

**NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in "Guidelines for Completing National Register Forms" (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

**1. Name of Property**

**historic name** AUBURN HISTORIC DISTRICT  
**other names/site number** N/A

**2. Location**

**street & number** Between Third Ave. and Sixth Ave., Main St. and Sixth St., centered on GA Highway 8/ old U.S. 29. CSX Railroad also runs through the middle of the district.

**city, town** Auburn (N/A) vicinity of  
**county** Barrow **code** GA 013  
**state** Georgia **code** GA **zip code** 30203

(N/A) not for publication

**3. Classification**

- |  |  |
|--|--|
| <b>Ownership of Property:</b>                    | <b>Category of Property:</b>                 |
| <input checked="" type="checkbox"/> private      | <input type="checkbox"/> building(s)         |
| <input checked="" type="checkbox"/> public-local | <input checked="" type="checkbox"/> district |
| <input type="checkbox"/> public-state            | <input type="checkbox"/> site                |
| <input type="checkbox"/> public-federal          | <input type="checkbox"/> structure           |
|  | <input type="checkbox"/> object              |

<b>Number of Resources within Property:</b>	<b><u>Contributing</u></b>	<b><u>Noncontributing</u></b>
<b>buildings</b>	22	9
<b>sites</b>	1	0
<b>structures</b>	1	2
<b>objects</b>	0	0
<b>total</b>	24	11

**Contributing resources previously listed in the National Register:** N/A  
**Name of previous listing:** N/A  
**Name of related multiple property listing:** N/A

**4. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination 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 property meets the National Register criteria. ( ) See continuation sheet.

Mark R. Edwards \_\_\_\_\_ May 5 1997  
Signature of certifying official Date

Mark R. Edwards  
State Historic Preservation Officer

In my opinion, the property ( ) meets ( ) does not meet the National Register criteria. ( ) See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency or bureau

**5. National Park Service Certification**

I, hereby, certify that this property is:

entered in the National Register

Edson R. Ball 6-4-97

( ) determined eligible for the National Register \_\_\_\_\_

( ) determined not eligible for the National Register \_\_\_\_\_

( ) removed from the National Register \_\_\_\_\_

( ) other, explain: \_\_\_\_\_

( ) see continuation sheet \_\_\_\_\_

\_\_\_\_\_  
Keeper of the National Register Date

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## 6. Function or Use

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### Historic Functions:

DOMESTIC/single dwelling  
COMMERCE/TRADE/department store  
FUNERARY/cemetery  
TRANSPORTATION/road-related (vehicular)

### Current Functions:

DOMESTIC/single dwelling  
FUNERARY/cemetery  
TRANSPORTATION/road-related (vehicular)  
COMMERCE/TRADE/restaurant; warehouse  
GOVERNMENT/city hall annex  
EDUCATION/library  
RELIGION/religious facility  
INDUSTRY/waterworks  
LANDSCAPE/park; plaza; street furniture/object

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## 7. Description

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### Architectural Classification:

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/bungalow/Craftsman  
LATE VICTORIAN/Queen Anne type cottages  
OTHER: Folk Victorian; Georgian-type cottages; Gabled-ell type cottages; I-house type cottages; central hall-type cottages.

### Materials:

**foundation** brick; concrete block  
**walls** wood, brick, stone  
**roof** asphalt shingles  
**other** N/A

### Description of present and historic physical appearance:

Auburn is an example of a late-nineteenth century Georgia town that developed as a result of the railroad. The rail line bisects Auburn's center and extends in an east-west direction. Auburn is located in a low, flat area between two ridges--1,000 feet in elevation.

Auburn consists of a commercial area, a late 19th century residential area, and an early 20th century residential area. The main commercial area exists along the north side of Fourth Avenue within a two-block area. Commercial buildings include a one-story, brick store, a one-story stone store, and another that is frame. The storefronts are intact and out of wood or stone. Behind the commercial

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### Section 7--Description

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block are some residential buildings and vacant lots. On the south side of old US 29 is a 1910-1930 residential area that occupies a two block area and extends along Sixth Ave. A large, community cemetery is located at the proposed district's northwestern boundary.

The houses in the district cover a wide range of house types and styles from the late 19th through the early 20th century. There are two, frame, railroad section houses dating from the 1891 advent of the railroad. They are on the north side of the commercial area, with the Carson-Williams House facing Third Avenue. The one in photo 3 is a frame saddlebag type house. Among the other historic houses in the district are frame Georgian-type cottages, both one and two stories (photos 2, 6, 11, and 20). There are Gabled ell-type cottages (photo 4). A Queen Anne-type cottage is seen in photo 9 and Craftsman-style bungalow-type houses in photos 5, 17, and 19. There is a two-story, frame, I-house in photo 15 and a one-story, frame, Central hall-type cottage in photo 16.

Buildings were constructed within the town's loose grid arrangement. Commercial buildings are located in the town's center, extending in an east-west direction. The residential buildings surround the commercial buildings and are medium density in close proximity to one another.

The Auburn district comprises two architectural stylistic periods: Queen Anne influenced buildings and Craftsman influenced buildings. Although the commercial buildings are not associated to a specific style, they do exemplify late nineteenth century and turn-of-the-century commercial buildings found in many towns in Georgia. These are called "Folk Victorian" commercial buildings. They are simple, utilitarian, with ornament on the front facade only.

The streets, including the extra-widened Main St., are generally wide and individual residential lots are modest in size. On the edge of the district is a cemetery. Most of the residential homes have simple lawns without decorative or elaborate gardens--common to working and middle-class families.

The railroad, which is historic, cuts a broad swath through the center of town and is parallel to the main east-west streets (4th and 5th Avenues).

Archeological potential exists in numerous areas. The site of the Perry-Rainey Institute exists but is in an area outside the district where archeological resources were recently discovered. Also, other archeological resources may exist that evidence the earlier presence of Native-Americans. No formal archaeological investigations have been done within the proposed district.

The Auburn district has experienced numerous changes. Most of these occurred during a period of decline beginning after the Perry-Rainey Institute was closed in 1924 and later destroyed. Local recognition and appreciation for the town's history gave way to ill-conceived changes that were insensitive to the town's original character, such as destruction of the railroad warehouses and the

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depot. Many other commercial buildings were lost to modern development. Fires also destroyed many of the town's original buildings during the 1920s. Later houses have been built and have now become historic themselves in many cases. A post-World War II building boom brought several new buildings on the north side of the railroad that are now historic, including the Police Department and the adjacent building now a restaurant.

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**8. Statement of Significance**

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**Certifying official has considered the significance of this property in relation to other properties:**

nationally       statewide       locally

**Applicable National Register Criteria:**

A       B       C       D

**Criteria Considerations (Exceptions):**  N/A

A    B    C    D    E    F    G

**Areas of Significance (enter categories from instructions):**

Architecture  
Community Planning and Development  
Transportation.

**Period of Significance:**

ca. 1891-1947.

**Significant Dates:**

1891

**Significant Person(s):**

N/A

**Cultural Affiliation:**

N/A

**Architect(s)/Builder(s):**

Unknown

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### Section 8--Statement of Significance

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#### **Narrative statement of significance (areas of significance)**

Statement of Significance: The Auburn Historic District is significant in architecture because it contains residential and commercial buildings dating from ca. 1890s-1920s that are typical and representative of small town architecture of the period. There are good, but typical, examples of the following types of buildings represented: Folk Victorian, Queen Anne type cottages, Georgian-type cottages, Gabled ell-type cottages, I-house-type cottages, and several Craftsman-bungalow style houses. One is a saddlebag type house built for railroad workers in the 1890s. Most of the residences are wood frame, one story, with little or no ornamentation except front porches. There are at least three two-story, frame residences. Several of the remaining historic commercial buildings are brick or stone. A great number of these historic houses and commercial buildings retain their original craftsmanship.

The district is significant in community planning and development because, although it pre-existed as a community, the advent of the railroad in 1891 brought forth a new community aligned to the railroad tracks which ran east-west through the town. Commercial buildings were built facing the tracks and the city's new grid pattern plan was developed around the railroad. This plan is still in existence and the railroad tracks are also still existing and in use. The district is also significant because it includes the city cemetery, another function of city planning, laid out as in most cities, on the original edge of town.

The district is significant in transportation because the advent of the railroad in 1891 brought a major focus and redevelopment to a pre-existing farming community. The advent of the Seaboard Railroad (originally the Georgia, Carolina and Northern Railroad) in 1891 led to the town's incorporation in 1892. Since the town became a terminus for the railroad, many buildings were built for railroad use. The community recognized the importance of rail transportation, so much so that two of its early citizens (Hawthorne & Wages) donated the land for not only a single track, but a double track for switching (the only one between Lawrenceville and Winder). It opened up a new market for goods and services from Atlanta and because it provided access to the Perry-Rainey Institute, a classical education to many Georgians who otherwise would not have had easy access to such a school. The railroad still serves as a main line from Atlanta to Anderson, S. C. It is still the only switching track. Unfortunately, the depot itself is gone.

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#### **National Register Criteria**

The Auburn Historic District meets National Register Criterion A because as the core of a small railroad-strip town, it reflects many of the broad patterns of American history, from a pre-railroad settlement, to the effects of the railroad to town planning and building arrangement, into the economic ups and downs of a town, whose historic core, this nomination, is now threatened by modern development on all sides.

The district also meets National Register Criterion C because the buildings reflect different architectural types and styles as a group, all components of a district, but not necessarily any significant examples if taken individually. The houses are very reflective of late 19th and early 20th century buildings in Georgia and are mostly vernacular adaptations, mostly one story, with a few two-story houses being the norm.

#### **Criteria Considerations (if applicable)**

N/A

#### **Period of significance (justification)**

The period of significance runs from the founding of the railroad in 1891, until the end of the historic period, 1947. The site of the current town has been a settlement continuously throughout this period.

#### **Contributing/Noncontributing Resources (explanation, if necessary)**

##### Contributing:

22 buildings

1 site (The cemetery)

1 structure (railroad and rail bed)

TOTAL: 24

##### Non-contributing:

9 buildings



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2 structures (gazebo, water tower/tank)  
TOTAL: 11

#### **Developmental history/historic context (if appropriate) (Provided by consultant.)**

The town of Auburn was surveyed and the original plat drawn in 1891 by the Seaboard Railroad Company (originally known as the Georgia-Carolina and Northern Railroad). The rail line bisects the Auburn's center and extends in an east-west direction. The town served as the terminus for railroad crews operating the four daily trains to Athens--to the east--and Atlanta--to the west. Auburn has a unique, second-track spur that parallels the main track to accommodate out-of-service cars. Warehouses and railroad buildings were constructed during this time as well as residential homes to serve the railroad and families living in Auburn. Eight commercial buildings were located on the north side of the tracks and four on the south side. Residential homes were constructed around this town center, particularly in the blocks south of the railroad and to the east and west on the north side of the tracks.

The railroad line followed the flat, natural terrain of Auburn, curving to the east at the center of town. The original town plat included a grid pattern laid in square, four-lot blocks that, overall, was rectilinear but diagonal on the north and south boundaries to accommodate for increased elevations. Streets extended in both north-south and east-west directions.

Auburn is typical of many towns that opened with the railroad lines. A significant feature is that much of its past is still present, but is substantially growing with the overflow from Gwinnett County. Ten years ago the population was 600; today it is over 3,500, and by 2000 it is expected to be the largest town in Barrow County.

The history of Auburn begins much earlier than the advent of the railroad. Following the Revolutionary War (1775-1781), efforts were made to get settlers to move to Georgia. Free land was given to veterans. All lands east of the Appalachian River were allotted under the headright system; that is, several hundred acres were given to the head of the family plus 50 acres to each child. All lands west of the Appalachian were granted under the lottery system after 1805. This included the future town of Auburn which would be located in the eastern part of Gwinnett County which was created in 1818. People were eager to get land.

The following families were known in the Auburn area by the 1820s at that time and still are: Osborn, Camp, Anthony, Flanigan, Elder, Blakey, Cain, Morgan, Poole, Bates, Burels, Wages,

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Parks, Ethridge, Bridges, Pharrs, Morrison, Hawthorne, Mitchell, Miller, Pierce, Perry, Hamilton, Patricks, Tanners, Loughridges, Collins, Brown, Heltons, Jacksons, Pentecost, Moore, Clack, Maugham, and Sloan.

The Inferior Court of Gwinnett County in 1821 appointed William Baskin, Mathias Bates, Silas Dobbs, Meredith Collins, and James Loughridge "to lay out and mark a road from the county courthouse the nearest and best way to Jackson County courthouse so as to intersect any of the public roads leading toward Gwinnett County Courthouse". Loughridge was commissioned Tax Collector<sup>1</sup> of Gwinnett County, March 30, 1819.

He lived at what was known as "Old Auburn" near the present home of Mrs. Flora Cain, not far from Appalachee Church. He was postmaster of Loughridge Post Office from September 30, 1825, to March 11, 1837.<sup>2</sup> When it was changed to Auburn Post Office in 1837, with Samuel Moffett as Post Master. We have the names of all the Post Masters up to the time Auburn was incorporated in 1892. J. O. Hawthorne was the first official Post Master of the new town of Auburn.<sup>3</sup>

The years from 1830 to 1860 were considered prosperous years. Land was cheap and fertile. Each community had its church, school (one room) and store. The store usually served as the post office for mail delivery every two weeks. People were helpful and friendly. Logrollings, house raising and corn shucking brought them together for work and fun. Clothing was made at home. Every home tried to be self-sufficient.

Many of the men in the Auburn area fought in the War Between the States (1861-1865).

Gwinnett County was overrun by Union soldiers when General Sherman captured Atlanta in 1864. There were Union soldiers encamped on the E. R. Clack property in Auburn (where the bank is now located outside the district). There was one skirmish in Auburn, one in Winder, and one near County Line School<sup>2</sup>.

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<sup>1</sup> Ibid. Vol. I, p. 73

<sup>2</sup> Ibid. Vol. I, p.26

<sup>3</sup> Ibid., Vol. II, p.121

<sup>2</sup> History of Gwinnett County, Vol. I, p.228, by J. C. Flanigan

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Men and boys organized to protect the homes, women, children and crops. In a diary belonging to the W. W. Parks family is mention of Mrs. Parks shooting a Union soldier who was trying to steal her horses. At King's Tanyard, near Winder, the Confederate Calvary surprised the Union soldiers, killed several and put the enemy to flight, capturing a portion of them.<sup>3</sup>

It was not until the coming of the Seaboard Railroad in 1891 that Auburn became a booming town. J. O. Hawthorne (home still standing, out of the district) and J. J. Wages gave the land needed for its right-of-way and station.

The first train reached Auburn on October 19, 1891. The first coach came to Auburn February 9, 1892, at 8:00 p.m. Engineer John Garison; Conductor, Pat Mesfey (not sure of spelling); Flagman, W. F. Doefin - from a notebook owned by W. O. Hawthorne. Two original section houses for railroad workers survive just behind the commercial block on the north side of the district.

Auburn was incorporated in 1892. A plat of the town was drawn and land surveyed by the Seaboard Railroad --originally known as the Georgia-Carolina and Northern Railroad. Kerosene lights lined the streets<sup>4</sup> on each side of the railroad. Auburn became the terminus for working crews with four daily trains connecting it to Athens and Atlanta. Eight warehouses were built on the railroad siding, but none survive today. There was an influx of people to the town. Many new homes and stores were built.

There were eight store buildings built on the north side of the railroad, but only the Poole Store (new City Hall), and the former Auburn Bank/Flanigan's, survive. There were also four on the south side, of which only one survives. Other business establishment were: a cotton gin, a tanning yard, and a livery stable. The gin and tanning yard were located near the railroad and operated by D. W. Ethridge. The town was booming.

The Chandler brothers, who lived where the present fire station now stands, built the brick kiln which was on Mt. Moriah Road, between Auburn and the creek, only a short distance from the present-day Police Department.

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<sup>3</sup> Ibid.

<sup>4</sup> From the late Tom Ethridge's notes.

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T. C. Flanigan, a merchant from Hoschton, opened five businesses, including building the first brick store, which survives today at the corner of 4th Ave. and 5th St. The bricks were made from Auburn's Red Clay. This building was the first bank (the building was joined onto the store) opened in 1907, as the Bank of Auburn, later changed to Flanigan Banking Company. He had a gin and bought cotton. He had three men on the road selling lightning rods, sewing machines, and organs. He also owned a mineral spring about four miles from town. Analysis of the water found it to be rich in minerals, so he had it bottled and shipped. This proved to be a profitable business for a number of years.<sup>5</sup> Flanigan's store is now two shops and his bank is now a consignment shop.

The telephone exchange opened in 1906 in a frame building that is now gone. The first soda fountain opened in Auburn in 1908, in what later became Collins's Store in 1911. It survived until the 1990s but is now gone.

Appalachee Baptist Church is credited as being the birthplace of the Perry-Rainey Institute. Rev. R. F. Sloan (grandfather of Flora Sloan Cain) was the originator of the idea. In reading the letters from several churches, he recommended that instead of boys being sent to Mercer and girls to Shorter or Bessie Tift, the Association should erect an institution within its bounds (Hall, Gwinnett, and Jackson Counties). It was passed. The date of the meeting was September 15, 1877.

J. O. Hawthorne and J. J. Wages (both Methodists) gave ten acres of land to the town of Auburn for school purposes. If it is not used for "school purposes it goes back to the Hawthorne and Wages families". (The Auburn School is the only school in Barrow County that "owns itself".)

The Baptists owned the Mulberry Academy. A report card found in a family Bible dates from 1873. It was one of the oldest schools around Auburn and about two miles from Auburn. (This is not in the district.)

After the Baptists decided to open a school in Auburn, Mulberry Academy was moved to Auburn. It was enlarged and made into a two-story building. This new school was in operation on February 1888 because it was mentioned in the Lawrenceville Paper. Auburn had two newspapers. The first was called the "Claxon Monthly" published by the literary societies at Perry-Rainey. One copy dated March 1896. The other paper, the "Auburn Messenger" published by a Mr. Goldman, was dated July 26, 1901. In 1888, J. A. Bagwell was principal, and the school was under the direction of the Mulberry Baptist Association, which was composed of Gwinnett, Jackson, and Hall Counties.

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<sup>5</sup> Ibid., p. 4, Ethridge's Notes

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Students came from many sections of the state. Homes in Auburn and Carl (just east of Auburn) became "boarding houses" to accommodate these students. It became a college in 1894. The college was named for Rev. Hiram R. Rainey and a businessman William T. Perry. The history book, The Story of Georgia Baptist, tells about the new college. The two literary societies ClariSophie and Alpha-Sigma, had a debate each Spring. To be chosen as a debater was the greatest honor to be won in the college. In 1907, four years of Latin or Greek were required, so its requirements remained high. The Baptists realized the many state schools opening up were going to force them to sell some of their schools. In 1909 they had built the beautiful brick administration building in Auburn. The Baptists sold Perry-Rainey to the Christian denomination. The Southeastern Christian College opened in the fall of 1915.

One problem developed: The new owners would not provide teachers for grades one through seven, but they allowed the building they had used to be torn down and moved to another location. This building, at its new location, became the "Tater-Patch School". (It was built on a potato patch). Christian College closed in 1924 because State Junior Colleges were forcing it out of business. Auburn now could use the old administration building and closed "Tater-Patch School" until the State condemned it as being unsafe. The Perry-Rainey Institute Administration Building has been destroyed. Only one dormitory remains, but is not in the district.

The old "Tater-Patch School" building, which was on Myrtle Street, was bought by the Roy Parks family. It has been converted into a modern brick house. The corner store of the old "Tater-Patch School" (which the Parks family has saved) was re-dedicated in 1994.

The year 1924 marked the end of Auburn as an educational center.

With the building of good public schools, such as in Winder, the county seat, there was less need for denominational boarding schools and the churches could not afford them. The state opened junior and four year colleges throughout Georgia. Many people moved away for there were no school buses to take the history of Auburn children to Winder.

Little towns died a slow death. The railroads suffered as their businesses decreased. Local passenger train ceased to run. Cars, busses, and paved roads did away with train travel. People went to larger towns to trade. Businesses and banks were forced to close.<sup>6</sup>

The growing infertility of the soil due to lack of crop rotation, the coming of the boll weevil by the 1920s, brought financial disaster to farmers and businessmen alike. Many could not pay their bills or taxes and eventually lost their land. Businesses and banks were forced to close.

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<sup>6</sup>P. 196, *History of Auburn and Carl*, by Myldred F. Hutchins

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Auburn's 20th century population shows a slow growth until recent years. In 1900, the population was 161, remaining in the 200s from 1910 (217) through 1940 (286). The period from the 1950s-1970s saw the city grow to only 361, but by 1980 it was 692, as evidence of the city's new role in the growth of the greater-Atlanta area. This growth has put great pressure on the few remaining historic resources, most of which are within this district.

Auburn's decline continued into the twentieth century. However, in the late 1920s new residential buildings were constructed along Sixth Ave. However, it was also in the late 1920s that many of the older homes were destroyed due to fire. These were replaced by new homes, which are now themselves historic, and are included in this historic district.

Today, some of the original houses and commercial buildings exist as do the 1920 houses. The existence of many of Auburn's earliest historic resources that are now lost is reflected only in the vacant site of their original location. The remaining historic resources evidence Auburn's past and proud history. The old Poole and Carroll Mercantile Co. on 4th Ave. Is now being renovated to be the new Auburn City Hall and courtroom.

Auburn experienced some growth in the 1940s, including the Police Station (1946) and the store next door (now a restaurant) both of which are on the north side of the railroad in the historic commercial area. The two churches in the district, both non-contributing now, were built in the 1950s to replace earlier ones that burned (the Baptist in 1954 and the Methodist in 1955).

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## 9. Major Bibliographic References

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Biles, John. "Auburn Historic District", Draft Application for National Register, on Historic District Information Form, August, 1995. Copy on file at the Historic Preservation Division, Georgia Dept. Of Natural Resources, Atlanta. This was later supplemented with additional information, much of which was supplied by Myldred Hutchins of Decatur, GA., city historian, and author of **History of Auburn and Carl** (1982).

**Previous documentation on file (NPS):** (X) N/A

- ( ) preliminary determination of individual listing (36 CFR 67) has been requested
- ( ) preliminary determination of individual listing (36 CFR 67) has been issued  
date issued:
- ( ) previously listed in the National Register
- ( ) previously determined eligible by the National Register
- ( ) designated a National Historic Landmark
- ( ) recorded by Historic American Buildings Survey #
- ( ) recorded by Historic American Engineering Record #

**Primary location of additional data:**

- (X) State historic preservation office
- ( ) Other State Agency
- ( ) Federal agency
- ( ) Local government
- ( ) University
- (X) Other, Specify Repository: Barrow County Historical Society, Winder, GA

**Georgia Historic Resources Survey Number (if assigned):** N/A

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## 10. Geographical Data

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**Acreage of Property** approx. 20 acres

### UTM References

- A) Zone 17 Easting 238660 Northing 3767330
- B) Z17 E239160 N3767080
- C) Z17 E239070 N3766900
- D) Z17 E238720 N 3766780

### Verbal Boundary Description

The boundary of the Auburn Historic District is shown on the attached plat/town map.

### Boundary Justification

The nominated property consists of the intact, historic, and contiguous properties in downtown Auburn. On the northwest, the cemetery marks the edge of the district, and from there across the northern side of town, the town quickly becomes modern housing and farmland. On the east side, the town's historic core/district is met with non-historic development and vacant land; on the south side, again there are few contiguous resources. On the west side, a modern bank building, and vacant land form the edge of the district.

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## 11. Form Prepared By

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### State Historic Preservation Office

**name/title** Kenneth H. Thomas, Jr., Historian  
**organization** Historic Preservation Division, Georgia Department of Natural Resources  
**street & number** 500 The Healey Building, 57 Forsyth Street  
**city or town** Atlanta **state** Georgia **zip code** 30303  
**telephone** (404) 656-2840 **date** April 29, 1997

**Consulting Services/Technical Assistance (if applicable)** ( ) not applicable

**name/title** John Biles  
**organization** Auburn Historic Preservation Committee  
**street and number** P. O. Box 5309  
**city or town** Athens **state** GA **zip code** 30604  
**telephone** (706) 542-6586

- (X) **consultant**  
( ) **regional development center preservation planner**  
(X) **other:** committee chair  
(HPD form version 02-24-97)



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**Continuation Sheet**

Photographs

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**Name of Property:** AUBURN HISTORIC DISTRICT  
**City or Vicinity:** Auburn  
**County:** Barrow  
**State:** Georgia  
**Photographer:** James R. Lockhart  
**Negative Filed:** Georgia Department of Natural Resources  
**Date Photographed:** March, 1997

**Description of Photograph(s):**

- 1 of 20: Auburn City Cemetery, northwest side of town; photographer facing northwest.
- 2 of 20: East of cemetery; photographer facing northwest.
- 3 of 20: East side of Mt. Moriah; photographer facing northeast.
- 4 of 20: Mt. Moriah at Third Ave.; photographer facing northwest.
- 5 of 20: Third Avenue between Fifth and Sixth Streets; photographer facing southwest.
- 6 of 20: House facing Sixth St.; photographer facing northwest.
- 7 of 20: Former Methodist Church (now 7th Day Adventist); photographer facing north.
- 8 of 20: Railroad corridor and highway; photographer facing west.
- 9 of 20: House and commercial building on Fourth Ave.; photographer facing northwest.
- 10 of 20: Commercial Building, another view; photographer facing east.
- 11 of 20: House now used as library; photographer facing northeast.
- 12 of 20: Hardware Store (now City Hall Annex) and restaurant; photographer facing northwest.
- 13 of 20: Store across tracks from commercial strip; photographer facing southwest.
- 14 of 20: Railroad tracks and modern gazebo; photographer facing northwest.

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Photographs

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15 of 20: House on south side of tracks; photographer facing southwest.

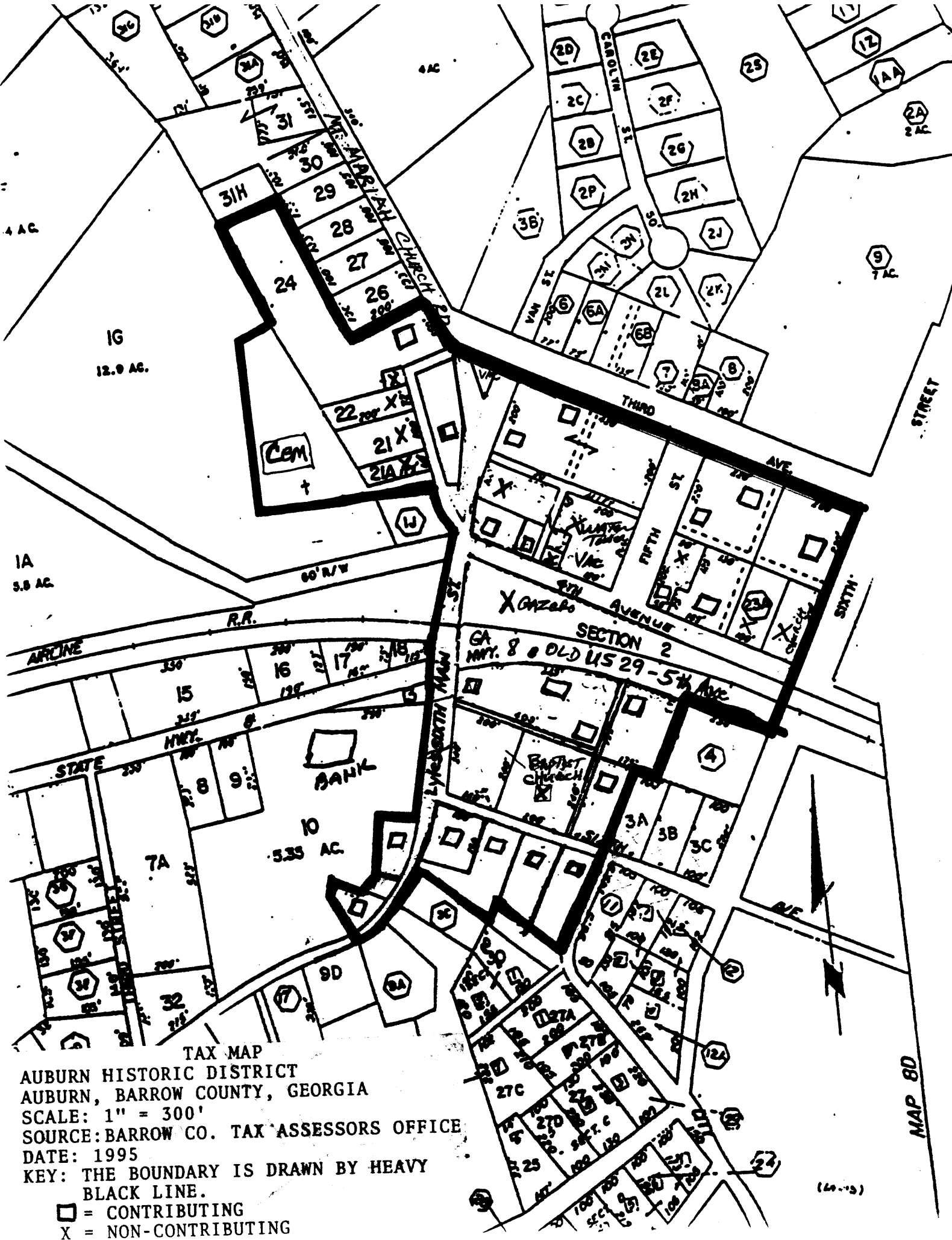
16 of 20: Alleyway and houses near Baptist Church; photographer facing northeast.

17 of 20: Houses across from Baptist Church; photographer facing southwest.

18 of 20: Baptist Church; photographer facing northwest.

19 of 20: Houses at corner of Sixth St. and Sixth Avenue; photographer facing southwest.

20 of 20: Houses at southwest edge of district; photographer facing northeast.



**TAX MAP**  
**AUBURN HISTORIC DISTRICT**  
**AUBURN, BARROW COUNTY, GEORGIA**  
 SCALE: 1" = 300'  
 SOURCE: BARROW CO. TAX ASSESSORS OFFICE  
 DATE: 1995  
 KEY: THE BOUNDARY IS DRAWN BY HEAVY  
 BLACK LINE.  
 □ = CONTRIBUTING  
 X = NON-CONTRIBUTING

MAP 8D

(10-9)

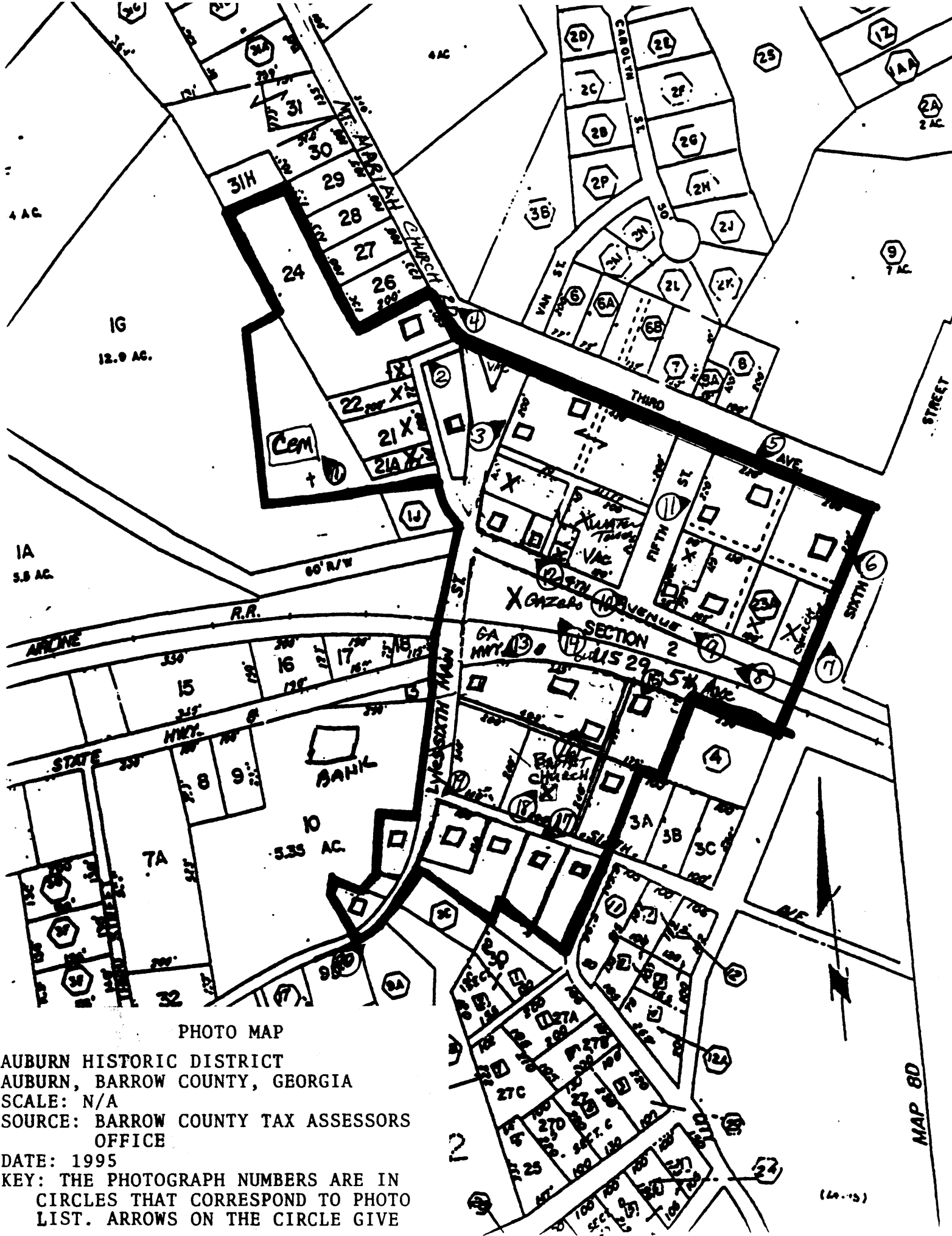


PHOTO MAP

AUBURN HISTORIC DISTRICT  
 AUBURN, BARROW COUNTY, GEORGIA  
 SCALE: N/A  
 SOURCE: BARROW COUNTY TAX ASSESSORS  
 OFFICE  
 DATE: 1995  
 KEY: THE PHOTOGRAPH NUMBERS ARE IN  
 CIRCLES THAT CORRESPOND TO PHOTO  
 LIST. ARROWS ON THE CIRCLE GIVE  
 DIRECTION OF PHOTOGRAPH.