired with concrete and the mosaic tile was not reinstalled.

Remaining in the women's comfort station are two toilets (not original), one wall-hung sink (probably original), and the toilet partitions with curtain rod (original). The white-porcelain toilets are a post-war style and are in poor condition. The enamel clad cast-iron sink is a simple utilitarian wall-hung style with one water-faucet located asymmetrically to the right. The sink needs to be rehung and leveled but can still be used in the comfort station. Under the sink is a jumble of steel plumbing pipes, suggesting that many repairs have been made in the past. Currently the water is turned off to the comfort station.

One of the most unique features to remain in the comfort station is the toilet partitions of silver-gray granite or marble and hardware. For the opening, instead of the expected door, is a heavy steel rod system decorated with classical moldings and ball joints. The rod is in good condition with all its parts. It is surmised that the rod once held a curtain with curtain rings, but those parts have not survived.

**SITE**

The location of the comfort station was probably made to make the comfort station visible but not overtly prominent. Located behind the Civil War section, the comfort station is low on the horizon. The foundation is below the grade of the road making it necessary to construct retaining walls and stairs on the south and east end. The comfort station is in an area with many trees. Both the east and west sides are shadowed by large and medium sized trees. Ten feet to the west, is an old and large Magnolia Grandiflora. The tree is largely responsible for water problems on the roof and the foundation of the comfort station by shading the building and preventing water evaporation and by dropping leaves and limbs on the roof of the comfort station. The trunk of the tree shows evidence of disease and decay.

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16 Marble is very likely from the Georgia Marble Company in Tate Georgia.
Men's Comfort Station
Physical Description
Men's Comfort Station
Physical Description

(Note: See Appendix for photographs and architectural drawings.)

ARCHITECTURAL OVERVIEW

The men's comfort station at Oakland Cemetery, built in 1908, is a rectangular, one-story, masonry building with minimal ornamentation. Details are reflective of the Renaissance-Revival style popularized by McKim, Mead, and White at the close of the 19th century. Character-defining features of the comfort station include its decorative window grilles and the pent roof with patterned, metal shingles. The walls of the building are pure and flat and are flanked by massive corner buttresses.

EXTERIOR DESCRIPTION

Overall Dimensions: The building is approximately 17'-5" x 11'-5" in plan. The height of the building from the top of the foundation to the top of the roof parapet is 14'-8" at the southwest corner.

Exterior Walls: The four walls of the building are brick masonry, three wythes thick. The exterior, finish brick is buff-colored, laid in a running bond pattern, and joined with a light beige mortar. These bricks measure 8-1/8" x 3-7/8" x 2-1/4". Mortar joints measure from 1/8 to 1/4 inch in size. The two interior wythes are of common red brick. Because of extensive water damage, many of the exterior mortar joints require repointing. This is a particular problem on the west wall, where as many as one-fourth of the bricks need repointing. Mortar erosion also exists underneath the eaves on the south wall. Water damage and years of pollution have discolored most of the bricks used in the construction of the outside walls. Discoloration exists on all four sides of the building.

Belt courses of rusticated stone run directly above the foundation (at floor level) and directly above the doors. The lower belt course measures 4" in height. The upper course measures 5" in height and acts as both a header for the doors and a sill for the windows. These belt courses are expressed all the way around the building except at the buttresses. A stone coping that is 3" in height tops the parapet wall around the entire building.

Buttresses, constructed of the same brick as the exterior walls, stand at the corners of the building. The buttresses are 1'-4" wide and are divided into an upper and lower section. Each section is topped with a stone cap. The front face of each cap is dressed; the side edge is rusticated. The upper section of each buttress projects about 4" from the plane of each wall, while the lower sections project about 8". A single brick is missing at the base of the southeast-corner buttress.
Detailed drawings and measurements of each wall are included in the Appendix to this report.

**FOUNDATION AND STRUCTURAL SYSTEM**

It is assumed that the foundation is a spread footing faced with red brick. Three courses of these bricks are visible above ground. The floor slab is of poured concrete.

The building is a masonry load-bearing structure. The brick walls that envelope the building are 13" thick. Although settling of the building is a problem, there are no obvious cracks in either the walls or foundation. The entire building appears to be sinking toward the northwest corner of the site. The structure has sloped 6-3/4" from south to north and 2-1/2" from east to west.

The shallow gable roof is framed with wooden rafters that are not original to the building. The structure of the original, flat roof is framed with wood joists supported by ledger boards attached to the masonry walls.

The interior floors are concrete slabs on grade, slightly tilted downward toward the center, where a circular drain is placed. The floors are in good condition, although covered in debris. It is not known whether the floor drain is in proper working condition.

**OPENINGS**

*Doors:* The main entrance is through a single door that measures 3'-0" x 7'-0", in the center of the south facade. The south side of the building is considered to be the front of the building, since that side faces one of the connecting driveways inside the cemetery. The doorway rests upon the 4" stone sill. The door jamb has been shattered and needs repair.

An aged and possibly original paneled door covers this opening. The top section of the door contains panes of glass, now broken, arranged in a two-over-two pattern. This section of the door has been covered with plywood. Below the middle rail of the door are two worn vertical wooden panels, covered in faded and peeling white paint. What appears to be the original door hardware (hinges and knob) remain on the door and are in good condition. A large padlock was added to the door at some point for security reasons.

A second door, measuring 3'-0" x 7'-0", pierces the center of the east facade. It appears to be the same type as the door on the south facade; however, the east facade door is in much worse condition. The panes in the upper half of the door (once a tempered, snowflake patterned glass) are now mostly broken. What is worse is that much of the bottom half of the east facade door is missing and has been replaced by a piece of particle board.
Although the middle rail and bottom stiles of the door are intact, the vertical wooden panels and rail of the bottom of the door are gone. The door hardware (hinges and knob) are, however, in good condition.

Windows: Fenestration is limited to rectangular, single-paned, Hopper-type windows that have a bottom-hinged sash. Across both the south and north walls, three windows, measuring 3'-11" x 1'-11", are evenly spaced above the 5" stone belt course. Angle iron reinforcement bars, set into a shallow stone cap, top each window opening. Galvanized sheet metal window grilles in a broken-X and circle pattern augment the simple windows. These windows are meant to provide light as well as ventilation to the interior of the building. However, the windows are now boarded over with plywood. A single window, identical in dimensions and detail to those on the south and north walls, is centered above the stone sills on each of the two remaining walls (east and west).

ROOF

The men's comfort station roof is made up of three distinctly different elements: (1) a flat, gravel roof; (2) a gable roof; and (3) a decorative, pent roof.

(1) The gravel roof has a shallow slope from south to north and drains toward an angled, leader pipe that runs beneath the roof and connects to a downspout on the north facade. This flat roof system was part of the original construction in 1908. Rafters were later added above the gravel roof, to form a shallow-pitched, gable roof. Apparently, this change was made because of drainage problems with the flat roof.

(2) The gable roof was covered with asphalt shingles. Pediments for the gable roof top the east and west elevations. Each pediment consists of a solid piece of wood and measures 11" in height at the center, or highest point. The width of each pediment is 12'-11". Large sections of the gable roof are badly deteriorated and about one-fourth of it has completely caved in, leaving the building vulnerable to the harsh effects of sunlight, water, and wind.

There are two vent stacks that extend through the roof and connect to the plumbing in the restroom portion of the structure. The larger of the two stacks is terra cotta above the roof and metal below the roof. The terra cotta extension appears to have been added when the gable roof was constructed. The smaller vent stack is cast iron. Both stacks connect to the sewer line in order to release gasses from the pipes.

(3) The pent roof, also part of the original construction, is perhaps the most striking architectural feature of the building. Three rows of brick-red metal shingles cover the skirt of the roof. The dimensions of these stamped, sheet metal shingles (a commonly used roofing material in the early part of the twentieth century) become gradually smaller from the bottom row to the top row. While the shingles that make up the bottom row
measure 8" x 11", those along the top row are only about 4" in height. The metal shingles are now quite brittle with rust and age.

Wooden eave brackets add an additional decorative element to the pent roof. These brackets measure 18" in length, 7/8" in width, and 3-3/4" in height and are evenly spaced beneath the soffit. Except for peeling paint, the eave brackets are in good condition.

The masonry under the pent roof is common (red) brick, like that used in the foundation of the building. The sheathing is made of 1" x 4" tongue-and-groove boards. The underlying cantilevered support structure is made up of V-joint boards. The soffit is composed of tongue-and-groove boards that are badly in need of paint. Also, along the north facade of the building, much of the cornice underneath the pent roof has rotted away.

Above the pent roof is an exterior parapet, constructed of the same buff-colored brick as the exterior walls. The parapet rises 2'-3" (slightly less on the north wall) above the gravel roof.

INTERIOR DESCRIPTION

Restroom: The south facade doorway (previously described) opens directly into the men's restroom facility. The basic floor plan for this room is nearly square in shape, measuring 9'-2" x 10'-2". The room is utilitarian in its design and construction, with a concrete floor and masonry walls. Used for storage of materials and equipment for more than 20 years, the room is full of dirt and debris.

The west and north walls are exposed, painted bricks. The east wall, which adjoins the other interior room, is coated with plaster. Portions of the south wall are also covered with a two-coat application of plaster. All walls are now painted a light olive green, with multiple layers of paint of various colors underneath. The ceiling, constructed of double-beaded, tongue and groove boards that are 3-1/2" wide, is painted the same olive green and is in good condition. A simple cove molding trims the ceiling.

A total of five windows (previously described) line the south, west, and north walls of the room. The glass in the window in the northwest corner of the room is broken. The other window panes in this room are intact, as are all of the window grilles.

On the south wall and to the west of the entry door, there is a wall-hung sink and a standing urinal, both with exposed plumbing. A tall slate partition (1-1/2" x 9-3/8") stands between the sink and the door. The sink, manufactured by the Crane Company, has a flat back and apron with an oval wash basin, and may be original to the building. A slate partition (1-1/8" wide x 14-7/8" long) stands to the west of the sink and separates it from the urinal. Both slate partitions have been painted to match the walls and ceiling of
the room. The standing urinal, which also appears to be part of the historic fabric of the building, was manufactured by the Standard Company. In the northwest corner of the room, a low flush toilet (a modern addition to the building) sits behind a large wooden, privacy partition (4-3/8" wide x 62-5/8" long). All restroom fixtures -- sink, urinal, and toilet -- are white porcelain. Also, there is no evidence that there were ever any doors or curtains added to the privacy partitions in the men's restroom.

A large iron waste pipe, located in the northwest corner of the room, runs through the ceiling. The water to the building is turned off, thus, no evaluation of how the plumbing works was made.

**Storage Room:** A small storage room is located on the east side of the building. A doorway (previously described) in the center of the east exterior wall provides entry into this storage area. The room is rectangular in shape and measures 4'-9" x 9'-2". This room has long been neglected and is full of dirt and mold.

Like the restroom, the storage room has a concrete slab floor and masonry walls. Once covered with a brown coat and a thin, skim coat of plaster, the walls of the storage room are in bad shape and need extensive replastering. The tongue-and-groove ceiling, however, is in good condition and is coated with an eggshell blue paint that has a patina of age and may be original to the building. There is some splintering of the ceiling in the northeast corner of the room, possibly due to water damage and rodent infestation.

There is a single window on the south wall, one above the door on the east wall, and a third window on the north wall. The glass panes of the windows on both the south and east walls are broken. There is also damage to the decorative grille work in the window on the south wall.

The trim work around the storage room door is painted a much darker blue than the paint on the ceiling. The door trim paint is peeling and reveals at least two layers of paint underneath (a dark green and a white layer). This door frame appears to be the best place for a possible paint analysis of the building.

**SITE**

The men's comfort building is located near the eastern boundary of the cemetery, along the southern edge of the area known as Potter's Field. The site is grassy and slopes toward the north and west. A few trees surround the structure, including a large magnolia near the north side of the building.

The rolling lawn of Potter's Field provides a view, to the north of the comfort station, of the former Fulton Bag and Cotton Mill. To the west of the comfort station lies the area, historically known as the Black Section of the cemetery. The graves of many notable African-American Atlantans are located in this section. Included among them are the
graves of Carrie Steele Logan, founder of a children's orphanage, and Antoine Graves, Jr., a real estate broker.

Soil erosion on the north side of the building has caused significant sinkage of the building. Regrading and infill are needed in that area. Landscaping is also needed in front of the building, where the grass has been killed and the site worn down from service vehicle traffic.
Section II
Treatment and Use
Comfort Station
Requirements for Treatment
1994 Standard Building Code: The purpose of this Code is to serve as a comprehensive regulatory document to guide decisions aimed at protecting the public’s life, health, and welfare in the built environment. This protection is provided through the adoption and enforcement by state and local governments of nationally accepted building practices. Code enforcement is by the Georgia Safety Fire Commissioner.

The occupancy classification for the Comfort stations is Assembly – Group A-2. Type of Construction is Type V, combining non-combustible walls with roof framing of combustible wood framing.

1997 Life Safety Code: The purpose of this code is to establish minimum requirements that will provide a reasonable degree of safety from fire in buildings and structures. Code enforcement is by the Georgia Safety Fire Commissioner. The Life Safety Code and the Standard Building Code do have overlapping scope. In the City of Atlanta the more stringent code prevails.

Note: Although not officially adopted by the city of Atlanta, the City does recognize the need for compliance alternatives for historic structures. This legislation has been used as a guideline for compliance alternatives.

City of Atlanta Landmark District: The Atlanta Urban Design Commission recognizes Oakland Cemetery as a Landmark District. As such improvements must receive a Certificate of Appropriateness before the City of Atlanta can issue a Building Permit for construction. The over-riding City Ordinance for Landmark District is §16-20.001
requiring Atlanta Urban Design Commission to approve applications for construction. Applications found to be in conflict with the interests of this regulation will be heard by public hearing after public notification by the AUDC.

The specific ordinance related to Oakland Cemetery is §16-20E.001. Specifics of the ordinance include procedures for variance, adoption and application of the *Secretary of Interior Standards for Rehabilitation*, scope of protected buildings within Oakland, and regulations for new construction and demolition. *(Copy included in Appendix)*

*Georgia Accessibility Code*: If the comfort station is substantially renovated, it is subject to the *Georgia Accessibility Code, O.C.G.A. Title 30, Chapter 3, and Regulations, 120-3-20*. This code is largely based on the federal *Americans with Disabilities Act of 1990* and it encourages full participation by individuals with disabilities or elderly people. Code enforcement is by the *Georgia Safety Fire Commissioner* and for *Qualified Historic Properties* the Fire Commissioner may relinquish their duties to the *State Historic Preservation Officer*. The Georgia Code specifically addresses *Accessible Buildings*: *Historic Preservation, 120-3-20-.12* and matches the wording of the ADA – Alterations shall fully comply with the Accessibility Code unless compliance would “threaten or destroy” the historic significance of the building or facility in which case alternative requirements in rule *120-3-20-.12(3) Minimum Requirements* shall be followed.

Minimum Requirements address accessible routes including ramping for wheel chair accessibility. If toilets are provided, then at least one must comply 120-3-30-. 33 Toilet Rooms, 120-3-20-. 11 Accessible Buildings: Alterations, and 120-3-20-. 14 Accessible Route. These code sections describe how to achieve an accessible route in and out of the building, door sizes, clear floor space, and clearances at water closets and sinks.
Secretary of the Interior’s Standards for Rehabilitation: These guidelines are used in advising federal agencies, state and local officials, and historic district and planning commissions of the most prevalent treatment for historic properties. The intent of the Standards is to assist in preserving a property’s significance through the preservation of historic materials and features. These standards should be applied to the process of preserving the women’s and men’s comfort station at Oakland Cemetery to allow for long-term preservation.

Oakland Cemetery does not have any requirements of their own for the protection of this structure, so they follow the Secretary’s Standards. Oakland Cemetery is also a locally designated historic district so must go through the AUDC before completing any structural work or large scale landscaping, such as the installation or removal of trees. A certificate of appropriateness issued by the AUDC is required for such alterations or improvements. The AUDC also administers the Secretary’s Standards in their preservation pursuits.

RECOMMENDATIONS

1. Comfort station should have basic accessible route for entrance to the comfort stations. This would include ramping and removal of obstacles like stoops and curbs.

2. One toilet stall and one sink should be made to meet Georgia Accessibility Code as much as possible without threatening or destroying historic fabric.

3. If the comfort stations are not modified to meet the Georgia Accessibility Code then signage should be installed indicating where fully accessible facilities are within Oakland Cemetery.
4. The comfort station should be electrified to supply operational lighting and security lighting at night. It is suggested that any electrical wiring should be run underground.

5. A fire extinguisher should be installed in each comfort station. Extinguishers should be tested and checked on an annual basis.

6. Smoke or fire detectors should be installed in comfort station.
Comfort Station
Alternatives for Treatment
WOMEN’S PRESERVATION

Preservation is an option for treatment for the women’s comfort stations. The comfort station has experienced a period of neglect and the structure requires attention in a number of areas before it can be opened to the public. The exterior elements are intact and the viewer can identify the structure as a utilitarian building from the early 1900's. Maintenance on the building has not been consistently performed and, as a result of this neglect as well as exposure to the elements, the exterior is discolored in many areas and the various painted elements (flashing, skirt roof, metal shingles, eaves, window frames, entrance door) have lost their protective coatings. The mortar requires repointing, especially in the lower levels. A step crack along the brick on the east wall appears to be dormant but should be monitored. The interior walls and ceiling of this building have deteriorated. The plaster has detached from the mortar walls, sections of the wall tile attached directly to the wall plaster are cracked or missing, a large section of ceiling plaster is missing, and the exposed rafters show insect damage. The toilets and the plumbing systems are not operative.

WOMEN’S RESTORATION

One of the alternative treatments for the women’s comfort station could be to restore it. To facilitate restoration efforts for the comfort station is to return the building to one of its appearances it had held in the past. Although it may not necessarily be the original appearance, in this case, the comfort station would most likely be restored to its 1908 appearance. The most notable difference between the original structure and the present
one is the absence of the gable roof in 1908. To restore the women’s comfort station would require the removal of the gable roof and restoration of the original pent roof and parapet walls, among other things.

The site surrounding the comfort station has also changed dramatically, as it used to sit on the eastern edge of the cemetery. It is situated in the middle of the cemetery now. Any attempts at restoring the land around the building are inconceivable because tombstones have been placed very close to the eastern and western facades.

No photographic images have been found to clearly illustrate the appearance of the comfort station in 1908. Upon careful inspection, most of the building retains its original materials, except for the exterior metal grill door, toilets, and gabled roof.

Extensive cleaning would be needed for all the exterior and interior materials. It would be necessary to replace portions of the soffit, the tile floor, the window frames, and the plaster ceiling and walls. A new sink, two toilets, and a drainpipe would need to be installed. The roofing system would require the most attention. The gable roof would need to be removed so that the restoration of the original pent roof and parapet wall would be accurate. Since much of the wood timber frames have been ruined due to water damage or bug infestation, it would be necessary to rebuild most of the shed roof. The rest of the original materials of the comfort station are in otherwise good condition; therefore, Historic Oakland desires to return this building to its original use as a public comfort station to serve its numerous visitors.
MEN'S COMFORT STATION
EXHIBITION SITE

The men's comfort building could be rehabilitated for use as a small museum, to highlight the history of the nearby African-American section of the cemetery (historically known as the Black Section). Such a rehabilitation would make possible an alternative use of the building while preserving its historic architectural elements. Restoring the building to its original use as a men's restroom and storage facility is the ideal recommended use for the building. However, if this is not practical, rehabilitation for a new function is acceptable.

Using the building for a display or museum site is a treatment option that would make it possible to preserve all of the exterior, historic elements of the building, while creating a compatible use for the interior. Exhibits for display in the building might draw references to racial segregation in the South and the impact of those political practices on the cemetery. In order to adapt the comfort station for use as a museum, the existing plumbing fixtures would need to be removed and stored. However, the privacy partitions found in the restroom could be retained and incorporated into the design and layout of the exhibit space. This would leave a record of the building's history.

Another point to consider is that the accessibility code, requiring a turn around radius of at least five feet, could mandate a separate entrance and exit to the building. In order to comply with this requirement, one option would be to install a doorway in the interior wall that connects the restroom and storage room. In creating such an opening, it would then be possible to use the door on the south facade as the entrance to the building and the door on the east facade as an exit. This would provide better flow of traffic for visitors and address the handicap accessibility requirement. Although this would result in irreversible damage to some of the historic, interior fabric, such a change would be
acceptable, according to the Secretary of the Interior's Standards for Rehabilitation, because it requires only minimal change to the distinctive materials, features, and spatial relationships of the property. Features which convey the building's historical, architectural value would be preserved.
Comfort Station
Ultimate Treatment and Use
REHABILITATION

Returning both comfort stations to their original use is the suggested ultimate treatment. Rehabilitation, as defined by the Secretary of Interior Standards of Rehabilitation, is a more serviceable treatment alternative than preservation or restoration. Rehabilitation is defined as the act or process of making a compatible use for a property through repair, alterations, and additions while preserving those portions or features, which convey its historical, cultural, or architectural values. Rehabilitation allows an active use of a building, while preserving its historic architectural features.

Though this proposal will not suggest that any additions be made to either of the buildings, the sensitive addition of mechanical and electrical, as well as other code related work, should be a part of this rehabilitation process. Although a great deal of the comfort stations remain intact, some of the original materials have deteriorated beyond repair. Therefore, the goal of this process is to preserve the authentic building materials through cleaning and repair. Only those fabrics that can not be salvaged will be replaced. All work should follow the Secretary of Interior Standards for Rehabilitation guidelines for the Treatment of Historic Buildings, and should be approved by the Atlanta Urban Design Commission.
WOMEN'S EXTERIOR

Roof: The Women's Comfort Station has three roofing systems. The original flat roof on the main structure is associated with severe drainage problems that have resulted in water damage on both the interior and exterior walls. An asphalt-covered gable roof is a more recent addition added to alleviate these problems. The rehabilitation plan recommends the removal of the gable roof in order to restore the original architectural character of the parapet roof, and the flat roofing system should be replaced by a rubber membrane system providing a long-term low maintenance solution.

The most prominent roofing system is the original pent roof. The pressed metal tiles covering the pent roof are in questionable condition due to extensive rust and deterioration. The tiles should be replaced in kind. Manufacturers still produce pressed metal tiles in traditional sizes and patterns. The wood framed soffit, fascia, and brackets along the eaves of the pent roof appear to remain in good structural condition, however the paint is blistering and aligating. It is recommended that all loose paint be removed. Any woodwork should be repaired and patched and a fresh coat of paint should be applied.

Walls: The condition of the brick is generally good. There is evidence of leaching mortar at the foundation level and near the rainwater downspout. The brick is discolored on all four sides, approximately two feet from ground up as a result of mold or mildew. The brick should be cleaned using the gentlest means possible and the mortar should be repointed in damaged areas.
A large magnolia tree located on the west side of the building casts the building in shadow and prevents adequate evaporation of water from the wall surfaces. The magnolia tree shows signs of disease and an arborist should evaluate its condition. Along with this is a drainage problem around the structure. Signs of rising damp are apparent along the walls of the structure where a definite line of color change in the absorbant bricks appears. In order to prevent future brick discoloration, further evaluation of the drainage system is suggested.

_Openings:_ The comfort station has one door and eight windows. The door is original and should be preserved. The paint should be stripped, patched and repainted, but before this is done, it is important to initiate a paint study. No paint study has been taken prior to this, therefore samples should be preserved for analysis. The glass panels should be reglazed and the metal screen attached to the upper portion of the door for security purposes should be removed. The hardware on the door appears to be original and should not be removed. However, in order to meet the security needs of the cemetery an additional deadbolt lock should be added.

The windows are wood framed and the jambs should be cleaned, stripped and repainted. The remaining glass should be cleaned and reglazed, and missing lights should be replaced with Lexan. The metal grills, which provide a unique detailing to the awning windows, are in need of repair. A metalwork specialist should patch the missing grillwork and the remaining metal grills will require new paint.
Ceiling: The ceiling plaster is in poor condition, with many sections missing. The rest of the ceiling has delaminated from the wood lath due to severe water damage. Along the western edge of the building the wood ceiling joists are exposed and show evidence of bug infestation. Further investigation of the wood framing is recommended, and a complete replacement maybe the best treatment. The remaining dilapidated plaster should be repaired and, where needed, replacement of new three-coat plaster or a veneer coating of plaster over gypsum board should be added. It will also be necessary to further investigate whether the exterior skim coat of the plaster is deteriorated or if the plaster has actually delaminated from the lath.

Walls: The plaster on the wall surfaces has suffered the same damage as the ceiling plaster. Some portions are missing and a great percentage of the plaster has delaminated from the substrate. All of the plaster on the walls should be removed and replaced by one of the two systems recommended for the ceiling. The glazed ceramic tile wainscot is in relatively good condition and it’s a character-defining feature of the comfort station. The tile was installed over a cement base and seems to be suffering from delamination in certain areas. The cement base system is most likely applied similarly to that of plaster on lath substrates. Further investigation is recommended. There are a couple of treatment possibilities. One would be the careful and methodical removal of the tile so that the cement base underneath can be repaired. Once the cement has cured, then the tile could be reinstalled. The other method would include injecting consolidants into the cement through the grout joints. Both treatments would require expert craftsmanship.
Floor: The ceramic mosaic tile is generally in good condition with the exception of a portion in the middle of the room which has been excavated and replaced with poured concrete. The remaining tile should be cleaned and regROUTed. Hexagonal mosaic tile is still available from several manufacturers for a reasonable price. It is recommended that the missing areas be replaced with new tile.

Fixtures: The remaining two toilets are not original to the building and are in poor condition. Both toilets should be replaced, possibly with an old style or a salvage toilet from the period of 1908. The granite partitions separating the stalls are in good condition with the exception of one missing section on the east elevation. This missing piece is still in the comfort station and can be reinstalled. The original wall-hung sink should be rehung and leveled for continued future use.

Site: A large Grandiflora Magnolia tree heavily shadows the women’s comfort station. The tree is responsible for the water problems on the roof and around the foundation. The tree shows signs of disease and decay and it should be considered for eventual removal. The comfort station is not ADA (American Disabilities Act) accessible. In order to meet code requirements, a ramp may be constructed to allow for entrance into the building. Full handicap accessibility would require a complete reconfiguration of the internal stalls and the possible loss of historic materials. Therefore, signage should be
as for smoke detection devices. It is suggested that these electrical lines be placed underground.

**Mechanical:** Currently the comfort station does not have a mechanical system. This means that during extremely cold months there is an opportunity for plumbing supply lines to freeze and burst. It is recommended that a small electrical thermostatically controlled heater be added to the building. Other options include a water cutoff valve located near the building. This would require Oakland employees to drain the water lines and fixtures during the winter months.

**Plumbing:** The plumbing in the comfort station appears to be disconnected and not in working order. It is recommended that the supply plumbing be replaced with new copper lines and put back in working order.

**Fire protection:** Currently the comfort station has no fire protection systems. It is recommended that smoke detection devices be added and monitored from the main building. It is also recommended that a fire extinguisher be added.

**Accessibility:** Due to the access routes from the street to the comfort station, it is unlikely that someone with a severe handicap could access this comfort station. Another alternative would be to include such information on visitor’s maps. Within the comfort station some modifications could be made to make the comfort station more accessible, but complete compliance with the law would require substantial modifications that would
threaten or destroy the historic character of the building. Currently the building requires ramping, internal circulation space, and grab bars to begin to meet the ADA requirements.

MEN'S EXTERIOR

Roof: The same three roofing systems are on the men's comfort station: the original flat roof, the gable roof and the pent roof. As with the women's, it is recommended to remove the gable roof and restore the original character of the parapet roof. The flat roofing system should be replaced by a rubber membrane system, which would ensure a long-term, low-maintenance program. It is advised to retain the historic channel for the removal of water; however, the downspout is corroded and may need to be replaced. The ground around the downspout will need to be prepared to receive water.

As with the women's, the original pent roof has endured extensive rust and deterioration. Some of the sheet metal shingles will need to be replaced in kind. The rafters and interior structural connections of the pent roof should also be investigated for damage. The entire fascia board on the north side of the building is completely gone and will need to be replaced. Portions of the soffit board are also missing and will need to be replaced. All loose paint should be removed, and a fresh coat of paint applied.

Walls: The exterior bricks are in good condition; however, there has been water damage on the west wall. Approximately one-fourth of the mortar joints will require repointing on that wall. Mortar erosion also exists underneath the eaves of the pent roof on the south wall. Special care must be given in repointing, so that the new mortar will match in strength and color to the historic mortar. In addition, many of the bricks have been discolored due to water damage and pollution, especially along the north wall, where the bricks surrounding the downspout have been discolored from water damage. The bricks on all four sides of the building should be cleaned, using the gentlest method possible.
Openings: The men's comfort station has two doors and eight windows. The door on the south facade is in good condition and should be preserved. The door jamb has been shattered and will need to be replaced. The door should be stripped of paint, patched as needed, and repainted, and the glass panes need to be replaced. Hardware, including hinges and knobs, are in good condition and should be retained. A deadbolt lock should be added for security reasons.

The door on the east facade is in worse condition. Much of the bottom half of the door is missing and should be replaced to match the bottom panels of the south facade door. The glass in the upper half of the door was once a tempered, snow-flake pattern, but is now broken and will need to be replaced.

The windows are wood-framed. The jambs should be cleaned, stripped, and repainted. The glass in the windows on the south and east facade is broken and will need to be replaced. The metal decorative grille on the south wall is broken. A metalwork specialist should be hired to repair this damage. The remaining grilles will require new paint.

Structural System: The structural concern for the men's comfort station is that the entire structure is leaning -- 6-34" toward the north and 2-1/2" toward the west. A structural engineer, Garry Kornegay, was asked to review the building and give his professional opinion. It was observed that just north of the building, ground has been infilled. If the infill was not properly compacted, then the ground may have settled over time, causing the building to lean. However, the interesting point is that the entire building has settled, creating no cracks in either the walls or the foundation. Unfortunately, because there are no visible cracks, it will be more complicated to monitor further shifting of the building. It is not known at this point if the building is continuing to settle, or if the settling has stopped. To find an answer, a surveyor will need to establish a benchmark and monitor it
over a period of one year (or more) to see if there is still movement. It might also be necessary to do a soil investigation to determine the exact reason for the settlement.

It is possible that the building has stopped settling, and there will be no further movement of the building. With an estimated five to six feet of soil infill, it is possible that the ground will consolidate and allow the building to complete its settling. In that case, no further correction will be needed. However, if monitoring reveals that the building is continuing to shift, steps must be taken to stop the shifting and correct the tilt. The likely solution would be to dig out the building, lift the entire structure with jacks, and pour concrete down into the foundation. Before any steps are taken to rehabilitate the building, the status of the structural shift must be determined.

**MEN'S INTERIOR**

*Ceiling:* The ceilings in both the restroom and the storage room are constructed of double-beaded, tongue-and-groove boards. The ceiling in the restroom is in good condition and will only require repainting. However, in the storage room, there is a hole in the northeast corner of the ceiling, that is the result of possible water damage or rodent infestation. The source of this damage needs to be investigated and damage to two of the ceiling boards will need to be repaired.

*Walls and Floors:* The west and north walls of the restroom are exposed, painted bricks. The east wall and portions of the south wall are coated with plaster and painted. Some replastering is needed in order to create a uniform surface in the restroom portion of the men's comfort station. The walls of the storage room were once covered with only a thin coat of plaster and are now in bad shape. They require extensive replastering. Both rooms will need to be repainted, and the storage room door frame appears to be the best
place for a paint analysis of the building. Both rooms have concrete slab floors that are dirty, but in otherwise good condition.

*Fixtures:* The sink and urinal are in good condition and should be saved. The toilet is not part of the historic fabric of the building and should be replaced, preferably with a salvaged fixture. The privacy partitions in the restroom are in good condition and should be retained.

**SITE**

Directly north of the men's comfort station, the ground slopes downward to an infill area, as previously discussed. A few trees surround the building but none are close enough to create any overhanging limbs or branches. The storm gutters that run along the driveway in front of the building need to be investigated to ensure proper drainage away from the building.

A diagonal walkway connects the men's comfort station to the women's. The brick walkway covers the main sewer line that runs between the two buildings. However, a portion of the bricks was removed and replaced with a concrete walkway, at a time when repairs were made to the sewer line. The concrete addition creates several changes in elevation along the walkway that produce accessibility problems between the two buildings. We recommend that the concrete sections of the walk be removed and that the historic brick work be restored along the entire connecting walkway. This will provide a continuous, smooth connection between the two buildings.
Electrical: Currently, the comfort station has no electrical system. An electrical connection should be established, preferably with underground wiring, in order to provide interior lighting, improved security, and a smoke detection system for the building.

Mechanical: Currently, the comfort station does not have a mechanical system. This means that during extremely cold weather plumbing lines may freeze and rupture. It is recommended that a small, electrical, thermostatically-controlled heater be added to the building. Other options include installing a water cutoff valve near the building. This would require Oakland employees to drain the water lines and fixtures during the winter months.

Plumbing: The plumbing in the comfort station appears to be disconnected and not in working order. It is recommended that the supply lines be replaced with copper lines and put back in working order.

Fire Protection: Currently, the comfort station has no fire protection system. It is recommended that smoke detection devices be installed and monitored from the main building. A fire extinguisher should also be added.

ADA Accessibility: The door openings to the men's comfort station are wide enough (36") for full-handicap accessibility. However, the marble slabs that begin at each doorway will need to be extended to the road in order to make the ground and entryways level.
Section III
Appendix
Bibliography


City of Atlanta, Cemetery Commission, Minutes, June 1907-April 1913.


"The New Building to be Erected at Oakland Cemetery." The Atlanta Constitution 14 April 1899.

Drawings
DIRT ACCUMULATION

METAL SHINGLES
RAGGED EDGE

- LEACHING MORTAR
- EVIDENCE OF MOLD

F1 EAST ELEVATION

SHALLOW GABLE ROOF
TEMPORARY FIX TO ROOF LEAKS

SMALL CRACK IN BRICK

BROKEN GRILLE, NO GLAZING
EVIDENCE OF MOLD

F7 NORTH ELEVATION

ROTTED WOOD

DRAINAGE TRAP WITH MISSING PARTS

EVIDENCE OF MOLD

SECURITY DEVICE

DOWNSPOUT WITH RUST AND LEAKS

EVIDENCE OF MOLD

GUTTER WITH STANDING WATER

GENERAL NOTES

SECURITY DEVICE

DOWNSPOUT WITH RUST AND LEAKS

EVIDENCE OF MOLD

GUTTER WITH STANDING WATER

ISSUE DATE

12/ 6/00

ANALYSIS NUMBER

A02
GENERAL NOTES
1. THERE IS EVIDENCE OF A NEW WALL MATERIAL HUNG OVER THE PLASTER AND LATER REMOVED. THE MATERIAL WAS LIKELY GYPSUM BOARD. WINDOW SILLS HAVE ADDED CONCRETE SILLS. NOT ORIGINAL.
Women’s Comfort Station Photographs
Women's Comfort Station Photographs

Photo 1: North elevation with entry door and rain leader from flat roof.

Photo 2: East elevation, west elevation is similar in design.
Photo 3: South elevation. Notice the large Magnolia tree to the left of comfort station that shades the building and drops leaves on the roof.

Photo 4: South elevation showing mildew and rising damp along the base of the comfort station.
Photo 5: Shallow gable roof on parapet wall added to prevent water from building up behind the parapet. This flat roof has been a problem for the comfort station since 1922.

Photo 6: Underside of skirt roof with wood brackets and bead board soffit. Notice the peeling paint, the mildew stains on the stone copings and the ragged edge on the metal roofing.
Photo 7: Damage to wood fascia under pressed metal tiles. North elevation.

Photo 8: Standing water from water supply near the rain down spout. Evidence of mildew and rising damp. Mortar is leaching from the brick all around the downspout.
Photo 9: Detail of window with broken hollow metal grille. Glazing is also missing. South elevation.

Photo 10: Detail of deteriorating plaster inside exposing wood framing and ad hoc fixes to rotted wood joists. Also evident is the ceramic tile wainscot.
Photo 11: Detail of windows with deteriorating plaster. Also visible is the delaminating plaster on the ceiling.

Photo 12: Original sink. Under the sink is evidence of floor disturbance to repair plumbing pipes.
Photo 13: Post-war toilet, not original. Notice the holes in the wall above the toilet suggesting that they may have once held a wall mount toilet tank.

Photo 14: Detail of mosaic tile floor pattern. Visible is the border and field of geometric snowflakes. Also visible is the wall tile, installed in a running bond pattern.
Men's Comfort Station Photographs

Photo 1: South elevation with entry door (Mill in background).

Photo 2: South elevation and east elevation with entry to storage door.
Photo 3: North and east elevations with slope leading away from the building.

Photo 4: East elevation showing entrance to storage room. Notice tilt of the comfort station.
Photo 5: West elevation, again showing the tilt.

Photo 6: Stone capped buttresses.
Photo 7: Deterioration of gabled roof. View of parapet wall and roof below.

Photo 8: Underside of skirt roof with wood brackets and bead board soffit. Notice the peeling paint and the ragged edge of the metal roofing.
Photo 9: Deteriorated gable roof on parapet wall.

Photo 10: Extensive deterioration of plaster walls seen in storage room of comfort station.
Photo 11: Main entrance door to comfort station, south elevation.

Photo 12: Detail of damaged and boarded-up storage room window.
Photo 13: Wall-hung sink and standing urinal with slate partition between them.

Photo 14: Porcelain low flush toilet set beside a privacy partition.
Maps
Map of Atlanta, 1864. This map, based on Vincent’s 1853 map of the city, was prepared by a Union cartographer July 25, 1864, as Sherman’s forces prepared to enter the city. It is the first map actually to show the location of the city cemetery.
The cemetery committee of the city council met in special session at the city hall yesterday morning to open bids for the construction of the new building which will be erected on the site of the present office structure at Oakland. There were ten bidders and the Atlanta Building Company, having the lowest bid, was awarded the contract for $14,000.

The building will be of solid stone and iron. It will be one of the handsomest structures owned by the city. The architecture is modeled after the old Norman and English castellated churches, beautiful in design, and suitable for the purposes for which it is intended. There will be two stories, the lower to be devoted to the lobby and the visitors' rooms. There will be a receiving vault and fifteen receptacles for bodies. The catacombs will be in the basement with ventilators through the roof.

The tower will be fifty feet high. The principal entrance will be on the south side and the entrance to the catacombs will be from the west. The interior work will be of marble and stuccoed brick.

The work on the structure will commence on the 27th of April, immediately after Memorial Day and will be finished in a comparatively short while. The structure will be quite an addition to Oakland cemetery.
The entire city council, sitting in the committee of the whole, will investigate the charges of official misconduct made against Water Commissioner Thomas F. Twardek in a special meeting called for next Thursday at 2 o'clock. This decision was decided by a vote of council Monday afternoon.

Other matters of general interest acted upon by council at the meeting held Monday afternoon were a resolution requesting the board of education to postpone the session of the normal school for city teachers from July until August, and the adoption of the ordinance reported by the cemetery committee, creating a cemetery commission clothed with power to control, improve and maintain Oakland cemetery and such other cemeteries as may hereafter be acquired by the city.

Council met at 2 o'clock, and after refusing to adjourn in favor of the memory of Jefferson Davis, the petition of the North Georgia Electric company, stating that for reasons beyond its control it would be unable to complete its plans in the city fire limits within the time granted it, and asking for an extension of time to June 25, 1907, was read. The petition was referred to the electric light committee.

Amendments Defeated.

The ordinance reported by the cemetery committee, creating a cemetery commission to be composed of five members, and five citizens, was taken up for consideration on motion of Councilman Taylor. Councilman Martin thought some of the provisions of the bill an abridgment of private rights, and recommended the city liable for faulty work done by contractors, and he sought to kill the bill by offering several amendments. Each of these was defeated, however, and the ordinance passed by an almost unanimous vote.

This ordinance clothes the cemetery commission to be created with general powers of control of cemeteries and the proper execution of work performed there by contractors, and the general improvement and maintenance of sections which might otherwise not be cared for.

Jerrold Jones, representing a committee from the Atlanta Federation of Trades, read a memorial asking city council to pass a law making all city officers elective by the people. The memorial entered a protest against the former act of council, prior to 1900, in changing the law making certain city officers elective by council instead of by direct vote of the people as was provided by legislation of the former time.

The memorial was referred to the ordinance committee.

FIFTH NEEDS 8400
-1/4F FOR JAMESTOWN

Liberal Subscriptions Are Being Received by Col. Anderson—Fund Soon To Be Completed.

Liberal subscriptions, that raised the sum needed of the amount needed to send the Fifth Georgia regiment to Jamestown, were received Monday, by Col. Clifford L. Anderson. These donations so convinced him that all money necessary for the trip will be secured that he has asked the members of the Fifth regiment to make ready to leave for the exposition.

The regiment will make the trip over the Seaboard Air Line road. It will be divided into two sections. One starts at 12:30, the other at 1 o'clock. The members are brimming over with good feeling at the prospect of making the long anticipated trip and are very appreciative of the public generosity that has made this trip possible.

MAYOR AND COUNCIL TO GO TO JAMESTOWN

Mayor W. R. Joyner, members of the city council and the firemen's drum corps will leave Atlanta today to go over the Southern railway for the Macon exposition Saturday afternoon at 2 o'clock, arriving at Norfolk the following day about noon.

The train which will carry Atlanta's representatives to Georgia Day will be one of the most handsome ever operated out of Atlanta, and will be in charge of Dan Carey, secretary to the mayor, and a special representative of the Southern railway. The train will consist of a baggage car, day coach, dinner and Pullman sleeping cars.

The firemen's drum corps, which will go with all of the other machinery, will be headed by Chief Cummins, and the men will try to do their best with them.

A number of Atlanta people will also be members of the party and the trip will be a most pleasant one.

POISON CASE DEFERRED AGAINST RALEIGH WOMAN

RALEIGH, N. C., June 4—This was the date for the preliminary hearing of Mrs. D. S. Howland on the charge of poisoning her daughter. Mrs. Howland is to be tried for the death of the former husband. Engineer N. R. Strange, who handled the analysis of the substance involved, showed that the cause of the death of the little boy, who was said to have been tampered with, was the work of analyzing the stomach of the little boy at the time he died. The hearing was postponed until June 12.

The hearing was held at Henderson, for the alleged poisoning of the little boy, who ate the same article as Prof. Wharton, who was under treatment for stomach trouble.

ATLANTA MAN BUYS PROPERTY IN MACON

(Special Dispatch To The Journal.

CON, Ga., June 4—The Board of Trade, at the corner of Cherry, Broad and Peachtree streets, has agreed to purchase property at the latter named place, at the present tax sale, for public use.

The purchase is looked upon as a fair one for the buildings which are located in the central business portion of Macon.

ATLANTANS IN AUTO RIDE TO SAVANNAH

(Cafe Marion)

Reopened under the management of Mr. A. Herbe The same excellent service as in the past and reasonable prices.

This Cafe is said, by people who eat uptown, to be the best cafe in Atlanta. It furnishes The viands The cuisine The service

This is what the people want. Kitchen clean and always open to inspection. We invite you to try t
MAJOR BERRIMAN
LEAVES ON TOUR
OF INSPECTION

HIGHEST SALVATION ARMY OFFICIAL IN SOUTH TO AUDIT ACCOUNTS OF VARIOUS POSTS

Major John M. Berriman, who is the highest official in the Salvation Army south of the Ohio river, left Saturday morning for a three-months' inspection tour of all the army posts west of Atlanta and east of the Mississippi. In the course of his trip he will visit fourteen cities, auding the accounts of the various posts and examining particularly into the income and expenditure of the army's Christmas funds.

One of the outstanding features of the Salvation Army is its scrupulous business care and integrity. Every official in the organization from the lowest to the highest, is required to give an accurate and detailed account of its finances, and, though the highest officer in the south receives no more than a pittance of a salary, he is nevertheless held minutely responsible.

It is in accordance with this policy that Major Berriman has started on his quarterly tour of inspection. He will return to Atlanta early in the spring. In speaking of the army's local work, Major Berriman said:

"We feel that we are getting a closer grip on Atlanta's life every week. One of the most encouraging facts is that an increasing number of the most intelligent and best-to-do people here are investigating our work and methods. As soon as that is begun a rapid growth is assured us. We are confident that the work itself is a sufficient plea, but when the principles on which this work is done are thoroughly known, then we are doubly assured of public commendation."

The local post is now vigorously engaged in relieving cold and hunger and in setting on their feet families that have lost work and position.

COMMANDER HILBURN
GIVEN PICTURE OF LEE

The reunion of the old veterans of Camp Walker held at their headquarters Monday evening will long be remembered by them as one of the happiest meetings ever held. Speeches were made by several of the veterans, all of them being enjoyed by the large gathering.

A handsome picture of General Robert E. Lee was presented to the camp, which

Cemetery Board
Makes Annual Report

CHAIRMAN THOMSON MAKES INTERESTING RECOMMENDATIONS ABOUT OAKLAND—RECOMMENDS NEW CEMETERY

William S. Thomson, chairman of the board of cemetery commissioners, has completed his annual report, in which is found much interesting information and several important recommendations.

It is shown that Oakland cemetery has about 86 acres in the tract, and that far larger part of it is sold. It is stated, however, that the graves of the negro paupers have been removed to another part of the cemetery, and that additional lots can be arranged from this part, which will be worth to the city about $6,000. It is added that other land can be reclaimed which is valued at from $6,000 to $8,000.

The following recommendations are made:

First—The erection of two public comfort buildings at a cost of $2,000.
Second—The completion of the stone wall.
Third—The construction of a suitable coping on the brick wall, which, with the work on the stone wall, will cost about $4,500.
Fourth—Repairs on the main building, at a cost of $1,000.
Fifth—Repairing walks and drives at $4,000.
Sixth—Appropriation for regular expenses, $15,000.
Seventh—The early necessity for the acquisition of a new public cemetery.

In this connection it is stated that steps have already been taken to secure amendments to the city charter, which will permit such cemetery to be conducted within, if necessary, the four-mile limit.

DR. BROUGHTON TO BREAK FLASK OF WHISKY

Tabernacle Baptist Church Plans An Unique Watch Night Service For New Year's Eve

The Baptist Tabernacle has arranged a very unique and interesting watch-night service. Dr. Broughton, in making the announcement of it, says:

"We are arranging to have the greatest watch-night service in the history of this city. Our object is to watch-out whisky and watch in prohibition. It will be an evening of great excitement and thanksgiving, and all are invited."

NOTICE TO SELLERS OF WHISKY

As Moonlight
as Moonlight
old and smooth as cream.
Whisky is appreciated by the best.
Distilled from ripe selected
in your mash.

A. DICKEL & CO.,
Distillers
Nashville, Tenn.

OMPSON LIQUOR CO.,
Distributors.
Warlick Sheet Metal Manufacturing Co.

20th Century Hot-Air Heaters.

Metal Cornices, Skylights, Ventilators, Ceilings, Tin, Slate and Tile Roofing.

Hicks' Pat. Hollow Metal Windows.

60-62-64 W. Alabama St.

Atlanta, Ga., May 11, 1908

Sold to City of Atlanta

Terms

100 Hard Tile $10.00
<table>
<thead>
<tr>
<th>Date</th>
<th>Description</th>
<th>Dimensions</th>
<th>Quantity</th>
<th>Rate</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-16</td>
<td>Roofing public Comfort Building Oakland Cemetery 1 &amp; 3 Gravel</td>
<td>16'6&quot; x 10'6&quot;</td>
<td>173'</td>
<td>$3.00</td>
<td>5 19</td>
</tr>
<tr>
<td></td>
<td>Watchman house</td>
<td>13'9&quot; x 11'</td>
<td>51</td>
<td>93'</td>
<td>2 79</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6' x 7'</td>
<td>42</td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-3</td>
<td>Roofing second public Comfort Building at Cemetery 1 &amp; 3 Gravel</td>
<td>16'6&quot; x 10'6&quot;</td>
<td>173'</td>
<td>$3.00</td>
<td>5 19</td>
</tr>
</tbody>
</table>

Total: $13.17

Approved for: Thirteen 1/100 Dollars, $13.17

Chairman Commission
Chairman Cemetery Committee
City Comptroller

Received of J. H. Goldsmith, City Comptroller, Warrant No. 1922 for Thirteen 1/100 Dollars, $13.17

drawn by the Mayor on the Treasurer of the City of Atlanta, in full payment of the above account

O A Smith & Co.
Department of Cemetery

CITY OF ATLANTA

July 31

Work in Public Comfort Building as per statement attached.

CHAIRMAN COMMISSION

CHAIRMAN CEMETERY COMMITTEE

CITY COMPTROLLER

J. H. GOLDSMITH, City Comptroller, Warrant No. 240

for

Seventy five

Dollars 75.00

SEVENTY

Voucher # 3770 (78. 398.11)

Box 26
Mr. J. H. Goldsmith,

CITY COMPTROLLER:

Dear Sir:

Below please find statement of value of property belonging to the City of Atlanta in this Department.

<table>
<thead>
<tr>
<th>ARTICLES</th>
<th>DOLLARS</th>
<th>CTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>One Ladies Public Comfort Building.</td>
<td>$1,200.00</td>
<td></td>
</tr>
<tr>
<td>One Gents &quot; &quot; &quot;</td>
<td>1,000.00</td>
<td></td>
</tr>
<tr>
<td>New Roof on Storage Room</td>
<td>50.00</td>
<td></td>
</tr>
<tr>
<td><strong>Furniture and Fixtures</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>One standing Desk.</td>
<td>10.00</td>
<td></td>
</tr>
<tr>
<td>&quot; Roller Top &quot;</td>
<td>6.00</td>
<td></td>
</tr>
<tr>
<td>&quot; Iron Safe.</td>
<td>120.00</td>
<td></td>
</tr>
<tr>
<td>&quot; Williams Typewriter.</td>
<td>70.00</td>
<td></td>
</tr>
<tr>
<td>&quot; &quot; &quot; Table.</td>
<td>2.00</td>
<td></td>
</tr>
<tr>
<td>Two Dozen Cane seat Chairs</td>
<td>12.00</td>
<td></td>
</tr>
<tr>
<td>One Dresser.</td>
<td>15.00</td>
<td></td>
</tr>
<tr>
<td>&quot; Hat Rack.</td>
<td>8.00</td>
<td></td>
</tr>
<tr>
<td>Three Settees.</td>
<td>10.00</td>
<td></td>
</tr>
<tr>
<td>Three Rocking Chairs.</td>
<td>9.00</td>
<td></td>
</tr>
<tr>
<td>Three Rugs.</td>
<td>3.00</td>
<td></td>
</tr>
<tr>
<td>One Carpet.</td>
<td>10.00</td>
<td></td>
</tr>
<tr>
<td>Two Center Tables.</td>
<td>8.00</td>
<td></td>
</tr>
<tr>
<td>One Fancy Chair.</td>
<td>1.00</td>
<td></td>
</tr>
<tr>
<td>Two Mats.</td>
<td>3.00</td>
<td></td>
</tr>
<tr>
<td>Office Failing.</td>
<td>25.00</td>
<td></td>
</tr>
<tr>
<td><strong>Electric Fixtures</strong></td>
<td>8.00</td>
<td>7.00</td>
</tr>
<tr>
<td>Two Stoves complete.</td>
<td>37.50</td>
<td></td>
</tr>
<tr>
<td>Eight Lockers.</td>
<td>10.00</td>
<td></td>
</tr>
<tr>
<td>Books, Files, etc.</td>
<td>80.00</td>
<td></td>
</tr>
<tr>
<td>Two, $10.00 Ice Box, $10.00</td>
<td>20.00</td>
<td>13</td>
</tr>
<tr>
<td>Thirty Six Trash Cans. @ 2.50</td>
<td>90.00</td>
<td>13</td>
</tr>
</tbody>
</table>

**TOTAL** | $580.30 | 30 |

Head,

Department,
TO: L. E. DAVIS, JR.

Please deliver to OAKLAND CEMETERY the following goods to be charged to Department of OAKLAND CEMETARY.

Time to be delivered

Make all bills in duplicate, placing on all invoices order number above, and mail same to Purchasing Agent City Hall.

Prepay all charges on goods f.o.b. destination.

NOTICE: THE CITY WILL NOT BE RESPONSIBLE FOR THE PAYMENT OF ANY GOODS BOUGHT EXCEPT THROUGH THE PURCHASING AGENT.

Do the following work at Oakland Cemetery:

- Watchman's Booth: $834.21
  - Repair sash, repair plaster, repair roof, and paint inside and outside for $60.00

- Men's Toilet:
  - Repair roof, repair plaster, repair door, and paint inside and outside for $70.00

- Ladies' Toilet:
  - Repair plaster, repair roof, and paint inside and outside for $60.00

- Shed at Fair St:
  - Paint inside and outside for $39.00

- Barn:
  - Repair roof, hang gutter, repair front door, and paint inside and outside for $39.75

- Main Bldg.
  - Paint throughout including veranda and drive ways, including inside & outside for $426.86

- Main Bldg.
  - Plastering repairs, repairing broken glass, repairing all broken glass $90.00
  - Glass repairing all broken glass $12.60

D-4. (Work to be approved and accepted by the Purchasing Agent before payment is made)

Right is reserved to cancel order if delivery is not made as agreed, and unless otherwise specified, we understand that you will allow a discount of .................................. on these goods, if payment made within ............................................, date arrival of goods.

[Signature]

Purchasing Agent
"We Top 'em All"

CHAS. N. WALKER ROOFING CO.

ASBESTOS, SLATE, TILE AND GRAVEL ROOFING
ROOFS AND FURNACES REPAIRED

ATLANTA, GA., Sept. 21, 1928.

City of Atlanta,
Cemetery Dept.,
Atlanta, Ga.

DEALERS IN
READY ROOFING
ROOF PAINT
ASBESTOS ROOFING
ASPHALT FLOORS
SKYLIGHTS, CORNICES
VENTILATORS
COPPER WORK
FURNACES

TERMS CASH YOUR ORDER NO. 16169 OUR NO. SALES MAN

To reroofing office, barn and 2 toilets at
Cemetery with 10 year guarantee tar and gravel
roof. $185.00

DISTRIBUTORS JOHNS-MANVILLE ROOFING—WILLIAMSON FURNACES