

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 89000149

Date Listed: 03/17/89

Senoia Historic District

Coweta

GA

Property Name

County

State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Amy Schaefer
Signature of the Keeper

3/17/89
Date of Action

=====

Amended Items in Nomination:

The count should include a total of two non-contributing structures for the water tower and the bridge. The contributing structure is the grid plan for the community, which was classified as a structure according to the definition in Bulletin L6.

Discussed and concurred in by Georgia SHPO.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

FEB 02 1989

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

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 Senoia Historic District

other names/site number same

2. Location

street & number Bordered by Pylant Street, Church Street

N/A not for publication

city, town Senoia GA 16, and CSX Railroad

N/A vicinity

state Georgia

code GA

county Coweta

code GA077

zip code 30276

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
150	35 buildings
0	0 sites
1	1 structures
0	0 objects
151	36 Total

Name of related multiple property listing:

N/A

Number of contributing resources previously listed in the National Register 1

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 request for determination of eligibility 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 does not meet the National Register criteria. See continuation sheet.

Signature of certifying official Elizabeth A. Lyon, Deputy SHPO

Date

1/26/89

Historic Preservation Section, Georgia Department of Natural Resources
State or Federal agency and bureau

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 and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Amy Schlaseg

3/17/89

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

DOMESTIC/single dwellingsCOMMERCE/TRADE/businessRELIGION/religious structuresINDUSTRY/manufacturing facility

Current Functions (enter categories from instructions)

DOMESTIC/single dwellingsCOMMERCE/TRADE/businessRELIGION/religious structures**7. Description**

Architectural Classification

(enter categories from instructions)

Materials (enter categories from instructions)

foundation N/Awalls woodbrickroof N/Aother N/ALATE VICTORIAN/Queen AnneLATE VICTORIAN/Victorian EclecticGREEK REVIVALCLASSICAL REVIVALBUNGALOW/craftsman

Describe present and historic physical appearance.

Senoia is an intact, late nineteenth to early twentieth century small community which developed around the railroad. The district consists of approximately one hundred fifty historic structures, generally one- and two-story frame and brick dwellings.

Coweta County is divided by major streams into broad divides. These divides again divide and subdivide due to smaller streams so that a large portion of Coweta consists of sharply rolling and steep slopes. In contrast, Senoia has one of the smoothest topographies in the area since it is located on broad divides. As a result, Senoia's terrain consists of gently rolling hills. In the absence of other geographic features, there are the Southern Railway (formerly the Central of Georgia) and the Seaboard Coastline Railroad (now CSX) which cut major paths through the area. There are no natural landmarks.

The district is primarily residential. Other characteristics of the district include a small central business district on Main Street (located in the central portion of the district), and an industrial section (located south of the central business district around the Southern Railway). Also, four churches are represented in the district.

Senoia is laid out in a grid pattern consisting of blocks, each originally divided into four lots. These blocks have since been divided further with as many as eight lots on a block today. The commercial area of Main Street is laid out in three long narrow linear blocks, one building deep, bordering both sides of the street. Georgia Highway 16 forms the southern boundary of the district. The terrain does not interrupt the uniform layout of the district except for the railroads which follow the divide between the Chattahoochee and Flint Rivers.

Buildings generally are set back a uniform distance from the street on moderate-to-large sized lots. The structures are situated close to the roads creating large backyards. Consequently, front yards are smaller but formal, with larger informal backyards and outbuildings. The commercial area is densely developed, many buildings being attached, whereas the residences are all detached.

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The district contains good examples of architectural styles popular from the late 19th through the early 20th century. There are several antebellum structures including I-houses and Greek Revival homes. The majority of buildings date from the Victorian Era. The district contains good examples of the following styles: Queen Anne, Victorian Gothic, Steamboat Gothic, and Italianate to name a few. Much of the woodwork was manufactured at the R.D.Cole woodworking company in nearby Newnan. The district also contains local interpretations of important historical revival styles such as the Neoclassical, and has several examples of Craftsman/bungalow. The churches reflect Queen Anne and Gothic styles. The commercial buildings are both brick and frame, one and two stories high, generally featuring decorative cornices and arched openings. They include rare examples of surviving detached, frame commercial structures.

Houses are primarily located close to the street, unified by sidewalks and tree-lined streets. The rear yards are larger and less formal with mature trees and some outbuildings. The downtown commercial area originally had a landscaped median down the center of Main Street consisting of hardwood trees. It was removed in the 1960s. There is a large post-World War Two recreational park just east of the district on the other side of the Seaboard Coastline/CSX Railroad.

There is no known archaeological potential. There are very few intrusions within the district and they are marked on the enclosed map.

There are two noncontributing structures of note: a water tank and tower located within the Central Business District and a wooden railroad bridge where Bridge Street crosses the Southern Railway.

8. Statement of Significance

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) A B C D E F G

Areas of Significance (enter categories from instructions)
architecture

Period of Significance
1827-1929

Significant Dates
1866

community planning
transportation

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
N/A

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

STATEMENT OF SIGNIFICANCE

AREAS OF SIGNIFICANCE:

The Senoia Historic District is significant in architecture and community planning and development and transportation.

The Senoia Historic District is significant in architecture because it contains a variety of historic building types which are found in most historic Georgia towns. These include houses, stores, institutional buildings (churches), and industrial buildings (gins, warehouses, etc.). These buildings and structures reflect small town construction techniques and technology, such as using wood and building brick chimneys. The district also reflects a particularly typical local interpretation and regional adaptation of national styles, such as the Queen Anne, Eastlake, Classical Revival, and Craftsman Bungalow, as well as many exemplifying Victorian eclecticism. The district includes a characteristic range of house sizes and types, from the one story, frame dwelling of no particular style to the large, two-story, Queen Anne style house. One of the most significant architectural features within Senoia is the surviving wood frame commercial buildings within the central business district. While most towns had these prior to the brick, fire-proof building programs of the late 19th century, few remain.

The Senoia Historic District is also significant in community planning and development and transportation. The district is significant in that it contains almost all of the historic town with very few modern intrusions or new development. It represents a community which was planned due to the advent of the railroad in the 1860s to promote business and agriculture in the region the town served. The original railroad was

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incorporated into the plan of the town, running east to west, and the community was apparently laid out by an engineering firm working for the railroad. The second railroad, arriving in 1910, became an eastern border for the town. The most important planned feature of the district, and a characteristic of most planned railroad towns in Georgia, is the gridiron street pattern laid out in the 1860s, intact on the 1898 map, and still surviving exactly the same today. Within this plan there is a very significant feature in the central business district where the very wide street forms a public square. It appears that this plan was tailor-made to fit Senoia's landscape and its railroad and was not prefabricated and imposed on this community.

NATIONAL REGISTER CRITERIA:

The above areas of significance support the property's eligibility under National Register Criteria A and C.

The district meets Criterion A because it reflects the broad patterns of American history as a small town, growing from a quasi-settlement or cluster of plantations/farms, with the advent of the railroad, into a typical American town. It became a center for regional trade and farming. With its second railroad, it became a city and was on its way to greater prosperity when the boll weevil and then the Depression ended its growth. Its town plan, a tailor made, gridiron pattern, was devised to include existing houses as well as the railroad running east to west. It was officially designed by engineers working for the railroad.

The district meets Criterion C because within its surviving building stock it contains many representatives of the work of master craftsmen as well as several architects. The architectural styles represented include Queen Anne, Eastlake, Classical Revival and Craftsman/Bungalow, as well as a large number reflecting Victorian eclecticism. The four historic local religious faiths are all represented by their historic churches, two of which show the definite influence of trained architects. The commercial part of the district retains a few free-standing wooden stores, a rare feature to remain in a small town, as well as many late 19th century brick stores. This nearly intact commercial area is a rare feature in such a small community where progress normally meant major changes to the business district. Overall, a great deal of the architectural details and superb local craftsmanship remain.

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The district also meets Criteria Consideration A, concerning churches, because within this district, the four churches are integral parts of the district, as they were in the town's history.

The period of significance is given as 1827-1929 because the history of the town's development, and thus the district, begins with the opening of the county for settlement in 1827. The roots of the community were in some of these early settlers who built houses in this area and were later the proponents for the railroad and thus the town. The end of the historic development is given as 1929 because the growth of the town, and certainly its built environment, ended with the advent of the boll weevil and the onset of the Depression.

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HISTORICAL NARRATIVE/CONTEXT STATEMENT

The Senoia Historic District comprises a good portion of the remaining historic fabric of the town of Senoia. The town is located in Coweta County, Georgia, a county created in 1825 from Indian lands and lying on Georgia's westernmost boundary. The county was first opened for white settlement by the 1827 Land Lottery. The settlers who came to Coweta County were primarily farmers who came for the most part from eastern Georgia counties, while others came from counties just east of the newly opened area. The area within which Senoia was eventually created was mostly used as farmland until the time of the Civil War, 1861-1865.

The area on which the town of Senoia eventually arose had been part of several antebellum farms, each with a main house. Six historic antebellum farmhouses remain within the proposed historic district.

The first evidence of a community arising in this area is when a post office was created and a postmistress named in 1854 for "Willow Dell". The postmistress was Mrs. Sybella A. Jones. Postal service for Willow Dell was discontinued in the early 1860s. On June 10, 1864 Mrs. Jones became the first postmistress for newly created Senoia, thus indicating that the two communities were close in location. It is probable that as a community was forming due to the proximity of many farm homes, as mentioned above, and the expected advent of the railroad, the focal point of the community might have shifted to align itself with the railroad. This has been the case in many other Georgia communities. The railroad being built from Griffin to Newnan, the Savannah, Griffin and North Alabama Railroad, had already graded the route through what was to become Senoia in 1860 but had to stop work during the Civil War. The railroad, incorporated in 1853-54, eventually had stops at Turin and Sharpsburg before arriving in Newnan.

As the community began to form, several of the key players were already at work to provide the land necessary for a new town. According to his daughter, a good portion of the land on which Senoia eventually was developed was purchased by Rev. Francis W. Baggarly (1819-1880) in 1860. Previous to his arrival in Senoia from adjacent Meriwether County, Baggarly had been a Methodist minister, being reassigned to various small Georgia

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towns. In Senoia he erected the first building in what would be the town proper. This was the Rock House, which although originally intended for commercial use, instead served as a commissary for the Confederacy during the Civil War and a Methodist church afterwards. It was Senoia's first church and the first Sunday school. Simply constructed of rock and mud, it survived until collapsing in 1977. During the Civil War, Rev. Baggarly transformed his home into a factory with looms and sewing machines to produce hats and shoes for the soldiers. This provided work for women and children while the men were away at war.

The 1860 Census of Coweta County shows that at least one other key player, William C. Barnes, a wealthy farmer, was already living in the area. His home is one of the surviving antebellum structures in town.

The first official use of the name "Senoia" might perhaps be in the naming of the local Civil War unit, The "Senoia Infantry," formed up June 11, 1861, as Company D of the 19th Regiment of the Georgia Volunteer Infantry. Many locally prominent names from the future town of Senoia can be seen in the names of the men in this company, which suffered many losses during the war.

Senoia's strongest development phase took place following the Civil War when it was incorporated as a town (1866), with Barnes and Baggarly as two of the commissioners, and after the first railroad was resumed and completed to Newnan. The town's center was where the public road crossed the railroad track near F. W. Baggarly's store. The original town limits were drawn in a circle with a radius of 1/2 mile from this intersection. This gave the original town an area of approximately 502 acres. In 1867, William C. Barnes and family sold the easement/land/half interest in Land Lot 279 for the right of way for the Savannah, Griffin and North Alabama Railroad (later the Central of Georgia Railroad, and known today as the Southern Railway) and especially for a depot to be placed at this location. This railroad was a trunk line connecting Griffin, Georgia to the south and Chattanooga, Tennessee on the north. From Senoia, it ran westwardly to Newnan. Tradition indicates that the town's gridiron plan was laid out at this time by a firm working for the railroad. The plan is still intact in Senoia. Some of the houses located along the railroad tracks within the proposed district were originally built for the railroad foremen. The railroad depot was at the foot of Main Street, adjoining the railroad, but is now gone.

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Commercial development naturally followed the arrival of the railroad, since all shipping and receiving of goods and materials was done by rail. Gins, warehouses, and seed and fertilizer buildings were located to the south and adjacent to the railroad. Smaller businesses formed along Main Street which ran northward, perpendicular to the railroad, in the center of the growing town.

The first commercial buildings were free-standing wooden structures. Brick commercial buildings were not built until the 1880s. Main Street was not paved until the 1940s. On the east side of Main Street, by around 1900, there were: grocery stores, a post office, a furniture store, dry goods, an undertaker, shoe repair, a restaurant, a millinery shop, and a meat market. On the west side, the commercial ventures included: a cotton warehouse, dry goods (including one which was two stories, housing the Masonic Lodge upstairs), a general store, barbershop, drug store, Farmers and Merchants Bank (1874), Senoia Hardware Company, a grocery, Baggarly Buggies and Wagons (with a Coca-Cola bottling plant in the basement), two blacksmith shops, and a carpenter shop. Many of the buildings which housed these establishments are still standing. A Masonic Lodge and a Royal Arch Masons Lodge were both formed in 1869.

The 1870 Census of Coweta County indicates that the town of Senoia was prospering. Rev. Baggarly was listed as a 51 year old farmer, and William C. Barnes as a 59 year old dry goods merchant. It was within his household that the first postmistress, Mrs. S.A. Jones, age 55, lived, as did her two sons who worked in local businesses. It is obvious from the census that the town of Senoia was well on its way as a railroad-based community.

While the town of Senoia grew up around the original depot site and the gridiron plan established by the railroad, it was also heavily influenced by the advent of a second railroad. The Atlanta, Birmingham, and Atlantic (ABA) Railroad arrived in 1909 and connected Atlanta with Birmingham, Alabama. It ran from Atlanta through Senoia on south toward Columbus. It is now the Seaboard Coastline/CSX Railroad. This railroad forms the eastern boundary of the historic district. Its depot was located at its intersection with Seavy Street on the east side of town, but is also now gone. Despite the two railroads and their impact on the town, they did not form a junction and, as mentioned, both their historic depots were torn down. The railroads were both extremely important in shipping the two vital goods which made up the

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economic backbone of the town--cotton and peaches--as well as other products. The railroads also brought to the town much needed material such as fertilizer, coal, and gasoline for more recently established industries.

The residential areas of Senoia developed mainly from the 1880s through the 1920s around the historic central business district downtown and its adjoining industrial area along the railroad. Based on the existing 1898 map and a current survey of extant buildings, it appears that most of the historic housing remains and consists of small, one story and larger two-story houses. They are distributed all around the town, not in any one particular area. The historic core of Senoia has a good mixture of these wood-frame dwellings. The residential structures which survive, and most appear to, include houses designed and built in the Queen Anne style, Eastlake, Classical Revival style, and Craftsman Bungalow. A great many are typically Victorian eclectic, and some are simply considered as having no particular style.

During the time the industrial area south of the central business district/Main Street was in its heyday, there was a good deal of housing associated with it for the workers. Today, there are only a few houses that remain in that area which were associated with these industries.

There were three main areas of Senoia where the black population lived. While one of these survives relatively intact and is included within the historic district, the two others were known as Sugar Hill and TenCentville. They are not included within the historic district due to loss of integrity, and being separated from the historic district by modern intrusions. Sugar Hill was located in the southwest portion of the city, south of Georgia 16. TenCentville was located on the northern end of town, just outside the city limits, extending from the cemetery (not in the district) eastward to the railroad. The third black area of Senoia is located on the northeast side of the historic district between Main Street and the railroad. It was more of an integral part of the historic town and is not known to have had a separate name or distinction.

The original town plan was expanded when it was incorporated as a city and the limits were enlarged in 1906. The city limits were expanded at that time from a radius of 1/2 mile to 3/4 mile, and remain that way today. This expansion identified the town's center at about the same location, described in 1906 as the

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public well in the center of the intersection of Seavy and Main Streets. This expansion doubled the size of the town from 502 acres to 1130 acres.

One of the most important local landscaping features is the divided median/roadway of the northern portion of Main Street. While its exact date of origin is not known, it appears to be part of the wide Main Street concept that gives the central business district a "town square" appearance.

The economy of Senoia was based primarily on the surrounding agricultural enterprises, with cotton one of the major products. Senoia's prosperity began to peak in the 1880s with the cotton mills working and a new guano distribution plant. In 1898, the Couch brothers built a factory to manufacture horse collars on a larger scale than they had been able to do previously. They were quite successful and, within a year, were manufacturing horse collars for the U.S. Government and every state in the union, averaging 200 collars a day. The Couch Brothers Factory and Gin survives south of the railroad in the industrial area on Gin Street. Since the town of Senoia was created after the Civil War, it was not affected by the war, but prospered due to the post-war boom that eventually occurred in Georgia.

The history of Senoia's religious and educational heritage can be understood by observing its four surviving historic church buildings. The churches were closely tied to the creation of the first schools in Senoia, although none of these historic school structures survive. The Methodist church opened Senoia High School in 1865 and later the Brantley Institute. The Baptist ran the Excelsior Academy. There was also a school known as the Senoia Institute and for a while college courses were offered on the second floor of the Hollberg's store.

Early representatives of the Baptist, Methodist, Presbyterian and Lutheran faiths survive in their church buildings, although in some cases different faiths occupy those buildings today. The Presbyterians organized in 1892 and built their surviving structure on Pylant Street in 1899. St. Philip's Lutheran Church was organized in 1910, and their church building finished in 1911/1912, designed by Emil C. Seiz, an Atlanta architect. The Baptists were organized in 1867, and built their present structure on Johnson and Baggarly Way in 1883/1900. The Methodists were organized in 1861 and built in 1898 their present building which is at the corner of Bridge and Seavy streets.

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Senoia had several early newspapers, although no specific surviving structure has been identified as associated with one of these enterprises. In 1871, The Senoia Journal was established as the first newspaper, followed by The Farm and Home (1880), The Senoia Sentinel (later The Coweta County Weekly (1885) and The Senoia Enterprise-Gazette (1890). The last newspaper ceased publication in the 1920s.

Electricity came to Senoia with the establishment of the Jones Electric Light and Power company in 1910. The founder, A H Jones, had been instrumental in the incorporation of Senoia as a city in 1906. A large water mill with a hydroelectric generator was built at Starr's Mill, in adjacent Fayette County. This new procedure allowed Senoia to have street lights and lights in private homes. The water tower on the west side of the central business district is a non-historic structure built after World War II.

Prosperity and post Civil War growth ended for Senoia as with many other Southern communities with the 1920s and the advent of the boll weevil followed at the end of the decade by the Great Depression. The boll weevil wrecked havoc with the cotton crops, one of the two main staples for Senoia's economy. The Depression, beginning officially in 1929, saw hard times for many people, in all walks of life, since everyone was affected by the national problems.

During the Roosevelt Administration's New Deal, 1933-1945, a great deal of Federally funded and inspired building programs were activated all over the nation, but no buildings resulted from these programs in Senoia.

After World War II, the major development in Senoia was on the southern portion of town along Georgia 16, in an area outside the proposed historic district. This development has brought many modern buildings, convenience stores, etc. There are only a few modern, noncontributing structures scattered within the historic district, a few residential, and a few within the central business district.

Present-day Senoia not only has preserved and still uses its historic central business district and its residential area, but has placed new commercial and industrial areas outside of the historic area. New uses have been found for many of the historic business buildings, and two houses have been converted to bed and breakfast inns.

9. Major Bibliographical References

Golsen, Theresa G. "Senoia" Historic Property Information Form, September 30, 1986. On file at the Historic Preservation Section, Department of Natural Resources, Atlanta, Georgia.

N/A See continuation sheet

Previous documentation on file (NPS): N/A

- preliminary determination of individual listing (36 CFR 67) has been requested
- 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:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreage of property approximately 150 acres

UTM References

A

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

C

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

B

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

D

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

N/A See continuation sheet

Verbal Boundary Description

The nominated district encompasses an area bounded on the east by the former Seaboard Coast Line Railroad track, on the south it runs along GA 16, Morgan and Pylant Streets, on the west includes houses facing Pylant Street and Drake Street, and on the north, houses facing Couch Street. Included within this area is the central business district, and a portion of the former Central of Georgia Railroad track.

N/A See continuation sheet

Boundary Justification

The nominated district includes all the remaining historic structures within the town of Senoia west of the former Seaboard Coast Line Railroad track and north of Georgia Highway 16. North of the proposed area there are farms, and on the west, a modern industrial area and new housing.

N/A See continuation sheet

11. Form Prepared By

name/title Kenneth H. Thomas, Jr., Historian

organization Historic Preservation Section date January 17, 1989

Georgia Department of Natural Resources telephone 404/656-2840

street & number 205 Butler Street, SE Suite 1462 state Georgia zip code 30334

city or town Atlanta

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PHOTOGRAPHS

Senobia Historic District
Senobia, Coweta County, Georgia

Photographer: James R. Lockhart
Negative : Filed at the Georgia Department of Natural Resources
Date Photographed: November, 1987

Description:

1 of 55: Looking west on Seavy Street, near Bridge Street intersection; photographer facing west.

2 of 55: Looking west on Seavy Street, at Clark Street intersection; photographer facing northwest.

3 of 55: Southside of Seavy Street, at railroad crossing; photographer facing southwest.

4 of 55: West side of Clark Street, between Seavy Street and the railroad; photographer facing northwest.

5 of 55: Northwest corner of intersection of Morgan Street and Clark Street; photographer facing northwest.

6 of 55: West side of unnamed street, near railroad, between Morgan Street and Wells Street (GA 16); photographer facing northwest.

7 of 55: Pecan grove at northeast corner of intersection of Clark Street and Wells Street (GA 16); photographer facing northwest.

8 of 55: Bridge Street as seen from Wells Street (GA 16); photographer facing north.

9 of 55: Southwest and northwest corners of intersection of Morgan Street and Bridge Street; photographer facing northwest.

10 of 55: House on northeast corner of intersection of Morgan Street and Bridge Street; photographer facing northeast.

11 of 55: Bridge on Bridge Street, which crosses over the Central of Georgia (now railroad); photographer facing north.

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12 of 55: Southeast corner of intersection of Barnes Street and Seavy Street houses shown are on Seavy Street; photographer facing southwest.

13 of 55: Hollberg Hotel, northeast corner of intersection of Barnes Street and Seavy Street; photographer facing northwest.

14 of 55: Central Business District on west side of Main Street, south of Seavy Street; photographer facing southwest.

15 of 55: Central Business District on west side of Main Street, north of Seavy Street; photographer facing northwest.

16 of 55: North side of Seavy Street, between Jones Street and Pylant Street (Water tank in distance is a new one, outside of district; photographer facing northwest.

17 of 55: Northwest corner of intersection of Seavy and Pylant Streets, Methodist church in center; photographer facing northwest.

18 of 55: Looking north on Pylant Street, between railroad and Seavy Street; photographer facing north.

19 of 55: House at southwest corner of intersection of Pylant Street and railroad; photographer facing southwest.

20 of 55: Streetscape along east side of Pylant between Morgan Street and the railroad; photographer facing southwest.

21 of 55: House on west side of Pylant at intersection with Morgan Street; photographer facing northwest.

22 of 55: West side of Pylant Street, south of intersection with Morgan Street at edge of the historic district; photographer facing north.

23 of 55: East side of Pylant Street, south of intersection with Morgan Street; photographer facing northeast.

24 of 55: Streetscape of unnamed street east of Pylant Street, and between the railroad and Morgan Street; photographer facing north.

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25 of 55: Southwest corner of industrial area south of the railroad and near Morgan Street; photographer facing southwest.

26 of 55: House and other industrial buildings along Morgan Street; south of the railroad; photographer facing northwest.

27 of 55: Northeast corner of the intersection of Broad street and Morgan Street, with median in middle of Broad Street; photographer facing northeast.

28 of 55: Looking north at intersection of Broad Street and Morgan Street, along Broad Street, photographer facing northwest.

29 of 55: Southern end of the Central Business District as seen from the southside of the railroad tracks; photographer facing northwest.

30 of 55: Original Lutheran Church (new Church of God of Prophecy) at southeast corner of intersection of Johnson Street and Main Street; photographer facing northeast.

31 of 55: East Side of Barnes Street between Middle Street (?) and Johnson Street; photographer facing northeast.

32 of 55: Northwest corner of intersection of Middle Street. (?) and Senoia Rocky Ford Road; photographer facing east.

33 of 55: North side of Middle Street (?) at intersection with the railroad; photographer facing east.

34 of 55: House at northwest corner of intersection of Bridge Street and Johnson Street; photographer facing southwest.

35 of 55: House at southeast corner of Couch Street and Senoia Rocky Ford Road; photographer facing northeast.

36 of 55: North side of Couch Street, near railroad; photographer facing northeast.

37 of 55: Southeast corner of Couch Street and Main Street; photographer facing northeast.

38 of 55: Southwest corner of intersection of Couch Street and Main Street; photographer facing northwest.

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39 of 55: Northside of Couch Street between Main Street and Pylant Street; photographer facing west.

40 of 55: Queen Anne style house at southwest corner of Couch and Pylant Streets; photographer facing northwest.

41 of 55: Pasture between Pylant Street and Drake Street; photographer facing northwest.

42 of 55: Looking north along Drake Street, south of Couch Street; photographer facing north.

43 of 55: House of Drake Street at edge of historic district; photographer facing northwest.

44 of 55: Northwest corner of intersection of Pylant Street and Johnson Street; photographer facing northwest.

45 of 55: Looking north along Pylant Street, just north of intersection with Johnson Street; photographer facing north.

46 of 55: North side of Johnson Street, between Pylant and Jones Street; photographer facing northeast.

47 of 55: Southside of Johnson Street between Pylant and Jones Street, with Baptist Church in background; photograph facing southeast.

48 of 55: Northwest corner of intersection of Johnson Street and Jones Street; photographer facing north.

49 of 55: West side of Jones Street, north of Johnson Street; photographer facing northwest.

50 of 55: East side of Main Street as seen from intersection with Jones Street/Middle Street; photographer facing northeast.

51 of 55: Main Street with its median as seen from near Johnson Street intersection; photographer facing north.

52 of 55: East side of Central Business District, just north of Seavy Street; (Hollberg Hotel is seen in background); photographer facing southeast.

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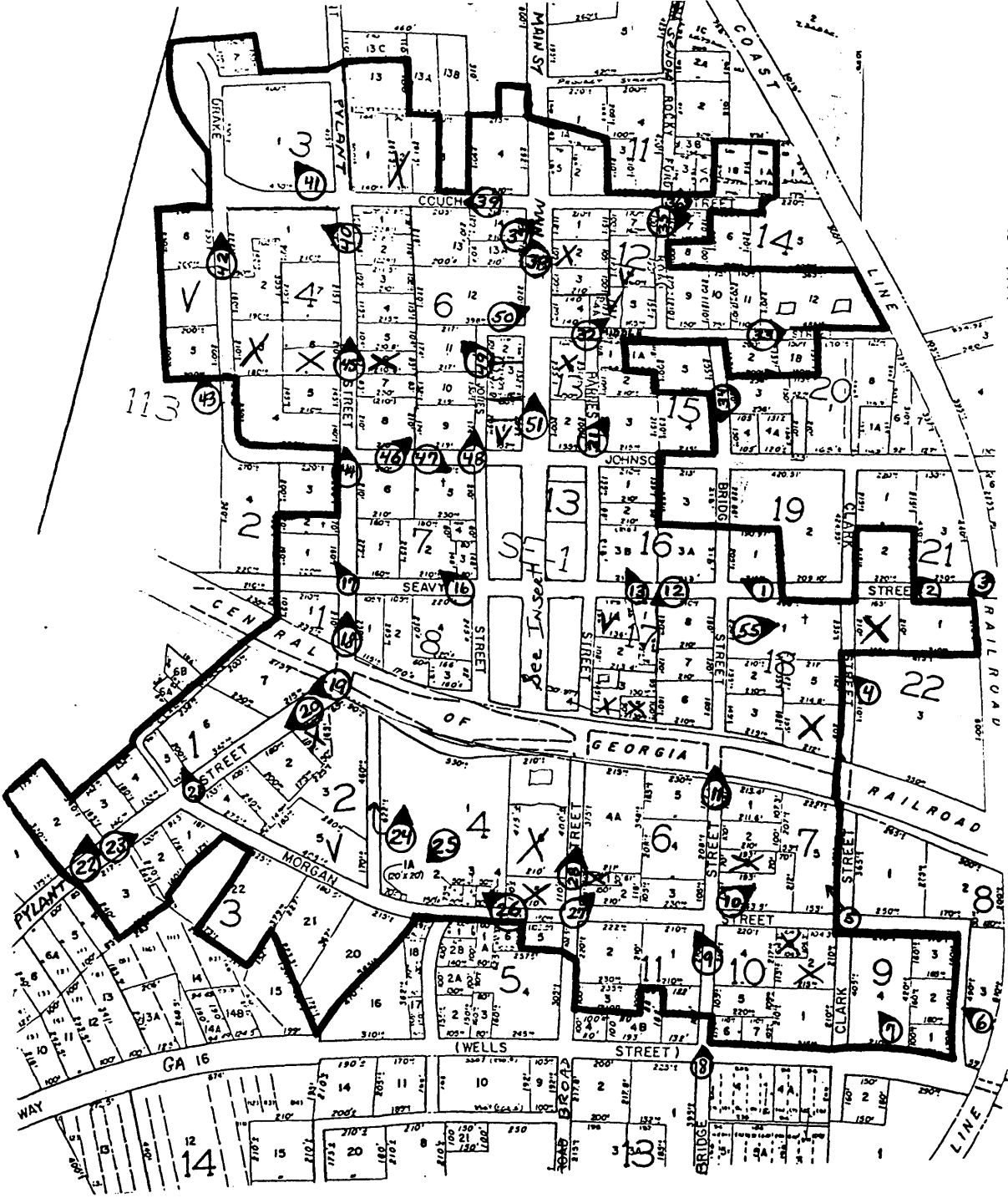
Photographs

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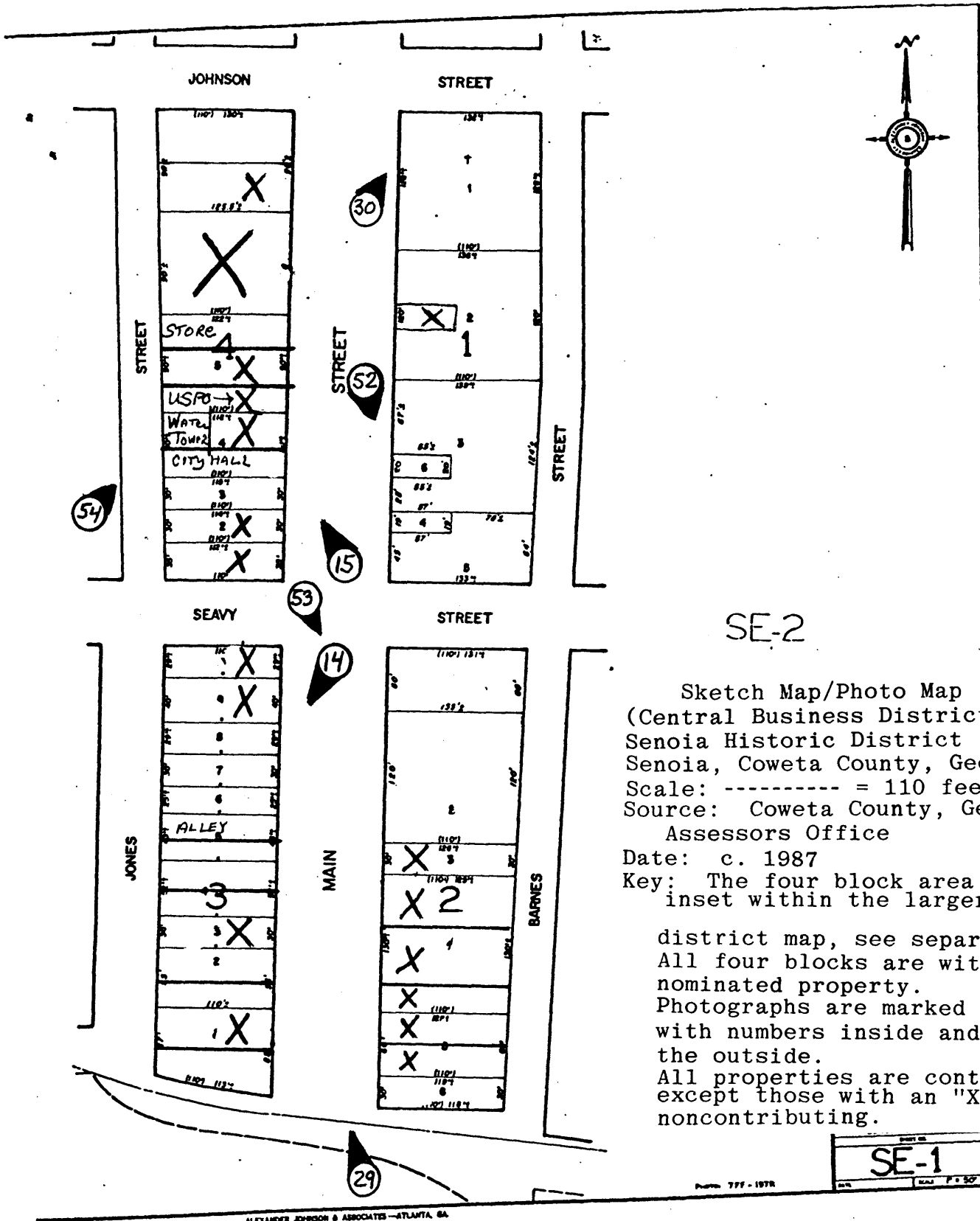
53 of 55: East side of Central Business District, south of Seavy Street and north of the railroad; photographer facing southeast.

54 of 55: Rear of Central Business District on west side of Main Street and north of Seavy Street, with footings of the water tank in the foreground; photographer facing northeast.

55 of 55: Senoia Methodist Church on east side of Bridge Street, between Seavy Street and the railroad; photographer facing east.



Sketch Map/Photograph Map
 Senoia Historic District
 Senoia, Coweta County, Georgia
 Scale: ----- = 210'
 Source: Coweta County, Georgia Tax
 Assessors Office
 Date: c. 1987
 Key: The boundaries of the district
 are marked with a heavy black line.
 Photographs are marked with a
 circle and an enclosed number,
 with the direction marked by an
 arrow on the circle.
 All properties are contributing
 except those marked with an "X"
 which are noncontributing.
 Those marked with a "V" are vacant.



SE-2

Sketch Map/Photo Map
 (Central Business District detail)
 Senoia Historic District
 Senoia, Coweta County, Georgia
 Scale: ----- = 110 feet (approx)
 Source: Coweta County, Georgia Tax
 Assessors Office

Date: c. 1987
 Key: The four block area is an
 inset within the larger historic

district map, see separate map.
 All four blocks are within the
 nominated property.
 Photographs are marked by circles
 with numbers inside and arrows on
 the outside.
 All properties are contributing
 except those with an "X" which are
 noncontributing.

SE-1
 Scale 1" = 50'