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United States Department of the Interior  
National Park Service

National Register of Historic Places

MAR 18 1994

Amendment: Tifton Commercial Historic District  
Tift County, Georgia

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INTRODUCTION/BACKGROUND

The purpose of this supplementary documentation report is to formally amend the **period of significance** of the Tifton Commercial Historic District as 1890 to 1942. In doing so, this report identifies the historic buildings built in the district from 1937 to 1942, and it provides up-to-date figures on contributing and noncontributing buildings and structures within the historic district. Also, this amendment extends the **boundaries** of the historic district south to include the contiguous historic commercial buildings built within the updated period of significance, 1890 to 1942.

On March 4, 1986 the Tifton Commercial Historic District in Tifton/Tift County, Georgia, was listed on the National Register of Historic Places. The Tift County Courthouse, also within this district, was listed individually on September 18, 1980. This now expanded district contains a variety of historic commercial, institutional, transportation-related, social, cultural, agricultural, and religious buildings.

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A BRIEF HISTORICAL OVERVIEW OF TIFTON IN THE TWENTIETH CENTURY

In 1872 Henry Harding Tift purchased land adjacent to the tracks of the Brunswick and Albany Railroad and built a sawmill. From this mill, a settlement grew and was incorporated in 1890 as the City of Tifton. The 1890s and 1900s were a prosperous time for Tifton, which rapidly became an important timber center in the region.

With the 1916 closing of Tifton's sawmill, Tifton's economic growth slowed and finally ceased by 1925. This can be seen in the Sanborn Fire Insurance Maps which show Tifton in 1912 with no vacant commercial space and a variety of specialty stores, hotels, and restaurants. The 1924 Sanborn Map shows little growth from 1912 and a number of vacant buildings. Tifton was able to revive its economy with a shift from a timber based economy to an agricultural base.

With the Abraham Baldwin Agricultural College (1907) located in Tifton, the Coastal Plains Experiment Station (1919) in Tift County, and donations of land and money by Henry Tift, Tifton was able to use progressive agricultural technology to diversify its crops and increase production. By the late 1930s, the tobacco industry was immensely prosperous and Tifton was a leader in its production. With two major railroads in Tifton, the city also became a leader in the distribution of agricultural products. Tifton served the retailing, wholesaling, marketing, and shipping needs of the surrounding area.

During the 1930s, Tifton's economy experienced rapid growth after fifteen years of relative inactivity. With this growth came a great building boom which expanded the downtown business district and its commerce. This building and business expansion of the late 1930s is documented in the Tifton Gazette. During 1935 new businesses opened in Tifton with "three complete departmentized [sic] hardware stores," the Montaine Theater, and the opening of the Tifton Lumber company.

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The year of 1936 saw one of the greatest periods of expansion in Tifton's history. The following are some of the headlines from the Tifton Gazette during this period:

February 13, 1936 - New Coca Cola Bottling Plant built on the southwest corner of Tenth and Love.

March 12, 1936 - Fifth largest tobacco warehouse built at the corner of Fifth and Tift.

May 21, 1936 - "Great activity in residence and business construction since last summer."

July 23, 1936 - Traffic lights installed at the intersections of Second Street and Love Avenue, Third and Main Streets, and Fifth and Main Streets.

The amount of growth during this period is summarized below in the June 25, 1936 edition of the Tifton Gazette which lauds the activity in Tifton.

GREAT RECORD OF TIFTON IS CITED--The accomplishments this year: Four more streets are being paved, two new bus lines are starting one each to Waycross and Fitzgerald, no untenanted place of business in Tifton, approximately 100 new buildings have been constructed or are in the process, a large new tobacco warehouse is being constructed, a new stock sales company for handling horses and mules has opened, a new city directory showing the population to be 6,430 is being issued by the Board of Trade, a new bank will open in less than 60 days, the Tifton Coca Cola Bottling Co. is building a new plant, the Myon Hotel is making extensive improvements to make it the best between Macon and Jacksonville, several new tourists homes and cafes are being opened, two new highways are rapidly getting ready for paving, two new lumber companies have opened for business and between six and a dozen new retail businesses have opened and others want to come.

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During the next few years, Tifton continued to prosper. In 1938 many new stores came to Tifton, the largest number of students ever enrolled in ABAC, a new NEHI Plant was built on Ridge Avenue, the Crystal Ice Company opened on the National Highway, 100 miles of rural electric lines were stretched across Tift County, and the Loel Building opened. Effective January 1, 1940, Tifton expanded its city limits, so now the greater Tifton area had 8,541 citizens.

The arrival of World War II marked a decrease in economic activity from the late 1930s. With the rationing of goods, new construction and business growth faltered. However, as demonstrated by the early 1940s buildings on South Main Street and Commerce Way in the Tifton Commercial Historic District, Tifton continued to grow and expand southward. Agriculture remained important during the War, as seen by, the 1940s construction of the large brick tobacco warehouse at the corner of Ninth and Main Streets across from the Atlanta, Birmingham and Atlantic depot.

Since World War II, Tifton has remained a center for agricultural-related activity due to the presence of ABAC and other state agricultural facilities. The presence of the railroads, Highways 82 and 41, and later Interstate 75 has preserved Tifton as a center of commerce in South Georgia during the post-War decades.

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REVISION TO THE ORIGINAL TIFTON COMMERCIAL HISTORIC DISTRICT

The one update to the original portion of the Tifton Commercial Historic District is to make the previous noncontributing Bowen Building at the southwest corner of South Main Street and Third Street a contributing resource (Photos #1 and #2). The Bowen Building was considered a non-historic resource in the original district. Although built c. 1900, the building experienced a fire in the 1930s and thus underwent a major renovation in 1937. It is not certain why this building was considered non-contributing in the original district. Originally, having a Late Victorian influence, the Bowen Building is now an excellent example of an Art Deco influenced commercial property. The corner portion of the store is and always has been a drug store. The other portion was the McCroy's Department Store and is now a Christian Bookstore.

The Bowen Building is a two-story, stuccoed building with vertical projections, second story double-hung, 1/1 windows, and first floor store fronts. Its most outstanding features are the corner entrance with the recessed glass door, the curved marble wall underneath the curved picture windows on either side of the entrance, the cantilevered second story corner portion, the rounded corner with a glass block window on the second story and the horizontal bands. The other store front has a brick first story with enframed window walls and simple metal surrounds and double glass doors.

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ARCHITECTURAL DESCRIPTION OF EXPANDED AREA

Located south of the original Tifton Commercial Historic District, the expanded area consists of mostly one- and two-story brick commercial buildings with the Masonic Lodge being the only three-story building in this portion (Photo #3). The buildings within this four-block area are more modest than those in the original portion. This is in part due to the fact that this area is a more recent one and commercial architecture was less elaborate during the 1930s and 1940s than in earlier decades. Also, this area is on the outskirts of downtown within a warehouse district--a location which tends to have more modest architecture.

The expanded area of the district contains a variety of historic commercial, transportation-related, social, and agricultural buildings dating from the 1890s to the early 1940s. The architectural influences represented in this portion are Late Victorian, Stripped Classical, Art Deco, Art Moderne, Spanish Mission, and functional. However, there are a number of buildings that have no definitive stylistic elements which is common of twentieth century "commercial" style buildings.

The buildings in the district are mostly the traditional "storefront" building with its shoebox shape, party walls, one-to-two stories, and front facade aligned with the sidewalk and featuring a ground-level storefront and flat roof. The building materials are brick, stucco, concrete, wood, glass, and metal. Tifton Buggy Works, the Bennett Building, the depot and the building at 520 South Main Street are the only freestanding contributing buildings in the district.

The northern portions of South Main Street and Commerce Way between Third Street and Fifth Street were developed by 1912. A majority of these buildings are extant, although some have been altered. The rest of the east side of South Main Street on that block was developed before 1924 and the rest of the west side after 1924 (Photo #4). During the 1930s, Highway 82 was built through Tifton overlapping Fifth Street. Thus, Tifton continued to expand southward from the center of town toward the newly

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constructed Highway 82 to the depot during the 1930s and 1940s (Photo #5).

Described below are the most notable buildings in the extended portion of the Tifton Commercial Historic District.

**318 East Third Street** - Built c. 1900, this building, known as the Tifton Buggy Works, is a large, freestanding, one-story brick building with a basement, off-center front, double door entrance, double-hung, 1/1 windows with wood surrounds, and a recessed signage panel with dentils under cornice. According to the 1924 Sanborn Fire Insurance Map, this building was used for auto repair. By 1952 this building was a manufacturing company for plastic trays. Currently the building is used for a variety of stores and businesses.

**310 East Third Street** - The Bennett Building is a 1908 one-story, brick building with a basement that features two store fronts with the easternmost having cast iron pilasters, double wood panel and glass doors, picture windows on each side and transom above windows and door. The other storefront has been infilled with brick so there is only a double door entrance and window on each side. The west facade is stuccoed and has arched windows. The 1912 Sanborn Fire Insurance Map shows that this building served as a grocery with hay and grain storage in the basement and the other side served as a buggy and auto barn. According to the 1924 Sanborn Map, the entire building served as a wholesale grocery.

**321 South Main Street** - The only three-story building in the new portion of the district is the Masonic Lodge built in 1899 (Photo #3, center). It is a brick building with a recessed double door entrance, enframed window walls, marble covering above storefront, 10-light, factory sash windows, decorative brick between second and third floor windows and above third floor windows, Mason symbol on marble plate, decorative cornice, and flat roof. The first floor is used for store space.

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**379 South Main Street** - The I.L. Ford Building is an outstanding example of a Stripped Classical style building. This large building was built in 1918 as an auto dealership. The 1924 Sanborn Map indicated that this building could house 200 cars with ramps that connected the floors. This two-story, brick building features central pediment, brick vertical projections to simulate pilasters, decorative brick work, multi-level parapet, flat roof, two double, 9-light, glass and wood doors with transom and enframed window walls, and tile panels above windows and entrances. The south facade continues the multi-level parapet and brick posts. This elevation also has sets of three windows between posts. The first floor windows are 12-light windows. The second floor windows are arched, 12-light windows with segmentally arched lintels. On the end of the south facade there are two picture windows with one awning. The rear facade has paired 20-light, factory sash windows and two double metal door entrances.

**375 South Main Street** - The c. 1918 building on the north side of the Ford building at 375 Main Street is also a Stripped Classical style, one-story, brick building with a flat roof, brick posts simulating pilasters, stepped parapet, decorative brickwork, enframed window walls, and glass door entrance.

**Ninth and South Main Street** - At the northeast corner of Ninth and Main Street just north of the Atlanta, Birmingham and Atlantic Depot, is one of three extant tobacco warehouses in Tifton. This c. 1935 massive brick building has a flat roof, stepped parapet on the south elevation, exposed roof rafters, double glass doors on the west facade, and loading bays and bricked up windows on the south facade. Built for practicality and not for beauty, this building is a good example of functional architecture. The warehouse is especially significant because of its association with Tifton's agricultural and transportation history.



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**713 South Main Street** - The Atlanta, Birmingham and Atlantic Depot is adjacent to the railroad tracks (Photo #7). Built in 1908, the depot has Late Victorian influence detailing with its multi-hipped roof, octagonal corner tower with shingled tent roof and finial, overhanging eaves, triangular knee braces, decorative wood banding, and horizontal and vertical siding. The windows are double-hung, 9/9 and the doors are wood panel and 9-light. The freight portion of the building is board and batten with loading docks and bays.

**520 South Main Street** - This one-story, freestanding, brick building features brick posts suggesting pilasters, enframed window walls, an off-center glass door with transom, and an off-center service bay that goes through to the rear (Photo #8). It was built in 1940.

**Service Stations** - There are two contributing gas stations in the district. The earliest one on the southeast corner of Fifth and Main Street was built in the late 1920s (Photo #9). It is a house with canopy type building with boarded up service bays. With its shaped parapet, tile roof, and finials, this brick station has a Spanish Mission influence common to filling stations of the 1920s and 1930s. No longer a gas station, the building retains its central front door, transom, picture windows, and two restrooms in the rear with doors on the north facade. The other former gas station in the district is a stuccoed, 1930s building built diagonally on its lot at the southeast corner of Fifth and Main Streets. This more modern station has a recessed central portion, central door, picture windows, transoms, restrooms with side facade entrances, and no extant canopy. There is a third station in the district at the corner of Ninth and Main, but it was built in the 1950s and is now a dry cleaners.

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**Commerce Way** - The northern half of Commerce Way between Third Street and Fifth Street developed before 1912. Chandler Bryan built several of these buildings including 331 Commerce Way. The southern portion developed in the late 1930s and 1940s (Photos #10 and #11). This street was known as Railroad Avenue until 1983 because it runs parallel to the railroad tracks which were originally the Georgia-Florida Railroad tracks then CSX and now Norfolk-Southern.

**201 East Fifth Street** - On the corner of East Fifth Street and Commerce Way, this c. 1942 building has an understated Art Moderne influence with its curved corner and continuous horizontal band. Multiple businesses occupy this one-story, brick building with enframed window walls, recessed entrances, and transoms over the store fronts (Photos 11, right and 12, left).

**202 East Fifth Street** - This building was constructed in the 1890s and then renovated in the late 1930s. It is a two-story stuccoed building with an understated Art Deco influence. It has a corner entrance with arched lintel, enframed window walls, and second story glass block windows (Photo 12, right).

The streets in the district are two-way traffic roads with two to four lanes. South Main Street and Commerce Way between Third and Fifth Streets have concrete sidewalks and diagonal parking in front of the buildings. On South Main Street between Fifth and Ninth Streets, there are sidewalks and the parking is parallel except on the west side of the southern half of the street. The numbered streets' parking and sidewalks vary. There is little or no landscaping except around the depot, which has grass and a variety of shrubs around the building.

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CONTRIBUTING AND NONCONTRIBUTING RESOURCES

As amended, the Tifton Commercial Historic District includes **eighty-five** contributing buildings, **one** contributing structure, and **twenty-three** noncontributing buildings. The noncontributing resources were either built less than fifty years ago or they have undergone extensive alterations.

The **original** Tifton Commercial Historic District consisted of the following totals for contributing and noncontributing resources:

<u>Contributing</u>	<u>Noncontributing</u>	
56	11	Buildings
1	0	Structures
0	0	Sites
0	0	Objects
57	11	Total

With the formerly noncontributing Bowen Building now included as a contributing resource, the **amended resource count for the original portion** of the Tifton Commercial Historic District is as follows:

<u>Contributing</u>	<u>Noncontributing</u>	
57	10	Buildings
1	0	Structures
0	0	Sites
0	0	Objects

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The number of contributing and noncontributing resources for the **new portion** of the Tifton Commercial Historic District are as follows:

<u>Contributing</u>	<u>Noncontributing</u>	
28	13	Buildings
0	0	Structures
0	0	Sites
0	0	Objects

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

<u>Contributing</u>	<u>Noncontributing</u>	
85	23	Buildings
1	0	Structures
0	0	Sites
0	0	Objects
86	23	Totals*

\*These are the final totals which should be used for the Tifton Commercial Historic District as amended.

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HISTORICAL AND ARCHITECTURAL SIGNIFICANCE, 1936-1942

The Tifton Commercial Historic District is significant in terms of architecture, community planning and development, commerce, politics and government, and transportation. The expanded portion is significant in all of these areas with the exception of politics and government. Unlike the original area, the expanded portion of the district does not contain any government buildings like the old U.S. Post Office and the Tift County Courthouse.

Architecture

The new portion of the Tifton Commercial Historic District is part of the historic commercial center of Tifton's central business district. The district is significant in architecture for its intact early twentieth-century commercial buildings. Constructed from the 1890s to 1942, these buildings are typical of those found in downtown areas. They are mostly modest one- and two-story brick and stuccoed buildings with simple details and only a hint of stylistic influence. The commercial buildings in this area are marked by a growing number of one-story buildings with understated or no stylistic elements. These buildings are representative of twentieth century "commercial" style. However, there are several buildings with notable detailing like the Atlanta, Birmingham and Atlanta Depot and the I.L. Ford Building.

The expanded area of the district contains an assortment of historic commercial, transportation-related, social, and agricultural buildings with a variety of architectural influences. The stylistic influences represented in this portion are Late Victorian, Stripped Classical, Art Deco, Art Moderne, and Spanish Mission. These influences demonstrate how Tifton's commercial buildings reflect the progression of twentieth century architecture from the decorative Late Victorian depot, to the less detailed Stripped Classical I.L. Ford Building, to the streamlined Art Deco/Art Moderne buildings, and to the functional architecture of the tobacco warehouse which was built for practicality and not beauty.

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The Masonic Lodge and the building at 202 East Fifth Street are two-part commercial block buildings that have two distinct zones with a horizontal division as defined by Richard Longstreth in The Buildings of Main Street: A Guide to American Commercial Architecture. The first floor has a public use and the upper floors a more private function as in the Masonic Lodge with the first floor storefront and the upper story meeting hall. Two-part commercial buildings are found throughout the country and were popular from the mid-nineteenth century until the 1950s.

Most of the buildings in the district are one-part commercial buildings--meaning they have a single story. During the twentieth century one-part commercial block buildings became more popular due to the growing emphasis on the horizontal rather than the vertical as discussed in Longstreth's The Buildings of Main Street. This low-density development and street-level building as seen on South Main Street and Commerce Way can be linked to the rise of the automobile and the desire to view all from the car. Tifton Commercial Historic District, with its strong correlation to transportation development, demonstrates how a Georgia town's architecture exhibits the national building trends of the twentieth century.

Community Planning and Development

The expanded Tifton Commercial Historic District is significant in community planning and development as a continuation of Tifton's development and expansion throughout the first half of the twentieth century. This new portion developed as Tifton grew and expanded southward. Like the original portion, the surrounding railroad tracks helped to mold this area into a non-aligned grid intersected by the many rail lines. With the growth experienced in the 1930s and 1940s, the commercial district of the downtown area expanded and merged with the more industrial section to the south.

Historically, there was an African-American commercial section on East Fifth Street between the railroad tracks and South Main Street. On the 1912 Sanborn Fire Insurance Map, this section had five restaurants on the north side of the street and a livery and

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restaurant on the south side. The buildings were mostly one-story, wooden buildings. The only remaining building from this period is at 202 East Fifth Street on the corner of East Fifth and Commerce Way.

As Tifton expanded south in the 1930s, the black commercial district moved southward nearer the African-American communities of Unionville and Phillipsburg. On the block just south of the historic district on Commerce Way, there are still some black entertainment businesses. This displacement of a minority business area demonstrates another aspect of the development of the Tifton Commercial Historic District.

Commerce

The district is significant in commerce as part of the historic central business district of Tifton. The Tifton Commercial Historic District was the center of commercial activity for the city of Tifton and the surrounding area. This activity is represented by the remaining historic commercial buildings.

The buildings in the expanded district 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. The buildings built before 1916 represent the thriving commercial center that existed during the first decades of settlement due to the lumber industry and railroad. These buildings housed specialty stores on South Main Street, the Tifton Buggy Works, the Atlanta, Birmingham, and Atlantic Depot and the Masonic Lodge.

The buildings built in the late 1910s and 1920s represent a time of transition when the automobile and the highway became commonplace and Tifton's economy began to shift toward agriculture. The I.L Ford dealership building and the gasoline station at the southwest corner of South Main Street and Fifth Street date from this period. These buildings represent the newly developed commerce associated with the automobile.

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The buildings built in the 1930s and 1940s represent the economic growth associated with the rise of tobacco and of Tifton as a regional center of distribution, wholesaling, retailing, and marketing. The tobacco warehouse on the corner of Ninth Street and South Main Street dates from this period and is one of three extant historic tobacco warehouses in Tifton. Other late 1930s and early 1940s buildings on Commerce Way and South Main Street are associated with the construction boom and commercial growth that Tifton experienced.

Transportation

The Tifton Commercial Historic District is also significant in transportation for its long association with and dependence on the railroad and automobile. The buildings within the extended portion of the district represent the development subsequent to the arrival of the railroad and the automobile.

Tifton was settled because of the presence of the Brunswick and Albany Railroad (later the Atlantic Coast Line). Later when the Georgia, Southern and Florida Railroad (later the Southern Railroad) and the Atlanta, Birmingham and Atlantic Railroad passed through town, Tifton was established as a center of transportation in South Georgia. The downtown commercial district and the heart of the city was developed around the tracks. The railroad also led to the success of Tifton as a retailing, wholesaling, distributing, agricultural center for the region. The Atlanta, Birmingham and Atlantic Depot (1908) in the expanded portion of the district signifies the importance of the rail lines to Tifton, as does the three other extant depots in the original Tifton Commercial Historic District.

The railroad was followed by the automobile and development centered around highways and major roads like the early National Highway (later U.S. 41) which ran along Main Street. This led to construction along these routes and changed the type of buildings and commerce in Tifton. The livery stables and harness repair shops were replaced by automobile repair shops, filling stations, and car dealerships as demonstrated by the 1918 construction of the I.L. Ford building, the two extant filling stations on South



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Main Street, and the changeover from the Tifton Buggy Works to an auto repair shop.

However, the railroads remained important for shipping agricultural products throughout the state and country. The railroads were imperative to the economic revitalization during the 1930s and 1940s when Tifton became a leader in tobacco production and distribution which was helped by the construction of two new highways in Tifton during the late 1930s and early 1940s.

Transportation remains a key to Tifton's economic vitality downtown. The Norfolk-Southern line still runs through town, Highway 41 (Main Street) intersects Highway 82 (Fifth Street) in the middle of downtown, and Interstate 75 passes right outside downtown which all keep bringing people and business to Tifton's commercial district.

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BOUNDARY CHANGES/JUSTIFICATION

This amendment extends the original boundaries of the Tifton Commercial Historic District to the south to include the contiguous, intact, historic commercial structures in Tifton's historic downtown.

The northern boundaries and the eastern and western boundaries north of Third Street remain unchanged. The new boundary extends south along the east side of Commerce Way to include the property on the southwest corner of East Fifth Street and Commerce Way and then south down the center of the block to include the properties facing South Main Street to Ninth Street excluding a nonhistoric property on the corner of South Main and Ninth Street. The boundary then continues south down South Main Street to include the Atlanta, Birmingham and Atlantic Depot which is the southernmost property in the district. The western boundary then travels north from the depot to Third Street, including the properties facing South Main Street and excluding those facing Tift. The new boundary also includes the two buildings at the junction of Third Street, Front Street, and Tift Avenue to connect to the original boundary just south of the Atlantic Coast Line railroad.

A new USGS topographic map showing the revised boundaries of the historic district is enclosed. Revised UTM references are provided below and on the enclosed topographic map. The acreage of the district is approximately 50 acres including the expanded portion of the district which is approximately 15 acres.

Revised UTM references:

A)	Zone 17	Easting 261320	Northing 3482520
B)	Zone 17	Easting 261610	Northing 3482630
C)	Zone 17	Easting 261840	Northing 3482370
D)	Zone 17	Easting 261650	Northing 3482270
E)	Zone 17	Easting 261710	Northing 3481810
F)	Zone 17	Easting 261470	Northing 3481970
G)	Zone 17	Easting 261270	Northing 3482420

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PHOTOGRAPHS

Name of Property: Tift Commercial Historic District  
City or Vicinity: Tifton  
County: Tift  
State: Georgia  
Photographer: James R. Lockhart  
Negative Filed: Georgia Department of Natural Resources  
Date Photographed: October 1992

Description of Photograph(s):

- 1 of 12: Bowen Building at southwest corner of Third Street and Main Street; photographer facing northwest.
- 2 of 12: Bowen Building at southwest corner of Third and Main Street including neon sign at southeast corner of Third and Main Street; photographer facing southwest.
- 3 of 12: East side of South Main Street between Third Street and Fifth Street; photographer facing southeast.
- 4 of 12: West side of South Main Street between Third Street and Fifth Street; photographer facing northwest.
- 5 of 12: South Main Street between Fifth Street and Ninth Street; photographer facing southeast.
- 6 of 12: Warehouse at the corner of Fifth Street and South Main Street; photographer facing northeast.
- 7 of 12: Atlanta, Birmingham, and Atlantic Depot on South Main Street; photographer facing north.
- 8 of 12: West side of South Main Street between Fifth Street and Ninth Street; photographer facing northwest.
- 9 of 12: Southwest corner of South Main Street and Fifth Street; photographer facing southwest.

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- 10 of 12: East side of Commerce Way between Third Street and Fifth Street; photographer facing southeast.
- 11 of 12: East side of Commerce Way between Third Street and Fifth Street; photographer facing northeast.
- 12 of 12: Looking down Fifth Street with the northeast and southeast corners of Commerce Way and Fifth Street; photographer facing east.

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Historic District Information Form, July 22, 1991. On file  
at the Office of Historic Preservation, Georgia Department  
of Natural Resources, Atlanta, Georgia, with supplemental  
information.

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FORM PREPARED BY:


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March 11, 1994

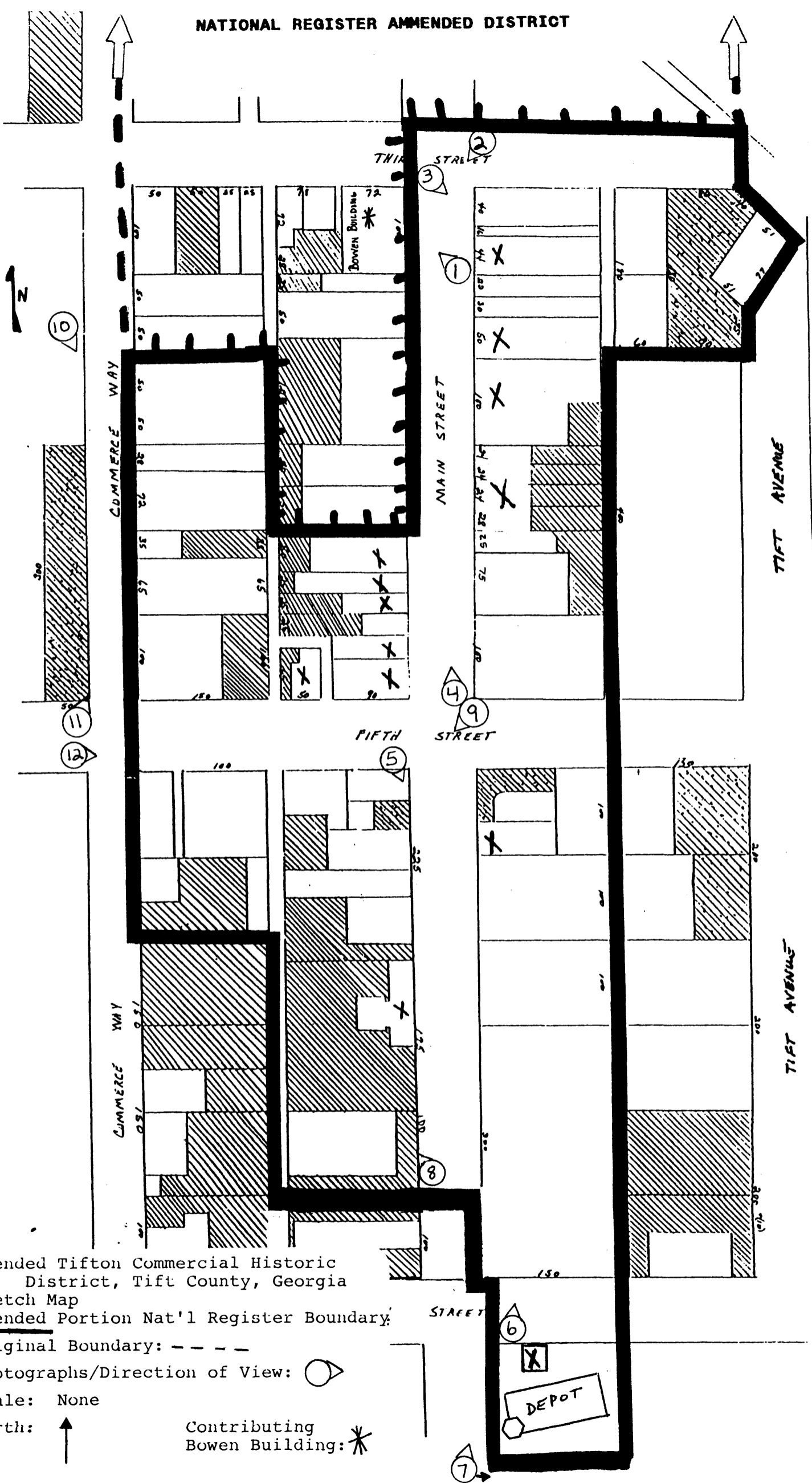
STATE AGENCY CERTIFICATION

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  
State Historic Preservation Officer

  
\_\_\_\_\_  
Date

NATIONAL REGISTER AMENDED DISTRICT




Amended Tifton Commercial Historic District, Tift County, Georgia


Sketch Map

Amended Portion Nat'l Register Boundary:

Original Boundary: - - - -

Photographs/Direction of View: 

Scale: None

North: 

Contributing Bowen Building: 