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**National Register of Historic Places
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Section number _____ Page _____

ADDITIONAL DOCUMENTATION

BOUNDARY INCREASE

BOUNDARY DECREASE

Between the Rivers Historic District
Floyd County, GEORGIA

Keeper

Amy Salas 1/10/89

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AMENDMENT/SUPPLEMENTARY INFORMATION
BETWEEN THE RIVERS HISTORIC DISTRICT, ROME, FLOYD COUNTY, GEORGIA
NOVEMBER 7, 1988

INTRODUCTION/BACKGROUND

The purpose of this supplementary documentation report is to formally amend the **period of significance** of the Between the Rivers Historic District as 1834 to 1941. In doing so, this report identifies the major historic buildings built in the district from 1930 to 1941, and it provides up-to-date figures on contributing and noncontributing buildings and structures within the historic district. Also, this amendment makes three minor adjustments in the **boundaries** of the historic district: to include a historic building inadvertently left out of the district as originally drawn, to exclude a new highway bridge which replaced a historic bridge shortly after the district was listed in the National Register in 1983, and to exclude the remaining portion of a former historic structure which was partially demolished and subsequently decertified in conjunction with the Second Avenue bridge replacement project.

Specific properties addressed in this amendment include the following:

Busy Bee Cafe Building
224 Broad Street
(#9, photo 8)

Southern Bell Telephone Company Building
400 Broad Street
(#6, photo 5)

Broad Street Pawn Shop Building
412 Broad Street
(#5, photo 5-background)

Montgomery Ward and Company Building
413-417 Broad Street
(#4, photo 4)

Esserman's Department Store
425-429 Broad Street
(#3, photo 3)

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Maxwell, Quinn, and Garnett Furniture Company
519 Broad Street
(#1, photo 1)

Greystone Hotel
10 Second Avenue
(#11, photos 10, 9)

Greystone Apartment Building
12 Second Avenue
(#10, photos 9, 10)

Machine Shed at Battey Machine Company
102 W. Second Avenue
(partially demolished; decertified)

Tribune Building
102-104 W. Fourth Avenue
(#7, photo 6)

Union Bus Terminal
107 W. Fourth Avenue
(#8, photo 7)

Coca-Cola Bottling Company Building
106-108 W. Fifth Avenue
(#2, photo 2)

Second Avenue Bridge
Second Avenue over Oostanula River
(demolished)

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INTRODUCTION/BACKGROUND

On June 9, 1983, the Between the Rivers Historic District in Rome, Floyd County, Georgia, was listed in the National Register of Historic Places. This district contains a variety of historic commercial, industrial, institutional, and residential buildings significant for their historical associations and architectural qualities. The district's period of significance, as described in the National Register nomination form and approved by the Georgia National Register Review Board, extends from the city's founding in 1834 "through the 1930s." Recently, however, questions have been raised (primarily through the Certification of Significance application process of the rehabilitation tax credit program) regarding the exact chronological cut-off date of the district's period of significance. Additional documentation compiled by Dale Jaeger, historic preservation consultant to the City of Rome, has established this date as 1941. During this study it was also noted that one historic property (the Union Bus Terminal) had been inadvertently omitted from the original historic district, and that the historic Second Avenue bridge over the Oostanula River had been demolished and replaced with a new structure shortly after the district's listing in the National Register in 1983. In conjunction with this bridge replacement project, a substantial portion of the machine shed at the Battey Machine Company works (102 W. Second Avenue) was demolished; the remainder of the shed was decertified as no longer contributing to the historic district on April 22, 1985.

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AN OVERVIEW OF ROME IN THE 20TH CENTURY

Rome in the 1920s and 1930s was something of an anomaly in Georgia. While many Georgia communities were virtually paralyzed by the double impact of the mid-1920s agricultural depression (caused by the boll weevil's destruction of cotton crops) and the subsequent Great Depression, Rome maintained growth and development, at least in its downtown or central business district, throughout this period. Indeed, the steady pattern of downtown growth and development of the 1910s and early 1920s continued unabated through the late 1920s and slowed only with the onset of the Great Depression in 1931. New construction activity reached its nadir in 1932, although it never ceased altogether, and then rebounded steadily from 1933 through 1938 when, with the exception of an unusual amount of building activity in 1939, it leveled off at pre-Depression levels until the effects of World War II were felt starting in 1942 (see accompanying chart). This unusual pattern of building activity seems to have been restricted to commercial development in the central business district; there is little extant evidence (in terms of buildings and structures) of corresponding growth and development in the district's industrial and residential areas. For the most part, the development which took place in Rome's downtown during this period continued the pattern of economic development of the previous decades: wholesale and retail establishments, professional offices and services, stores and shops, and hotels. For the most part it also continued the pattern of physical development of the previous decades--typically two-story brick "storefront" buildings with retail establishments on the ground floor and offices above--although it was during this time period that Rome's tallest historic downtown buildings were built (the Greystone Hotel, 1934, and Apartments, 1936, six and five floors respectively), new architectural styles (such as Art Deco) and materials (limestone and glazed brick) were introduced, and new types of building (the "high rise" apartment building and the bus depot) were constructed. Absent from Rome's downtown development during these years are the Federal government's Depression-era relief projects; there are no documented WPA or PWA buildings in downtown Rome. (The major Federal project of the decade involved the construction of flood-control levees along Rome's rivers). Although the reasons for Rome's relative prosperity during these generally depressed years are not known for sure, they seem to lie with the city's diversified economy and strong industrial base. Their effect was to help produce a historic district which today features a continuum of historic development dating from the city's founding in 1834 to the virtual cessation of building activity after 1941.

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HISTORICAL/DEVELOPMENTAL NARRATIVE 1930-1941

(Note: The following is taken more or less directly from a report prepared for the City of Rome by Dale Jaeger, historic preservation consultant, in 1985).

HISTORICAL NARRATIVE

The "depression years" in Rome have been described as being better than in most towns. According to the city history, All Roads to Rome, "Rome suffered far less than the nation's highly industrialized cities. Still largely agricultural in nature, the community and county offered room on family farms for many who had gone away to 'public works,' and the city's unusual diversity of industry prevented any mass closing down of production ...The local standard of living dropped sharply, but there were no breadlines; even at the depression's worst, the city cared for its own." According to the Illustrated History of Rome and Floyd County, a major depression in Rome was avoided due to the community's "varied industries, especially the building of the Tubize Chatillon rayon plant in 1928." Indeed, there was a population increase in the city between 1930 and 1940 of more than four thousand.

In contrast to these optimistic accounts of the depression years, a review of building permit totals does reveal that building activity began to drop after 1930 following the crash of the stock market and the beginning of the national depression. A building activity chart (attached) graphically illustrates the pattern of building starts throughout the 1930s. Since these totals reflect citywide activity, it can be assumed that building construction in the central business district followed this overall pattern. The results of the depression are most dramatic between a building high in 1929 of \$614,932 and a low of \$117,700 in 1932. Building activity in the early 1930s in Rome's downtown included the construction of the Tribune building and Esserman's department store and improvements to the Coca-Cola plant. 1933 was the start of Rome's building recovery. Permit activity resulted in a year's total of \$162,175. The prime reason for the start of the recovery was the building of the Greystone Hotel. Permitted in November 1933, the \$85,000 cost resulted in the 1933 totals being higher than the 1932 low.

Holmes Smith, who purchased the Armstrong Hotel in 1932 and demolished it in the construction of the Greystone, was called an optimist. He built the 125-room Greystone in the

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depths of the depression and provided work at a time when it was most needed in the community. The structure, which was completed in 1934, was billed in the city directory as a "European Hotel" with new and modern conveniences. Holmes Smith's construction of the adjacent Greystone Apartment building in 1936 was another sign that the economy was rebounding. According to newspaper accounts, Smith stated that "Rome was greatly in need of modern apartments." His idea was to build something "convenient and attractive." The apartments were referred to as "Rome's first downtown apartment house."

By 1936, there were other factors contributing to the pronounced economic upswing. At a dinner meeting of the Rome Retail Association that year, the speaker called the construction of roads as "essential contributors to the expansion of Rome as a shopping center." 1936 was called Rome's best year due to the coming of the Fox Furniture Factory, a company relocating from Atlanta to Rome; the reorganization of State Mutual Insurance Company, a company that had apparently failed due to the depression; a \$330,000 federal allocation for flood control projects; the continuation of major road work to total \$250,000; and a \$2.5 million addition to the Tubize Chatillon plant. The final improvement was not reflected in building permit totals for the year, since the plant was situated outside the city limits.

City employees, including teachers, were given pay raises at the start of 1937, which returned the pay rate to 1929 levels. In late 1937, it was reported that building rates in Rome were rising to new records. The media announced that the largest project of the year was expected to be permitted to Montgomery Ward and Company for the construction of a department store in downtown Rome. At the start of 1938, it was reported that 1937 had been a banner year and prosperity was expected to continue. The major project slated for the year was "the erection of a modern department store (Montgomery Ward) at a cost of \$125,000." The building was completed in 1938 and the structure was called "one of the most handsome commercial structures erected in northwest Georgia." Additional projects in 1938 included the expansion of two existing industries, the continuation of the Fourth Ward flood control project, city/WPA sewer extension, and plans for a low-rent housing development. The community's support of the recovery efforts are evident in the passage of \$750,000 worth of bonds for work on a new high school building, waterworks improvements, and fire department improvements. In 1938, building activity returned to pre-depression levels.

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Building activity reached an all-time high in 1939, rising above \$1 million; in 1940 and 1941 it returned to the pre-depression level of approximately \$600,000-\$700,000. However, newspapers in this period talked less about the local economy and more about pending war activities. The start of the war on December 7, 1941, appears to have signalled a dramatic end to Rome's recovery. Total building permits for 1942 were less than the low level experienced during the depression years. The war years in Rome found local industries operating on round-the-clock schedules with the majority of these industries producing goods vital for the war effort. News of industries buying war bonds seemed to replace earlier news accounts of building permits and industrial expansions. Building activity in Rome did not resume until 1946 and then for several years was plagued by shortages of materials and other building supplies.

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CONTRIBUTING HISTORIC BUILDINGS 1930-1941

Described below are the major buildings in the Between the Rivers Historic District which were identified through recent field survey and documentary research as having been built or substantially remodeled and enlarged during the period 1930-1941. All these buildings contribute to the character and appearance of the historic district as amended. (Note: the following information is taken more or less directly from a report prepared for the City of Rome by Dale Jaeger, historic preservation consultant, in 1985).

The Rome Coca-Cola Bottling Company (#2, photo 2) is located at 106-108 Fifth Avenue. The building was constructed in several phases. Years of construction include c. 1908, 1928, 1932-33, and 1938. The original building, a two-story brick structure, located at the corner of Fifth Avenue and West First Street, was built around 1908. Another brick two-story structure was built in 1928 to the rear of the original building and extended through the entire block between Tribune Street and West First Street. This structure was designed by Odis Poundstone, an Atlanta architect. In 1933, the original building was remodeled with the addition of its present Art Deco-styled limestone facade. Jimmy Godwin, an architect with Poundstone's office, is credited with this design. It is interesting to note the similarities between this structure and Esserman's since both were Godwin designs.

The Rome City Garage located to the rear of the 1928 Coca-Cola building, and designed with the same orientation as the 1928 building, was constructed in the early 1930s during the administration of city manager Lantham. This building was later acquired by the Coca-Cola Bottling Company and became a part of their bottling plant.

The final building in the complex, the Barron Office Building, also a two-story brick structure, was built in 1938 at the owner of Tribune and Fifth. Godwin was again the architect. This building features a brick-and-limestone front facade which makes stylized design references to both the Georgian Revival and Art Deco styles.

The Coca-Cola Bottling Company in Rome was organized in 1901. It was one of the first in the state to be franchised by the parent company in Atlanta. The plant operated at the complex of buildings on West Fifth Avenue until the completion

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of a new facility on Highway 441 South in 1975.

The Southern Bell Building (#6, photo 5) is located at 400 Broad Street. The building was constructed in stages during 1906, 1923, 1939, 1948, and 1967. The Southern Bell Telephone Company Exchange opened in Rome in 1882 with 29 subscribers. The company was located in a one-story frame building at 400 Broad Street. The building covered only a portion of the lot, which measured 64 feet on Broad Street and 106 feet along East Fourth Avenue. A second frame structure was built on the lot in 1906. This was a two-story structure, which apparently replaced the earlier building. In 1923, this structure was gutted and brick veneer was added to the exterior. According to the owner, "the structure had a glass front and was painted green with commercial office space at the front and a payment counter extending the full width of the room. A courtyard adjoined the building on its eastern side and was enclosed for many years by a wooden plank fence for the protection of equipment and horse drawn vehicles." This description concurs with the 1926 Sanborn Map, which shows a brick two-story structure on the corner with a "L" shaped open area surrounding it.

In 1939, a second-story addition was made to the structure and it was enlarged to encompass the remaining area on Broad Street. The rear of the lot remained open until another addition was made in 1948, a three-story building at the rear of the lot on Fourth Avenue. In 1967 a third floor was added to the 1939 Broad Street addition. The company's garage and storage departments moved to East First Street in 1955. Plant and traffic departments were transferred to East First Street in 1958, which left only the automated switching and repair equipment at the 400 Board Street location.

The Tribune Building (#7, photo 6) is located at 102-104 Fourth Avenue. The building was constructed in 1931. Historically, the building was constructed for the purpose of housing a newspaper. The Rome News-Tribune, located in the former city hall across the street from the Tribune building, moved into this structure in 1931. According to newspaper accounts, at construction the building was considered one of the most modern and adaptable structures for newspaper use in Georgia. It contained three types of buildings in one structure--an office unit, production unit, and storage unit. The building was vacated in 1968 when the newspaper moved to a larger facility and the adjoining laundry moved into the space. This structure is a highly stylized, almost abstract colonial revival design in hard, pressed brick.

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Esserman's department store (#3, photo 3) is located at 425-29 Broad Street. The building was constructed in 1931-32. Esserman's was established in Rome in 1896 as the Esserman and Company drygoods store at its present location. The original structure was a two-story brick building. This building burned in the early 1930s and was replaced by the present structure. Jimmy Godwin, an architect with the Atlanta firm of Lockwood and Poundstone, was apparently responsible for the design. Minor changes, such as the covering of the upper story windows and the addition of the entrance canopy, were made in 1967. This structure is of Art Deco styling with a limestone facade, featuring highly stylized classical design motifs including shallow, fluted pilasters and, above the storefront, incised zig-zag decoration.

The Greystone Hotel (#11, photos 10 and 9) is located at 10-11 Second Avenue. The building was constructed in 1933-34. Historically, the site was occupied by the Armstrong Hotel, which was a seven-story structure of granite and brick built in 1888. The Armstrong, also known as the Cherokee Hotel, was damaged by fire in 1921. In 1932 it was sold to Holmes Smith, who razed it and built the present Greystone Hotel. The new building utilized the original first floor of the Armstrong Hotel. During its history the property has also been used as a dormitory for Shorter College students, but it is presently vacant. The Greystone Hotel is a six-story hotel building with a street level facade of rough granite blocks with arched openings for doorways and windows (from the former Armstrong Hotel). The upper floors are constructed of brick in a stretcher bond pattern with 8/8 sash windows. The cornice is detailed with flush limestone trim and arched window openings on the top floor.

The Greystone Apartment building (#10, photos 9 and 10) is located at 12 Second Avenue. The building was constructed in 1936-37 as an addition to the existing Greystone Hotel. The majority of the construction occurred in 1936 with the building ready for occupancy in January 1937. A remaining portion of the original Armstrong Hotel was demolished in the construction of the apartment building. According to newspaper accounts at the time, the building included eight apartments on the second and third floors and 24 additional hotel rooms on the fourth and fifth floors with no connection provided between the additional rooms and apartments. The lobby contained several retail spaces, originally occupied by the Greystone Barber Shop, Postal Telegraph Company, Rome Loan and Finance, and the Harbin Given Company.

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The structure was designed by Otis Poundstone with the intent for the apartment building to "harmonize with the Greystone Hotel, but not be identical." Other companies involved in the construction included the following: general contractor, Griffin Construction Company of Atlanta; plumbing contractor, D. H. Moss of Rome; and electrical contractors, Webb Electric Company of South Carolina. This structure is a five-story building in the Art Deco style with a limestone and enamel tile exterior. The upper floors of the apartment building are intact, but portions of the lower facade, originally faced in carara glass, were altered in the 1970s. Iron work on the second-story windows was designed by Karl Dance, a local craftsman. The Greystone Apartment building is the largest Art Deco building in the district and among the largest in the city.

The Montgomery Ward and Company department store building (#4, photos 4 and 3) is located at 413-17 Broad Street. It is a two-story brick commercial building with limestone detailing. The 12/16 sash windows are inset with a balustrade to suggest a second story balcony. Identical balustrade insets are also used in the cornice. The interior contains a mezzanine with ornamental iron railing. The building was constructed in 1938. According to city directories, the site of the Montgomery Ward building was occupied by various businesses in the 1930s. The building appears to have been designed by R. M. Gortner, an architect with Montgomery Ward, who was in the community during the construction of the building. The contractor was Southeastern Construction Company of Charlotte, North Carolina. The construction components in the building were reported in the newspaper and measured by the railroad carload; these materials included "11 cars of cement, 4 cars of steel, 3 cars of structural lumber, 2 cars of limestone, 2 cars of brick, 2 cars of terrazo chips, 2 cars of plastering, and car of granite." The style of the building was reported to be "colonial" trimmed in "Indiana limestone and pink granite on the front facade and sandstone-colored brick." The building was designed with entrances on Broad Street and West First Street. According to newspaper accounts the store included a automobile service center building across the street from the West First Street entrance; this structure has been lost.

Adams Furniture Company, originally the **Maxwell, Quinn, and Garnett Furniture Company** (#1, photo 1) is located at 519 Broad Street. The building was constructed around 1939. The present owner estimates the date of construction in 1938, the tax card notes 1939, and the building is listed for the first

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time in the city directory in 1940. The city directory lists a prior auto service on this site beginning in 1929; the 1934 directory notes that the building was being used as the Union Bus Terminal until 1938. The current structure is a simple two-story brick building with 9/9 sash windows on the upper floor, a metal canopy across the entire facade, and carara glass on the street level facade. Although sample or appearance, the design of this building reflects contemporary "modern" stylistic principles of the 1930s including a flat or planar facade, lack of applied ornament, and banded or ribboned windows.

The Union Bus Terminal (#8, photo 7) is located at 107 West Fourth Avenue. The building was constructed in 1939. The Illustrated History of Rome and Floyd County notes that early bus stations used any available buildings for waiting rooms; for example, the Union Bus Terminal was located at 519 Broad Street, present location of Adams Furniture Company, until the building of this structure. This structure is a one-story building, sheathed in glazed tile with industrial sash windows. It represents a new type of highly specialized 20th-century building in the district as well as the use of strikingly novel and contrasting building materials. Located on a side street away from the main commercial thoroughfare, it broke with the traditional architectural design and site placement of downtown commercial buildings and heralded the forthcoming age of small, free-standing, automobile-oriented buildings.

The Busy Bee Cafe building (#9, photo 8) is located at 224 Broad Street. According to the present owner the structure was built prior to 1914 when her father purchased the building. It originally had a white tile facade that was altered before 1940. Newspaper accounts report that a permit was issued to the Busy Bee Cafe in December 1937 for a cost of \$400. It is not known whether or not that repair referred to the new facade. A comparison with the Broad Street Pawn Shop (see below) makes it appear that the same brick mason may have been responsible for the brick facade on both structures. In addition to the cafe, the structure also housed other uses during the 1930s, including a barber shop, tailor shop, and optometrist office.

The Broad Street Pawn Shop (#5, photo 5-background) is located at 412 Broad Street. The date of construction is unknown. According to the present owner the building was extensively remodeled in the 1930s by one of the Cescutti family members. The present brick facade, with its intricate flat brick patterns, is believed to date from this remodeling, although it could

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possible date to the 1920s. Such flat brick patterns are characteristic of storefront design throughout Georgia during the 1920s and 1930s; this is an especially elaborate example.

Listed below are revised figures for the total number of contributing and noncontributing resources in the Between the Rivers Historic District as amended:

<u>Contributing</u>	<u>Noncontributing</u>	
292	71	Buildings
3	0	Structures
0	0	Sites
0	0	Objects
295	71	Totals

Note: Resource counts for this district, as currently recorded in the computerized National Register Information System, are as follows:

335/69	contributing/noncontributing	buildings;
0/ 0		structures;
0/ 0		sites;
0/ 0		objects;
335/69		totals.

These figures are not accurate. The newly reported figures above should be used in their place.

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ARCHITECTURAL AND HISTORICAL SIGNIFICANCE 1930-1941

Buildings in the Between the Rivers Historic District dating from the 1930-1941 period are significant in the context of the district and its development for two basic reasons: for their historic architectural qualities (including design or style, materials, and siting), and for the economic activity they represent. Both these areas of significance (architecture, commerce) are consonant with the original National Register nomination for the district. One building dating from the 1930-1941 period--the 1939 Union Bus Terminal--represents a new area of significance for the amended district: transportation.

Architecture

Buildings in the district dating from the 1930-1941 period contribute to the architectural significance of the district because most of them represent late examples of an important type of historic building in the district: the traditional "storefront" building with its shoebox shape, party walls, two-to-three stories, and front facade aligned with the sidewalk and featuring a ground-level storefront. This type of building characterizes the historic architectural development along Broad Street in the central business district. For the most part these buildings also continue the traditional use of building materials and construction techniques found in this part of the district: loadbearing brick masonry, sometimes reinforced or supplemented by heavy timber or (occasionally) metal internal framing, and detailed with stone, cast stone, and metal. Some of the buildings from the 1930-1941 time period also continue stylistic trends which began earlier in the district's developmental history; chief among them are the Georgian or Colonial Revival style and a "commercial" style characterized by flat brick facades highlighted by patterns of brickwork, both dating from the early 20th century.

Buildings in the district dating from the 1930-1941 period also contribute to the architectural significance of the district because they represent new architectural styles, construction materials, craftsmanship, and building types, all characteristic of "progressive" early 20th-century commercial architecture. Foremost among the new architectural styles is Art Deco, represented in both its stylized "classical" version and its "zig-zag" version by several period buildings. Also represented by some of these buildings are evidences of the Art Moderne style with its flat, unadorned walls and facades and its banded or ribboned windows.

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New materials accompanying these new styles include limestone (in slabs or sheets, used as a veneer), a very hard, pressed brick, and tile. Contemporary craftsmanship is most evidenced by the shallow, incised decoration found on the limestone facades of the Art Deco buildings and in the flat brick patterns found on at least two period storefront facades. Several new types of buildings are represented in the group; these include the city's first "high-rise" apartment building, a highly functional telephone exchange structure, a national chain department store, and a specialized bus station. These new building types complement and further diversify an already varied collection of downtown buildings in the district.

Commerce

For the most part, downtown buildings in the district dating from the 1930-1941 period contribute to the historical significance of the district because they represent a continuation of the commercial activity for which the district as a whole is important. From its earliest days, the central business district served as the focus of the city's commercial activity; its stores, offices, banks, hotels, restaurants, warehouses, and theaters made it the center for commercial activity for thirteen counties in northwest Georgia and northeast Alabama. More specifically, the buildings dating from the 1930-1941 period document the relative commercial vitality of Rome during a time when many central business districts were extremely depressed. While Rome certainly suffered an economic setback during the Depression years, the depression was neither as long nor as severe as it was in many communities, and recovery was quicker and more pronounced. The historic buildings in the district dating from the 1930-1941 period not only documented this unusual economic situation but also contributed directly to it, first by providing construction jobs and payrolls, and second by housing viable commercial enterprises which contributed to the economic activity of the city. Among these was a new type of commercial enterprise--the national chain department store.

Transportation

Among the buildings in the district dating from the 1930-1941 period is one which represents a new area of significance for the district. The 1939 Union Bus Station is significant for representing a new, uniquely 20th-century form of transportation: the motor bus. First introduced in the 1910s, bus travel had become common by the 1930s with the advent of regional and national

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bus transport companies. To meet the needs of bus transport, new types of buildings and facilities were developed. Among them was the bus station, usually a free-standing structure containing a vestibule or small lobby, a waiting room or rooms, ticket office, baggage area, and sometimes a small diner-type restaurant, the whole surrounded by open space for parking and maneuvering. To reflect the "modern" nature of motor bus travel, most bus depots were designed in an uncompromisingly modern style. Such is the case with the Rome bus depot, now adaptively used as office space, with its geometric massing, smooth tile walls, steel-sash corner windows, and lack of applied ornament.

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BOUNDARY CHANGES/JUSTIFICATION

This amendment makes three minor changes to the original boundaries of the Between the Rivers Historic District. The first adds a historic building, the Union Bus Terminal at 107 W. Fourth Street, to the district; this building was inadvertently excluded from the original district through a cartographic error. The second excludes the new Second Avenue bridge over the Oostanula River; the former historic bridge was demolished shortly after the district was listed in the National Register in 1983. The third excludes the remaining portion of the machine shed at the Battery Machine Company at 102 W. Second Avenue; this shed was partially demolished in conjunction with the Second Avenue bridge replacement project and was subsequently decertified as no longer contributing to the district on April 22, 1985. The revised boundaries for the historic district are drawn to scale on the attached map.

A new USGS topographic map showing the revised boundaries of the historic district is enclosed. Revised UTM references are provided below and on the topographic maps. The acreage of the district is essentially unchanged; the property being added to the district is virtually matched by the property being removed from the district.

Revised UTM references:

A) Z16	E668590	N3792220
B) Z16	E668960	N3791210
C) Z16	E668340	N3790670
D) Z16	E667810	N3791360

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PHOTOGRAPHS

Amendment/Supplementary Information:
Between the Rivers Historic District
Rome, Floyd County, Georgia

Photographer: James R. Lockhart

Date: October 1988

Negative Filed: Georgia Department of Natural Resources

Photographer Number/Description:

1 of 10. Maxwell, Quinn, and Garnett Furniture Company, 519
Broad Street; photographer facing north.

2 of 10. Coca-Cola Bottling Company, 106-108 W. Fifth Street;
photographer facing north.

3 of 10. Esserman's Department Store, 425-429 Broad Street;
photographer facing west.

4 of 10. Montgomery Ward and Company Building, 413-417 Broad
Street; photographer facing west.

5 of 10. Southern Bell Telephone Company Building, 400 Broad
Street (foreground); Broad Street Pawn Shop Building, 412 Broad
Street (background); photographer facing east.

6 of 10. Tribune Building, 102-104 W. Fourth Avenue; photographer
facing north.

7 of 10. Union Bus Terminal, 107 W. Fourth Avenue, photographer
facing west.

8 of 10. Busy Bee Cafe Building (now the Hobby Shop); 224 Broad
Street; photographer facing east.

9 of 10. Greystone Apartment Building (middle), 12 Second Avenue;
photographer facing south.

10 of 10. Greystone Hotel, 10 Second Avenue; photographer facing
northwest.

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SOURCES OF INFORMATION

The principal source of information for this amendment is a report prepared by Dale Jaeger, historic preservation consultant, for the City of Rome, dated December 1985. Sources of information cited in that report include city directories from the period 1929-1942, property tax records, building permit files, newspaper clipping files from the Rome News-Tribune, interviews with property owners, a 1985 partial field survey of the district, and two publications: All Roads Lead to Rome, by Roger Aycock, published by the Rome Area Heritage Foundation in 1981, and Rome and Floyd County: An Illustrated History: 1834-1934, by the Sesquicentennial Committee of the City of Rome, published in 1985.

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FORM PREPARED BY

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November 14, 1988

STATE AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination amendment meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the amended district meets the National Register criteria.

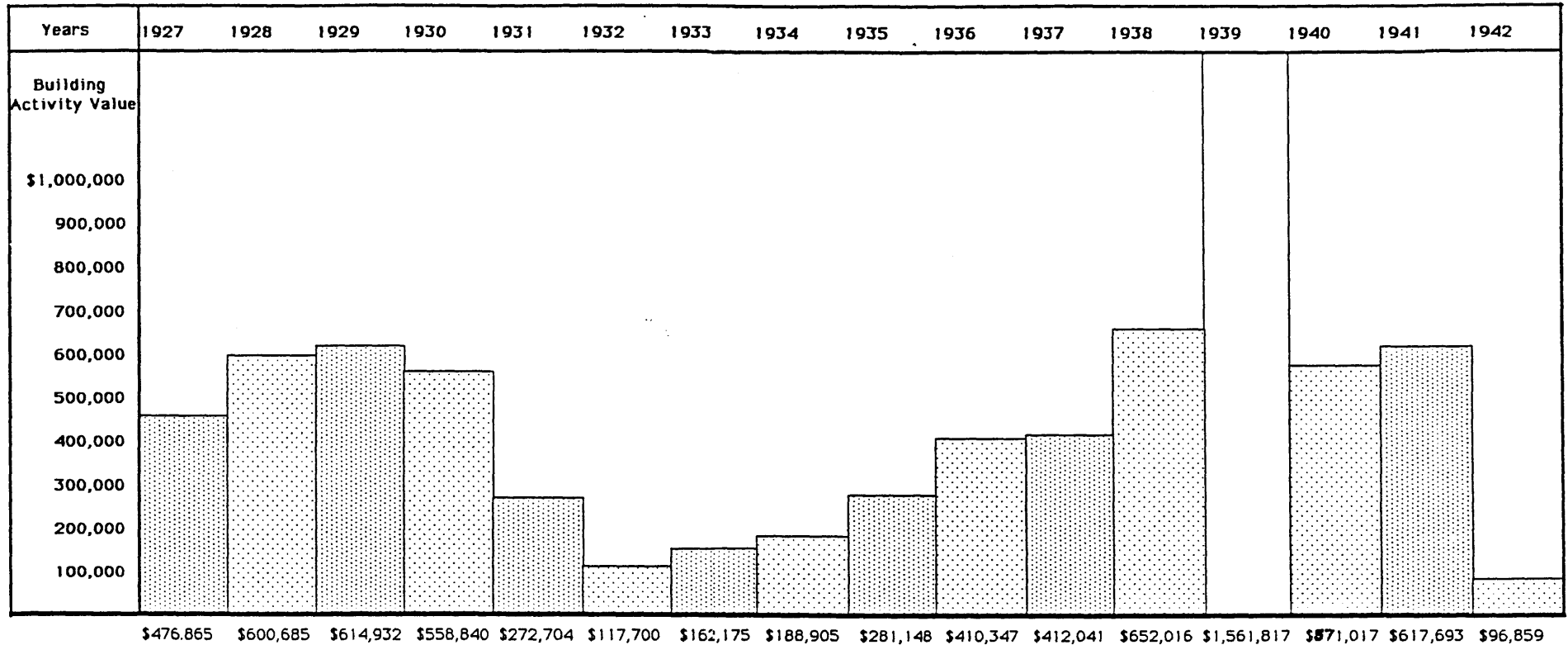


Elizabeth A. Lyon
Chief, Historic Preservation Section
Deputy State Historic Preservation Officer

11/28/88

Date

**Building Activity
Rome, Georgia
1927-42**



Amendment/Supplementary Information
Between the Rivers Historic District, Rome, Floyd County, Georgia

CHART 1: BUILDING ACTIVITY IN ROME, GEORGIA 1927-1942

Amendment/Supplementary Information
Between the Rivers Historic District
Rome, Floyd County, Georgia

MAP SHOWING AMENDED BOUNDARIES OF THE
HISTORIC DISTRICT AND
CONTRIBUTING/NONCONTRIBUTING PROPERTIES

North: ↑

Scale: 0' ————— 500'

Amended district boundary: —————

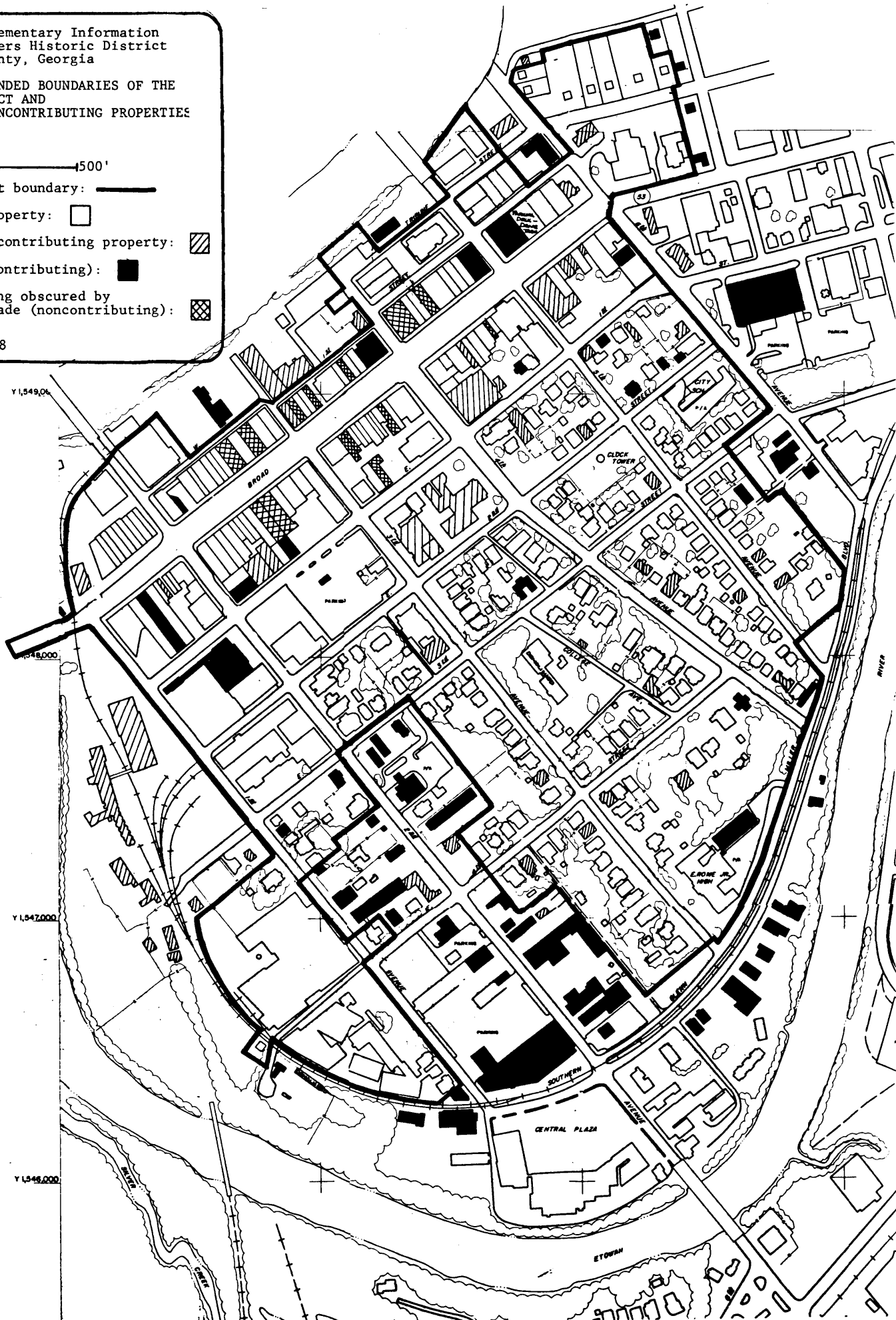
Contributing Property: □

Nonhistoric/noncontributing property: ▨

Intrusion (noncontributing): ■

Historic building obscured by
nonhistoric facade (noncontributing): ▩

October 28, 1988



MAP SHOWING LOCATIONS OF CONTRIBUTING
1930-1941 BUILDINGS IN DISTRICT

North: 1
Scale: 0' ————— 500'
Amended district boundary (partial):
Contributing property:
Nonhistoric/noncontributing property:
Intrusion(noncontributing):
Historic building obscured by
nonhistoric facade (noncontributing):
Photograph and direction of view:
October 28, 1988

