

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received MAY 12 1987  
date entered JUN 12 1987

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Macon Railroad Industrial District

and or common same

2. Location

street & number Area around Broadway, 5th, 6th, and 7th Streets  
and Central of Georgia, Southern, and Seaboard Railroad tracks. N/A not for publication

city, town Macon N/A vicinity of

state Georgia code 013 county Bibb code 021

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input checked="" type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial <input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property

name Multiple owners

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. Superior Court

street & number Bibb County Courthouse

city, town Macon state GA

6. Representation in Existing Surveys

title Historic Structures Field Survey, Bibb County has this property been determined eligible?  yes  no

date 1985  federal  state  county  local

depository for survey records Georgia Department of Natural Resources

city, town Atlanta state GA

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved    date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

### Describe the present and original (if known) physical appearance

The Macon Railroad Industrial District is located in the southeast section of the City of Macon, in the area to the southeast of the central business district and just south of the Ocmulgee River where the Central of Georgia, Southern, and Seaboard Railroad tracks converge. The principal streets in the district are Broadway, 5th, 6th, 7th, and 8th Streets, and Walnut, Cherry, Poplar, Pine, Elm, Plum, Bay, Hemlock, and Oak Streets. The district is comprised of late 19th- and early 20th-century industrial, commercial, warehouse, and railroad buildings situated in an area of low, flat terrain. Other structures include railroad trestles, overpasses, and bridges. A small, early 19th-century city cemetery is located in the midst of the district. Most buildings in the district are constructed of brick, with the exception of a few which have tile, woodframed, or corrugated metal exteriors. They range in size from one to four stories, and may have loading docks with rail sidings adjacent to them. Architectural features include large multi-paned windows, segmental arched windows, skylights, and sawtooth and flat-topped stepped-parapet roofs. The district encompasses approximately 416 acres of land. The northwest section of the district along Broadway consists primarily of dense groupings of one-to-four-story brick buildings with setbacks close to the street behind narrow sidewalks and serviced by rail at their rear lots. In the areas around 6th and 7th streets, buildings face the street with close setbacks. In the middle and southeast sections of the district, there is less density, with more land surrounding the buildings. Recent commercial development is located to the southeast and southwest of the district, and vacant lowland leads to a county landfill and sewerage treatment plant to the south. Late 19th- and early 20th-century residential development is located to the southwest. The Macon Historic District which encompasses most of the central business district is directly northwest of the railroad industrial district and is listed in the National Register. The Macon Terminal Building, located at the end of Mulberry Street at the intersection with Fifth Street, is located within the boundaries of the Macon Historic District as well as this district. The Ocmulgee River is adjacent to the north side of the district and Central City Park is situated to the east side.

The development of the district dates from the early 19th century when a town plan, created by James Webb, designated the area around the city cemetery and Camp Oglethorpe for residential and commercial growth in a grid pattern. The area did not develop according to Webb's plan because of the swampy, low terrain in the east and southeast sections of the district. As a result, the city developed to the northwest and west in areas where higher ground was dominant; much of this area is now encompassed by the Macon Historic District. The district began to develop as the railroads came to Macon in the late 1830s in the area around the 5th and 6th Street corridors between the city's high ground and low ground. The earliest railroads to come through Macon prior to the Civil War were the Central of Georgia, Monroe Railroad, Georgia Southwestern, and the Macon and Western Railroad. Little development occurred in the district prior to the 1870s with the exception of modest railroad buildings, none of which has survived. The city's original industrial growth took place elsewhere on higher ground. In the

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1880s, as part of the south's industrial growth during and after the reconstruction period, the district began to develop into industrial and commercial uses as a result of the concentration of railroads and available open land. Where suitable, such development occurred on a large scale until the 1930s. Since the 1930s development has been restricted to additions, alterations, and demolition of some of the original historic structures.

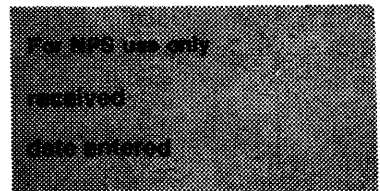
The district is comprised of several types of historic structural resources which include railroad, industrial, warehouse, and commercial structures and buildings. Railroad-related resources include tracks, trestles, overpasses, a terminal, railroad repair facilities, and a coal chute. The Central of Georgia Railroad tracks are located near the Macon Terminal, extending along 5th Street to Ash Street and the 6th Street corridor at Poplar Street. Southern Railroad tracks are located near 7th Street extending to the east and south. The Seaboard Railroad tracks are located in the area around Poplar and Lower Poplar Streets extending to the southeast. One of the principal railroad buildings in the district is the Macon Terminal, the large Beaux-Arts style railroad passenger depot, built in 1916 and located at the intersection of Mulberry and 5th Streets. Another major complex is the Central of Georgia Railroad Company car shops and the site of the former roundhouse located on 7th Street. The complex dates from 1910 and consists of several buildings including a multi-story brick structure with sawtooth roof line, a one-story brick warehouse with tile roof, a one-story brick industrial building, and a four-story coal chute with steel frame and concrete exterior. The roundhouse, located southeast of the repair shops, has been destroyed. The Georgia Southern and Railroad Building (currently Southern Railroad) at 615 5th Street was constructed in 1901 as a freight depot. This two-story, brick warehouse with stepped parapet roof has rail siding running parallel and adjacent to the rear of the building. There are several railroad overpasses in the district located at Bay Street, 5th Street, and 6th Street at Riverside Drive. These include reinforced concrete, steel truss, plate girder, and combination structures dating primarily from the early 20th century.

The district has many buildings associated with Macon's industrial development in the late 19th and early 20th centuries. Most industrial buildings are one to three stories and are constructed of brick and corrugated metal. The following properties are representative of the many industrial buildings in the district. One of the oldest complexes in the district is the C. W. Farmer Company (formerly Schofield Iron Works), located at 515-521 5th Street, a multi-storied brick building constructed in 1859. Taylor Iron Works (currently the Macon-Bibb County Water and Sewerage Authority) located on Bay, Hawthorne, and Oglethorpe Streets, constructed between 1912 and 1917, is a multi-storied brick and corrugated metal building with tile roof. The Bibb Brick Company (currently Burns Brick Company) consists of a two-story brick building constructed in 1901, with additions in 1925-1936 and 1950 - 1960, and a large metal-roofed clay storage shed. In the vicinity of this complex are the site and remains of open-air beehive-type brick kilns, functionally replaced by newer enclosed conveyor-type kilns. The Birdsey Flour Mill (presently Conagra, Inc.) located at 211 Lower Poplar Street and built in

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1913 for the production of flour, consists of a four-story brick main building with attached concrete and brick elevators. The Willingham Sash and Door Company at 360 7th Street, another industrial complex with brick structures, dates from 1895.

The district also contains a variety of warehouses, many of which are situated between 5th Street and Broadway, and in the 7th Street and Lower Poplar Street areas. Rail line siding parallel to the rear of the structures facilitated transportation of industrial products. The warehouses are generally long, rectangular, one- to two-story brick buildings. An exception is a multi-storied brick warehouse building occupying a large portion of the block at the extreme north corner of the district.

Most of the district's commercial buildings form a relatively dense group of one- to four-story brick structures fronting on Broadway with setbacks close to the street behind narrow sidewalks and serviced by rail lines at the rear of the lots between Broadway and 5th Streets. Taylor Iron Works (1002-1046 Broadway), Noland Company (currently World Tire Corporation at 560 Broadway), Williams Manufacturing Company (currently Cherokee Furniture Company at 672-676 Broadway) comprise some of the large commercial structures. Other commercial buildings in the middle of the district are the Willingham Sash and Door Company (c. 1895 at 360 7th Street) and the two-story brick building (currently Honey Bear's Cafe) at the corner of 6th Street and Bay Street built around 1909.

Miscellaneous brick structures in the district owned by the City of Macon include the city incinerator (c. 1936) the city stable, (c. 1909-1916) and the city stockade (c. 1936) on Lower Poplar Street. The old city cemetery which dates from 1823 and used as a burial ground until 1840 is situated in a flat area near the middle of the district.

There are no major post World War II non-contributing buildings in the district; however, there are small-scale additions to historic buildings such as sheds, extensions, and pre-fabricated metal buildings. One historic building, the Atlantic Ice and Coal Company (at 1945 Waterville Road) constructed in 1914 was covered with metal siding in 1980. There have been some demolitions in the middle of the district where the railroad repair shops are located, the largest of which was the Central of Georgia roundhouse.

The Ocmulgee River and Central City Park are located to the north and east of the district. Historic commercial properties and the Macon Historic District form the north-west boundary. The area to the southwest of 5th Street includes historic residential properties; post World War II commercial and industrial development is located in the Enterprise Avenue area to the south and southeast of 6th Street. Undeveloped land is located directly south and a few recent industrial properties are further east of the district.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

**Specific dates** 1844 - 1936 **Builder/Architect** multiple

### Statement of Significance (in one paragraph)

The City of Macon always has been an important city in the state because of its central location and its role as a center of railroad, commercial, and industrial activity. In terms of architecture, the district contains the greatest concentration of these varied historic building types in the state. In the area of industry the district is important for containing a large and varied collection of late 19th- and early 20th-century industrial buildings that represents Macon's industrial base in the "New South" era of industrial development. Macon always has been an important center of commerce where wholesale and retail products were stored, sold, and shipped out of the city to other parts of the state. The various late 19th- and early 20th-century warehouse buildings in the district reflect the historic significance of their commercial activity. The district is significant in the area of transportation because of its association with the Macon Terminal, a focus of passenger service in the center of the state in the late 19th and early 20th centuries, and the many rail lines and associated structures in the center of the district which comprised this historic rail transportation hub in the center of the state.

The district is notable in terms of architecture for its unsurpassed collection of late 19th- and early 20th-century railroad, industrial, commercial, and warehouse buildings. One of the major railroad related structures is the large Beaux Arts style Macon Terminal, built of limestone in 1916. It is significant as one of the largest remaining passenger service buildings in the state and as a building designed by Alfred Felheimer of Washington, D.C. who was a noted architect of railroad terminals in Cincinnati, Buffalo, and Washington, D.C. The Central of Georgia Railroad repair complex, dating from 1910, is architecturally important for its multi-storied brick building with steel frame and sawtooth roofline with skylights. The building is distinguished by its long rectilinear shape, steel frame, and brick construction, characteristic features of many of the railroad and industrial type buildings in the district. The layout of railroad tracks parallel to the building is a major feature in the design of the total railroad complex as well as it is for many other buildings in the district. Other railroad related structures such as the underpasses at Poplar, Cherry, and Bay Streets are significant for their use of reinforced concrete, metal trusses, and plate girders, all forms of construction that became popular with early 20th century transportation facilities. The railroad viaduct with trestle that crosses Fifth Street is a unique example of such a structure in an urban setting in the state. The stone and brick railroad bridge in the northeast corner of the district on Riverside Drive is one of the oldest structures in the district dating from the Reconstruction period after the Civil War. Also of note is the unusual four-story coal chute with steel frame and stucco exterior. Large

(Continued)

## 9. Major Bibliographical References

Durden, Terry. "Historic District Information Form - Macon Railroad Industrial District."  
1985. (On file at Georgia Department of Natural Resources).

## 10. Geographical Data

Acreeage of nominated property 416 (acreeage estimator)

Quadrangle name Macon East  
Macon West

Quadrangle scale 1:24000

UTM References

A 

1	7	2	5	4	4	5	0	3	6	3	6	1	8	0
Zone			Easting				Northing							

B 

1	7	2	5	4	8	9	0	3	6	3	6	0	4	0
Zone			Easting				Northing							

C 

1	7	2	5	5	2	2	0	3	6	3	4	4	5	0
Zone			Easting				Northing							

D 

1	7	2	5	13	0	12	0	3	6	3	13	4	12	0
Zone			Easting				Northing							

E 

1	7	2	5	3	3	1	0	3	6	3	4	7	10	0
Zone			Easting				Northing							

F 

Zone			Easting				Northing							

G 

Zone			Easting				Northing							

H 

Zone			Easting				Northing							

Verbal boundary description and justification

The district boundary is described in Section 7 and is outlined on the enclosed map.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	code
-------	-----	------	--------	------

state	code	county	code
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## 11. Form Prepared By

name/title Andrea Niles, Survey and Research Specialist

organization Georgia Department of Natural Resorces date May 7, 1987

street & number 205 Butler St. S.E. - Suite 1462 telephone 404-656-2840

city or town Atlanta state GA 30334

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

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

State Historic Preservation Officer signature Elizabeth A. Lyon

Elizabeth A. Lyon

title Deputy State Historic Preservation Officer date 5/7/87

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the  
National Register.

date 6/12/87

Keeper of the National Register

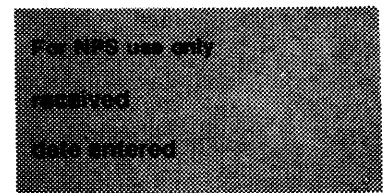
Attest:

date

Chief of Registration

United States Department of the Interior  
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Significance

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scale industrial buildings such as the Taylor Iron Works, c. 1912, constructed of brick and corrugated metal and the C. W. Farmer Company (formerly Schofield Iron Works, c. 1859), a multi-storied brick building, are characterized by a rectangular plan with numerous bays, characteristic features of mid 19th- and early 20th-century industrial buildings in Georgia. The district also is architecturally significant for its many warehouses that developed along railroad spurs in a long, linear form with simple detailing, or the multi-story type or rectilinear buildings with zig-zag roofline with skylights and corrugated metal siding. Commercial buildings along Broadway and Fifth Street, most of which are two- to three-story, load bearing brick structures, with retail space and office space on the front side of the building and warehouse space on the rear side near the railroad tracks, are representative of the large commercial buildings in this and other major urban commercial areas in Georgia.

In terms of industry, the district is significant for representing the role Macon served in the late 19th and early 20th centuries as one of the major industrial centers in the state in addition to Atlanta, Columbus, Augusta, and Rome. The concentration of industrial facilities to the southeast of the central business district was the heart of Macon's historic industrial base. The diversity of industries is representative of the New South in the late 19th and early 20th centuries; industries represented in the district include the production of cotton seed oil, iron castings, flour, cabinets, clay, ice, tile, agricultural tools and wholesale groceries. Nowhere else today in the state is found such an extensive collection of varied historic industrial complexes; nowhere else is the diversity of New South industrialization so well represented.

The Macon Railroad Industrial District is significant in the area of commerce for its role as a commercial wholesale center where products - many of local origin and manufacture - were stored and shipped out by way of the Ocmulgee River early in the 19th century and later by the railroad. The flourishing wholesale commercial activities that took place in the numerous warehouses in the district were equally important to Macon's economic base as were the retail commercial activities that occurred just to the northwest in the central business district. Indeed, the great demand for locally manufactured products could only have been met through the network of wholesale and retail facilities represented by the buildings in the historic district.

The district's significance in the area of transportation is evident in Macon's role as the center of the transportation hub in the middle of the state in the late 19th and early 20th centuries. The Macon Terminal, located at the intersection of Mulberry and 5th Streets, served as the primary passenger service depot in the city and the center of the state in the early 20th century and is the largest such facility remaining in the state today. As the city's rail systems grew with the addition of numerous small tracks to service the warehouses and businesses in the district, the industrial district

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thrived by receiving, storing and shipping local products. The Central of Georgia Railroad complex which dates from 1910 was of paramount importance in the manufacturing and repair of rail cars in the center of the state in the early 20th century and played a crucial role in maintaining this rail system into the middle of the 20th century. Railroad related structures including bridges, embankments, overpasses, and trestles also represent the transportation history and significance of the district. Nowhere else in the state is found such a concentration of these railroad-related structures.

Because of its significance in terms of the history of commerce, industry and transportation, the district meets National Register Criteria A, and because of its significance in terms of architecture it meets Criteria C.

The potential for historic archaeological resources in the district may exist in the areas where sites or structures have been lost, and in the areas around the extant historic buildings; however, no formal archaeology has been undertaken on the district. The probability for prehistoric archaeology appears low because of extensive ground disturbing activities since the late 19th century.

Contributing/Noncontributing resources

Contributing buildings (including interrelated complexes) = 98

Contributing structures (bridges, coal chute, cemetery) = 13

Contributing sites (known locations of formerly existing major buildings or complexes) - 11

Noncontributing buildings (including interrelated complexes) = 55