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United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Twin City Historic District
other names/site number Summit; Graymont

2. Location

street & number 6th Ave. on the W; the north side of Railroad Ave. on the N; Maple St. on the E; and College St. and 5th Ave. on the S. not for publication
city or town Twin City vicinity _____
state Georgia code GA county Emanuel code 107 zip code 30471

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant at the following level(s) of significance:
 national statewide local

[Signature] 12 DEC. 2013
Signature of certifying official/Title: Dr. David C. Crass/Historic Preservation Division Director/Deputy SHPO Date
Historic Preservation Division, Georgia Dept. of Natural Resources
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official _____ Date _____
Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
- determined not eligible for the National Register removed from the National Register

other (explain:) _____
[Signature] 2/8/14
Signature of the Keeper Date of Action

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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
 (Check only one box.)

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

Number of Resources within Property
 (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
135	54	buildings
0	0	sites
1	0	structures
0	0	objects
136	54	Total

Name of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

- DOMESTIC: Single dwelling
- COMMERCE: business, professional, specialty store, financial institution
- INDUSTRY: manufacturing facility; waterworks
- EDUCATION: school
- RELIGION: religious facility, church-related residence
- SOCIAL: meeting hall
- AGRICULTURE: animal facility
- GOVERNMENT: city hall; correctional facility
- TRANSPORTATION: rail-related
- HEALTH CARE: sanitarium; medical business/office

Current Functions
 (Enter categories from instructions.)

- DOMESTIC: Single dwelling
- COMMERCE: business, specialty store
- INDUSTRY: manufacturing facility; waterworks
- EDUCATION: school
- RELIGION: religious facility
- SOCIAL: meeting hall

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Gothic, Itallanate, Queen Anne, Folk Victorian

LATE 19TH AND 20TH CENTURY REVIVALS: Classical Revival, English Vernacular Revival

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style, Bungalow/Craftsman

MODERN MOVEMENT: Moderne, International Style, Ranch

Materials

(Enter categories from instructions.)

foundation: BRICK, CONCRETE, STONE

walls: BRICK, WOOD: weatherboard

WOOD: log

STUCCO

roof: METAL, ASPHALT

other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Twin City is located in eastern Emanuel County, approximately 12 miles east of Swainsboro, the county seat. The Twin City Historic District encompasses approximately 255 acres of historic residential, commercial, and community landmark resources associated with the development of two towns that were incorporated as one in 1921. Railroad Avenue/Georgia Highway 23 trends northeast-southwest through the center of the district, following the railroad (tracks removed in 1951-1952). The northeast part of the district is the historic commercial and residential area of Summit, and the southwest part of the district is the historic commercial and residential area of Graymont. Located between the two towns at the intersection of Railroad Avenue and U.S. Highway 80 is the area established in the early 1900s as the "civic center." Historic resources include numerous community landmark buildings such as the c.1900 jail/former city hall, c.1900 Church of Christ, 1907 Baptist Rest Primitive Baptist Church, 1927 Twin City Methodist Church, 1934 Adam Brinson Chapter DAR building, 1945 Boy Scout hut, 1949 First Baptist Church, 1954 Emanuel County Institute campus, and a 1937 water tower. Historic houses in the district date from the late 19th century through the mid-20th century. Architectural styles include Queen Anne, Folk Victorian, Craftsman, English Vernacular Revival, Classical Revival and International Style. House types include Queen Anne cottage, New South cottage, Georgian cottage, Georgian house, English cottage, gabled-wing cottage, bungalow, central hall, and ranch house.

Narrative Description

The following description was taken from the April 12, 2012 "Twin City Historic District" Historic District Information Form on file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia written by Eileen Dudley. It was edited by Lynn Speno, Historic Preservation Division.

The Twin City Historic District encompasses approximately 255 acres of historic resources associated with the development of two towns, Summit and Graymont, which were incorporated as one in 1921. Twin City is located in Emanuel County in east central Georgia. The county is thinly populated, with only six towns. Three highways pass through the town: U.S. Highway 80 divides the two historic towns, County Highway 192 passes through Graymont, and Georgia Highway 23 passes through both towns. Railroad Avenue/Georgia Highway 23 trends northeast-southwest through the center of the district, following the railroad line (tracks were removed in 1951-1952). The northeast part of the district is the historic commercial and residential area of Summit and the southwest part of the district is the historic commercial and residential area of Graymont. Graymont and Summit both retain their distinctive commercial areas. Located between the two towns at the intersection of Railroad Avenue and U.S. Highway 80 is the area established in the early 1900s as the "civic center."

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The historic houses in the district date from the late 19th through the mid-20th century. Architectural styles include Queen Anne, Folk Victorian, Craftsman, English Vernacular Revival, Classical Revival, and International Style. House types include Queen Anne cottage, New South cottage, Georgian cottage, Georgian house, English cottage, gabled-wing cottage, bungalow, central hall, and ranch house. Commercial buildings in the district are generally one- and two-story attached and freestanding brick or frame buildings constructed at the turn of the 20th century.

Most of the houses are clad in wood; brick clad buildings are primarily in the town's commercial areas, although there are some postwar brick ranch houses in both Summit and Graymont. For the wood houses, pier foundations of brick are the most common.

During the years of railroad development up to 1920, Queen Anne and Folk Victorian styles were popular and many examples of homes from this era remain. The abundance of timber in the area made it easy and economical for home builders to embellish houses with decorative porch railings and posts. Since there was an absence of trained architects in the area, homes were built by local builders. These builders likely added a few of the then-popular Victorian features to the house forms they were familiar with in an attempt to bring fashionable homes to the community. In addition to houses, a surprising number of outbuildings such as wells, mule cribs, garages, wagon sheds, and dairy houses have survived on residential property throughout the district.

During the period between the two world wars from about 1920 to 1945, the Bungalow and Central Hallway-type houses were the predominant types built in Twin City. Most of the house types are simple with only porch details and exposed rafters with some window variations.

Residential resources from the 1950s and 1960s include ranch houses scattered throughout the district. Examples can be found at 812 5th Avenue, 612 S. Swift Avenue, 403 Elm Street, 306 S. Railroad Avenue, and 404 College Street.

The Twin City town limit includes some large areas of vacant land on the southeast and northwest. These areas were not included within the boundary of the district.

Civic Center

In the early 1900s, and with the cooperation of citizens of both communities, James Rountree donated land central to both Summit and Graymont, to establish a "civic center." This area was designated for public use — churches, schools, community use, and government. Historic community landmark buildings in the civic center include the c.1900 jail/former city hall, c.1900 Church of Christ, 1907 Baptist Rest Primitive Baptist Church, 1927 Twin City Methodist Church, 1934 Adam Brinson Chapter DAR building, 1945 Boy Scout hut, 1949 First Baptist Church, 1954 Emanuel County Institute campus, and one structure, the 1937 water tower. Within the area, buildings are spaced far apart on large landscaped lots.

The jail/city hall is located on the dividing line between Graymont and Summit. Built c.1900, the building is clad in brick. The front façade has arched door and window openings with applied eyebrow/segmental arch above, a brick beltcourse, and a parapet with recessed sign block (photograph 24).

The Church of Christ, c.1900-1910, is clad in brick with a Craftsman-style porch defined by battered porch posts on piers. A multi-light transom tops the entrance door. The building has a metal, truncated, hipped roof (photograph 19).

The Baptist Rest Primitive Baptist Church (1907) is a Gothic Revival-style building with a gable front, square corner towers, and central entrance portico supported by square posts. It is clad in weatherboard. One of the towers is a truncated tower with a flat roof; the other tower is topped by a six-sided conical roof with lancet designs. There are two entrance doors, each topped with a transom. Paired lancet windows are located in each tower (photograph 15).

The Twin City Methodist Church, constructed in 1927, has elements of the Greek Revival style in the double-pedimented gable-front with dentils; paneled-wood, double-door with transom and pediment; paired windows; and cornice with dentils resting on pilasters (photograph 16).

The Adam Brinson Chapter DAR House (1934) is a log cabin located on the southeast corner of the intersection of N. College Street and U.S. Highway 80. The cabin was constructed for use as a meeting hall by families of the newly formed chapter of Daughters of the American Revolution (DAR). It was built out of pine from trees that were felled during a 1929 tornado (photograph 23).

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The Boy Scout hut was built by World War II veterans c.1945. The building is a side-gable, one-story building with a standing-seam metal roof, gable-front entrance porch, board-and-batten siding, brick pier foundation, 1/1 sash windows, and paneled wood door with glass (photograph 25).

The First Baptist Church, built in 1949, is clad in brick with a temple front. The front entrance portico has attenuated columns supporting the pediment. The recessed entrance door is surrounded by pilasters and pediment. Arched, multi-light, stained-glass windows are located on either side of the entrance (photograph 18).

The Emanuel County Institute (ECI) Agricultural Building (1954) is a one-story, brick building with an arched, gabled entrance. Decorative insets of stone or concrete surround the entrance arch. Windows are grouped, multi-light sash windows (photograph 20).

The Emanuel County Institute Main Building (1954) is a one-story brick building with gable roof and grouped multi-light windows. Minimal detailing includes a brick water table, louvered triangular gable-end vents, and a cross gable in the roof (photograph 21).

The ECI School Auditorium (1954) is a gable-end brick building in the Modern style with clerestory windows and large plate-glass windows on the front façade. The metal entrance doors are covered by a concrete canopy (photograph 22).

The water tower (1937), a contributing structure, is painted with "Twin City Home of the Bulldogs" (photograph 14).

Summit

The northeast side of Twin City is the location of the historic town of Summit. This historic town center is divided by Georgia Highway 23, which is parallel to the old railroad bed. Most of the historic commercial buildings are on the north side of the highway. The majority of the commercial buildings are attached and detached commercial type buildings. The facades are set uniformly at the front of the property line. These buildings primarily date from 1890 to 1945; a few are from 1960. Many of them are now vacant. These buildings housed mercantile companies, businesses, and banks. A frame, front-gabled store at 503 N. Railroad Avenue is considered the oldest building in Summit. Its actual date of construction is unknown, but may date to as early as the 1860s (photograph 4).

The two residential areas of Summit within the boundary of the district are located just north and south of Railroad Avenue. These areas include a variety of house types and styles. Many of the larger houses have twin gables with decorative wood shingles.

Summit – Commercial District

Located on N. Railroad Avenue, the O.A. Hall store is a two-story, concrete-block, commercial building built in the early 20th century. It has a metal, shed-roof porch with exposed rafter ends. The adjacent one-story painted brick building has a simple cornice, recessed sign block, and metal, shed roof porch with exposed rafter ends (photograph 5).

The railroad depot is located on Railroad Avenue. According to Emanuel County tax records, it was constructed in 1868. It has a weatherboard exterior and a metal gable roof with wide overhangs supported by wooden brackets. The 1/1, double-hung, sash windows are replacements (photograph 8). The depot, no longer used for transportation, was moved from the major intersection of U.S. Highway 80 and Railroad Avenue around 1954, two years after the tracks were removed. The relocation of the depot made room for a gas station (1955) to be built at this major intersection. The station, which has been in continuous use since it was built, now provides mechanical service although the current owners no longer sell fuel (photograph 13).

Located next to the depot on Railroad Avenue is the Secab Building, constructed c.1940 as a warehouse. It is a one-story building clad in metal siding. It has a gable roof, brick pier foundation, large freight openings, and an adjacent, non-historic, metal storage shed (photograph 8).

Located across from the depot is a commissary built c.1898. It is a gable-front, one-story building clad in corrugated metal, with an exterior brick chimney on one side. The building has its original, paired, wooden entrance door and shed-roof porch supported by replacement wood posts on brick piers (photograph 7 on left).

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Located in this same block is a 1903 brick commercial building with a simple decorative brick cornice, parapet front, two sets of paired wood/glass entrance doors. There are four window openings across the front. Wood posts support a standing-seam, metal, shed-roof porch. The porch floor is concrete (photograph 1 on right).

In the next block on N. Railroad Avenue is the 1904 Summit Bank, a two-story brick building. It is a commercial building with Italian Renaissance features. The brick on the front facade is lighter in color than the rest of the building. Decorative detailing includes a rusticated stone beltcourse, corbelled brickwork, rusticated stone door and window surrounds, and arched door and window openings on the first floor (photograph 2).

Adjacent to the bank is a one-story brick commercial building constructed in 1907 by Dr. Walter Rountree (1872 – 1951), nephew of James Rountree, original landholder of Summit. Brick pilasters separate the three storefronts. Each storefront is recessed with paired, glass-over-wood, entrance doors, large plate-glass windows, and cast-iron pilasters made at Fitzgerald Iron Works, Fitzgerald, Georgia. There is a metal, shed-roof porch supported by iron poles (photograph 3).

Located at 503 Railroad Avenue is a gable-front store built c.1860-1870. The building is believed to be the oldest building in commercial Summit. It is clad in weatherboard with deep gable-end returns. Wood posts support the hipped metal porch roof. The entrance door has paneled wooden doors that fold over. The entrance is flanked by 6/6 double-hung sash windows. There is a solid brick foundation beneath the concrete slab porch (photograph 4)

Summit Residential

The Summit area includes a variety of types and styles of houses. The following are examples of some of the houses in this part of the district:

Located at 128 W. Broad Street, north of the commercial area, is a Central Hallway cottage. The house has multi-light windows, a shed-roof porch with square posts, and sidelights on either side of the entrance (photograph 9).

The Davis – Proctor House, located at 133 1st Avenue, is a one-and-a-half-story frame Folk Victorian, Georgian Cottage constructed in 1890 (National Register-listed 12/10/10). The house has a symmetrical front façade with central entrance with original door and transom. The wraparound porch has decorative spindle work, brackets, and turned posts and balustrade. The multi-gable complex roof has decorative shingles in the gables. The house retains its original wood door and window surrounds (photograph 12).

The house located at 115 W. Broad Street was constructed in 1898. It is a one-story, gabled-wing, frame cottage with front projecting bay. Elements of Neoclassical Revival style include the transom and sidelights, as well as the attenuated Tuscan columns on the wraparound porch.

Similar in type to 115 W. Broad Street, but constructed in 1908, is the house at 202 N. Railroad Street. It is a one-story Folk Victorian, gabled-wing, frame cottage. The front entrance includes a transom and sidelights and the full front porch has decorative turned posts and balustrade.

The Sturgis House at 112 N. Railroad Street (1918) is another good example of a Folk Victorian-style house with decorative elements including wooden shingles in alternating rows of fish-scale and saw-tooth shingles in the gable ends. The wraparound porch has turned posts and balustrade with scroll-sawn decorative brackets.

Graymont

South of U.S. Highway 80 at the intersection of Georgia Highway 192 and 5th Avenue marks the business center of Graymont. On these four corners are buildings that historically housed mercantile, livery, hardware, sanitarium, movie theater, bank, post office, other businesses, and doctors' offices. Most of the buildings are detached commercial buildings that date from the late 1890s to 1960 and are set uniformly at the front of property lines. The Citizens Trading Company building is set further off the road with designated parking in front.

The drugstore (1888), livery stable (1900), Bank of Graymont (1901) and Citizens Trading Company (1900) are among the oldest remaining buildings. The Coleman Sanitarium and hardware store was lost to fire in 1932 and then rebuilt that same year.

The southern end of Graymont, bordered by Highway 192, Bailey Street, and Ward Street, is distinctively an African-American community. Sarah's Café, Cooper Baptist Church, and St. James AME Zion Church are the focal points of this

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community. This area was not included within the boundaries of the district due to the large number of noncontributing resources.

South and east of the Graymont historic commercial core is the largest historic residential area of Twin City. This area has a variety of house types and styles dating from the 1890s to the 1940s.

Graymont – Commercial District

The Citizens Trading Company is a two-story, brick, commercial building constructed in 1900. The four-bay building has four storefronts each with glass/wood, double doors (one of which is not original) that are flanked by display windows and topped by multi-light transoms. A corbelled brick cornice caps the building. Segmental, arched, second-floor window openings remain. A corrugated metal canopy, supported by metal poles, covers the first floor (photograph 41).

The 1900 livery stable is a two-story brick building with stepped parapet front façade, segmental arched windows, and double-door opening. There is a one-story, shed-roof, side addition (photograph 42).

The Graymont Bank and Post Office Building (1901) is a two-story brick commercial building with elaborate corbelled brick cornice and recessed rectangular panels. The first floor has arched door and window openings with brick surrounds. The large panes of windows pivot to open. Decorative elements include rusticated granite sills, beltcourse, and horizontal banding. Doors are wide wood/glass doors with recessed squares. A corrugated canopy, supported by metal poles, overhangs the sidewalk. Second floor, arched, window openings are capped by granite keystones and brick surrounds (photograph 39 on right).

The movie theater (1918) is a two-story brick building. The first floor openings have been covered with brick. The second floor retains its arched window openings. A corbelled brick cornice tops the building. The alley between the movie theater and the bank was filled in during the early 1950s to create an office space and private restaurant (photograph 39, center behind tree).

The addition to the side of the theater (1938) was originally used as a filling station. It retains its original brick storefront with central multi-pane glass/paneled wood door and multi-light windows. The hipped roof entrance is supported by decorative cast-iron square posts made by Fitzgerald Iron Works in Fitzgerald, Georgia (photograph 40 on left).

The hardware store (1932) is a brick commercial building with simple decorative brickwork with headers and stretchers, concrete corner blocks, and two storefronts. A metal gable roof has been installed atop the original flat roof. There is a flat corrugated metal awning covering the sidewalk. Each storefront has a recessed entrance (double wood doors) and large display windows with decorative wood base and vents/panels (photograph 40, on right).

The Graymont Drugstore (1888) on S. Railroad Avenue is a one-story brick commercial building with three storefronts. The building has a simple, stepped, brick cornice with recessed rectangular panels.

There are several other commercial buildings along S. Railroad Avenue. They are primarily one-story buildings of masonry with flat roofs.

Graymont Residential

Like Summit, the Graymont area includes a variety of types and styles of houses. The following are examples of some of the houses in this part of the district:

Located on 6th Avenue between New and S. Swift streets are four identical Folk Victorian-style gabled-wing cottages. The cottages are weatherboard with standing-seam metal roofs (photograph 36). They were constructed in 1908. Slight alterations and different colors distinguish them from each other.

One of the largest houses in the district is located at 921 5th Avenue. It is a two-story Neoclassical Revival-style frame house constructed in 1908. The main block has a hipped roof and two-story front portico with entablature supported by monumental paired Ionic columns. A single-story porch extends around the corner to a porte-cochere with slender Ionic columns (photograph 30). The house is on a large parcel and has a deep setback from the road.

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An example of an English Vernacular-style cottage in the district is located at 410 S. College Street. The one-story house was constructed in 1938. It has a stucco chimney that projects from the front façade and features a narrow, elongated blind arch decoration.

Another large house in the district is the Durden/Higgenbotham House at 309 S. College Street. The house is a one-and-a-half story Queen Anne-style cottage with asymmetrical massing, multiple projecting cross-gables, gable ends with diamond-shaped vents and plain wood shingles. The wraparound porch incorporates a corner gazebo under a conical roof. Decorative turned posts and balusters extend along the length of the porch.

Also located on S. College Street is the Matthew Durden House at 322 S. College Street. Built in 1906, this large Folk Victorian-style house with 1925 Neoclassical porch addition was constructed by Mr. Murray, a friend of the owner. Matthew Durden owned a sawmill and furnished all of the lumber for the house. The house is clad in weatherboard. Full-length floor-to-ceiling windows with pedimented lintels/surrounds are located on the porch. The gabled roof has front projecting gables with decorative wood shingles. The entrance bay is recessed and has two matching doorways located on either side of a central triple window. The entrances have multi-light sidelights and wood surrounds that match the windows. The porch has paired, fluted Doric columns on either side of the steps and single columns along the rest of the porch extending to the porte-cochere at the left end of the porch (photograph 32).

Located at 308 S. College Street is the original parsonage of the Twin City Methodist Church. This gabled-wing cottage was built c.1903-1905.

A house designed by Leila Ross Wilburn, noted Atlanta female architect, is located at 414 S. College Street. It was constructed c.1921-1925. This Craftsman-style bungalow is a one-and-a-half-story house with a gable front and offset shed roof porch with brick pillars. The original garage and mule barn are located on the property.

An International Style house, located at 815 5th Avenue, was built in 1946. It has a two-story, central block with one-story, side wings. The house has a flat roof, painted stucco exterior, paired windows with metal awnings, and a curved wall to the right of the entrance (photograph 34).

There are several ranch houses within the district. Examples include the house at 615 New Street (photograph 37) and a contemporary-style ranch house at 812 5th Avenue (photograph 33). The house at 812 5th Avenue has a brick skirt wall, board-and-batten siding above the brick, and a sloping roof.

Noncontributing buildings within the district include those buildings that have been significantly altered from their historic appearance or that were constructed after the end of the period of significance. The noncontributing buildings are scattered throughout the district.

Landscape

The district is slightly rolling with a pronounced rise from south to north as you follow Highway 192 merging one block south of the traffic light at U.S. Highway 80 into Georgia Highway 23. Summit, the older of the two towns, received its name because it was the highest point on the Central of Georgia Railroad line north of the Ohoopsee River. Initially it was a terminus for the line before the rail line was extended south.

Streets in both areas run southwest to northeast, parallel to the original railroad track. Typical of railroad towns, commercial development primarily fronted the railroad, now Railroad Avenue. Side streets, on which residential neighborhoods sprang up, feed off the main street at right angles; only a few are cross streets fully intersecting Railroad Avenue. The streets remain much as they were originally laid out. Railroad Avenue, the original path of the train track is now paved highway. The Dixie Overland Highway, now U.S. Highway 80, conceived in Savannah in 1914 as a coast-to-coast road that would "never be snow bound," intersects Railroad Avenue at right angles and cuts the district in two.

The main historic residential areas for both Summit and Graymont border Railroad Avenue east and west of the original commercial areas. In all residential areas, buildings have varying spacing and setback on lots typically of ½ acre or more. Domestic landscaping is mostly simple and unplanned and includes dogwood, crepe myrtle, pecan, and pine trees, and several yards include large magnolia trees.

In the commercial areas, other than an occasional planter, landscaping is absent and the look is somewhat austere. The properties within the civic center have foundational plantings, usually azalea, with other flowering trees and pines scattered through the property.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1898-1964

Significant Dates

1898 – Summit chartered

1900 - Graymont chartered

1905 – both towns incorporated

1921 – Twin City incorporated

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Wilburn, Leila Ross

Period of Significance (justification)

The period of significance begins in 1898, the year that Summit was chartered, and continues until 1964, the end of the historic period.

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Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The small town of Summit in Emanuel County began c.1889 with the charter and then construction of the Rogers & Summit Railroad (later the Millen & Southern Railway) and charter for the town in 1898. The town of Graymont, established in 1896 and chartered in 1900, was located one-mile from Summit and had its own depot and post office. The two small towns of Summit and Graymont were incorporated into one town called Twin City in 1921 by an act of the Georgia legislature. The towns, however, maintained separate post offices until 1952. Twin City Historic District is significant at the local level under Criterion C in the area of architecture for its excellent examples of historic residential, commercial, and community landmark buildings representing the common architectural types and styles found throughout Georgia in the late 19th through the mid-20th centuries. The district is also significant at the local level under Criterion A in several areas. In the area of commerce, the district is significant because the two historic central business districts represent the typical stores and businesses found in small rural communities in Georgia. The district is significant in the area of community planning and development as the original plans of both Summit and Graymont are excellent examples of a railroad strip-type town in Georgia with the main street running parallel to the railroad through the center of town. The period of significance is from 1898 to 1964, which includes all of the historic contiguous resources within the district.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

The Twin City Historic District is significant on the area of architecture for its excellent examples of historic residential, commercial, and community landmark buildings. The majority of the buildings in the district were built from the 1880s to the 1950s and reflect the style and type of commercial and residential architecture which was so prominent in Georgia's towns and cities during this period.

The houses represent the common architectural types and styles found throughout Georgia in the late 19th through the mid-20th centuries. These types and styles are identified in a 1991 statewide context *Georgia's Living Places: Historic Houses in Their Landscaped Settings*. A large number of turn-of-the-20th century houses are located on large lots throughout the district. Many of these houses exhibit similar characteristics such as twin intersecting gables with decorative elements. The major stylistic influences include Folk Victorian, Queen Anne, Classical Revival, Craftsman, and English Vernacular Revival. House types include Queen Anne cottage, New South cottage, Georgian cottage, Georgian house, English cottage, gabled-wing cottage, bungalow, central hall, and ranch house. Wood is used as the primary exterior material. House sizes range from modest to very large. One-story construction is typical of Twin City, but there are also several one-and-a-half story examples. Very few of the houses in the district are architect designed. The houses in the district illustrate how popular styles and types of the period were used for a variety of houses.

One of the houses known to have been architect designed is located at 414 S. College Street. The house was designed by Leila Ross Wilburn, noted Atlanta female architect. It was constructed c.1921-1925. Other similar Craftsman-style bungalows are clustered in the same area. It is not known whether her house plans were used for any of these. Wilburn, published numerous pattern books for houses in the first half of the 20th century.

Wilburn concentrated on residential architecture throughout her career. She established close ties with Atlanta contractors, developers, realtors, and builders, including Randall Brothers. In exchange for recommending Randall Brothers' building supplies, the company agreed to publish her first plan book, *Southern Homes and Bungalows*, in 1914. This was followed by *Brick and Colonial Homes*, *Homes in Good Taste*, *Ideal Homes for Today*, *Ranch and Colonial Homes*, *60 Good New Homes*, and *Bran-New Homes*. Her plan books joined a tradition popularized in the 1880s by the *Ladies' Home Journal*, which at that time began to publish plans for moderately priced houses. "Builders and contractors throughout Georgia used Wilburn's design books, and her plans were featured nationally in publications such as *Ideal Homes of Today* and *Southern Homes*." According to Atlanta-based architectural historian, Robert Craig, Wilburn's plans

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were widely built throughout Atlanta and Georgia, "where there are more houses by Wilburn than by any other architect from any period."

The commercial buildings in Twin City are predominately one-and two-story detached brick commercial buildings fronting the rail line. The areas of Twin City's commercial district along the rail line contain most of the city's commercial structures. The variety of buildings in the district, including a bank with Italian Renaissance features, a livery stable, railroad depot, and other commercial buildings, represent a cross-section of historic functions and architectural styles and provide physical evidence of Twin City's role in the industrial and commercial history of the town.

The district is also architecturally significant for its community landmark buildings including the former city hall/jail, several churches, and a school complex. The community landmark buildings are clustered in the center of the town and reflect various styles of architecture in Georgia from 1900 to 1954, including Greek Revival and Gothic Revival, which were commonly used for church design in Georgia.

The Twin City Historic District is significant in commerce for buildings that represent the commercial center of the community. The completion of a railroad in 1892 linking the two towns to the main Central of Georgia line between Savannah and Macon helped spur development of the towns as commercial centers. The railroad provided a means to transport the area's commercial goods to regional metropolitan markets. As the railroad and the timber industries grew, so did the towns. With the extension of the rail line through Graymont, commercial enterprises such as the Citizens Trading Company began operations just after the turn of the 20th century. From its beginning, Citizens Trading was the largest mercantile company in the area and carried everything from "cribs to caskets." Several regional businesses that thrive today had their starts in the district including a furniture store founded by L. A. Waters, Sr. (1906-1979) in 1934 in the building that originally was the Graymont Bank and Post Office. Originally an insurance salesman, he began selling used furniture. Waters eventually became one of the first to sell new furniture on an installment payment plan. He moved his business to Statesboro in 1944 and has locations there. Marlow Daniels (1882-1968), one of the original renters of Walter Rountree's commercial storefronts in Summit, began his business selling general merchandise. When the motorcar became popular, he founded Daniels Chevrolet, a business he moved to Swainsboro in the mid-1940s where the business continues today. The commercial significance is evidenced by the remaining historic commercial buildings within the district.

The district is significant in the area of community planning and development as the original plans of both Summit and Graymont are excellent examples of a railroad strip-type town in Georgia with the main street running parallel to the railroad through the center of town. As defined in Darlene Roth's 1989 statewide context, *Georgia Community Development and Morphology of Community Types*, in a railroad strip-type town the associated commercial development parallels the tracks and is oriented to the railroad tracks directly. The historic layout was preserved when Graymont and Summit united as Twin City. The chartering of the two towns, Summit in 1898 and Graymont in 1900, resulted from their growth along the railroad line. While the railroad tracks no longer remain, the layout of the town remains intact. A unique feature of the town is the civic center of the community, which is located between the two historic towns. James Rountree donated land in 1900 to be used for civic use including churches, schools, government, and other civic uses. The school, churches, former city hall/jail, Scout hut, and DAR building remain in this planned community space.

Developmental history/additional historic context information (if appropriate)

The following history was prepared by Eileen Dudley, consultant, with minimal editing by Lynn Speno, Historic Preservation Division. The April 12, 2012 "Twin City Historic District" Historic District Information Form is on file at the Historic Preservation Division, Department of Natural Resources, Atlanta, Georgia.

Early settlers to the Summit-Graymont area followed paths carved out by the Lower Creeks on land along the runs of the Canoochee and Reedy creeks. These trails developed into central routes as Georgia was settled. As settlers staked claims to the land and established homes, farms, and trading posts, grist and sawmills sprang up along the creeks that could easily be dammed. Settlers were in Emanuel County as early as 1830.

In 1833 a group of Savannah businessmen organized the Central Rail and Canal Company (name later changed to the Central Rail Road and Banking Company of Georgia) to compete with Charleston's new railroad to Augusta. The

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innovation of the locomotive helped the advancement of communities. The line was complete from Savannah to Oliver by 1839 and to Macon in 1843. At Millen, the Central connected with the Augusta and Waynesboro Railroad, a 53-mile line to Augusta. The line was chartered in 1838 and completed in 1854; the name changed in 1856 to the Augusta and Savannah Railroad.

Following the Civil War, there was a huge demand for wood to rebuild homes and buildings destroyed during the war. Before rail lines had been laid, lumbermen would cut the trees, haul the logs by wagon to the Altamaha River, and float the logs to the final destination of Darien, Georgia, which was at that time the lumber center of Georgia's coast. After dropping off their load, the lumbermen would have to walk back home, a distance of over 100 miles to what is now the Summit-Graymont area.

In 1867 due to the wealth of pine trees in the area and lack of water transportation, Emanuel County erected a railroad from Swainsboro to a point on the Central Rail Road. The rail line was for the purpose of transporting logs to larger sawmills at Rogers, a town approximately 25 miles almost due north of Summit in Jenkins County, about halfway to Waynesboro.

Between 1866 and 1882, W. M. Wadley (1813-1882), president of the Central of Georgia, personally leased sections of the railroad to buyers in need of a hauler. James Rountree who owned 3,700 acres of pine in what would become Summit, needed a way to cut the trees and haul them. He out-leased a portion of the rail line from Wadley onto his property. A "Y" line was laid and at the end of the bottom of the "Y" was the turn-around point. That spot was the highest point on the rail line, and according to Wadley, it was the summit. The name stuck.

James Rountree (1834-1914), was the son of Joshua Rountree, of Tar River, North Carolina. Joshua and his brother George were grantees of land in the 1805 Georgia Land Lottery. The land passed from Joshua to his son, James Leonard Rountree, who developed Summit on part of the 3,700 acres he owned. His obituary reads "After a long & useful life, a life of active and honest living, the end came to Mr. James Rountree . . . at his home two miles from Summit in the county, his home for life. He had passed the eightieth milestone with a career of useful service which is seldom equaled. His scholarly disposition, even temperament, characteristic honesty and integrity won over friends of all acquaintances with whom he always stood prominently and popularly connected. In his death the county loses one of its best men." James was a developer and philanthropist. He donated all the land designated for civic use. The high school stadium is named in his honor. Many of his direct descendents still live in town and he is buried in Coleman Cemetery.

Along this "Y" shape, now named Summit, a railroad depot containing offices and a store was built. The settlement grew and before long included a large naval stores operation, including a commissary with offices, a post office, turpentine still, blacksmith shop, Futches' store, and Benjamin Lane Rountree's General Store (1897). The blacksmith shop and turpentine still are gone, but many of these buildings remain. Across the road was the Summit Mercantile Company, a large business established through the alliance of area farmers, a cotton gin, syrup evaporator, a mercantile business, and other stores. A newspaper, *The Summit News*, was published. Houses were built for residents of the area. The Sam Tiiden School also began, but was shortly abandoned for a new school – the Summit School. The school had an excellent reputation and drew students from 25 miles away.

Summit was chartered on April 25, 1898 and incorporated in 1905. The city limits were set as a circle one mile in diameter with the railroad depot, originally located just north of the present intersection of U.S. Highway 80 and Georgia 23, as the center. The town prospered and two banks were established – The Peoples Bank (est. 1904) and The Bank of Summit (est. 1912). In 1907 Dr. Walter Rountree (1872 – 1951) moved in to practice medicine and built three stores on a lot adjoining The Peoples Bank. On this site, a large part of the town's business was conducted. Among the first occupants were Marlow Daniels (1882 – 1968), who rented two stores, and Sam Roosenburg, who had a dry goods store. Daniels sold general merchandise, groceries, millinery, and the motorcar when it came along. After Roosenburg went out of business, Charlie Bishop entered the grocery business in that space. Daniels' motorcar business thrived to the extent that in the 1940s it relocated to Swainsboro as Daniels Chevrolet. It continues with locations in Swainsboro and Metter.

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In 1896, two years before Summit was chartered, and less than three miles southwest of the Summit depot, three brothers – Matthew, Dennis, and Frank Durden – lived "out in the country" in a settlement called Math on Durden's Race (now Fannie Brewer Road). The brothers recognized the growth of Summit and decided they wanted to be part of it. Mathew Durden, who had been instrumental in establishing Math – which consisted of a sawmill, two cotton gins, a blacksmith shop, and a general store – along with his brothers, made a proposition to the Rountrees of Summit to purchase land to start a business in Summit. According to local lore, the request was denied because the Rountrees feared the competition.

Wadley was approached about extending the rail line through Summit to Turner's Pond where another large mill was in operation. According to one source, the Durden boys did not have much money, but had acres and acres of virgin timber and lots of ingenuity, so they decided to develop resources along the rail line outside of Summit. Later the Durden brothers constructed a rail line from Turner's Pond into Stillmore, roughly an 11-mile distance from Summit. In retaliation to their denied request, the Durden brothers started a business on land belonging to Jerry Coleman outside of Summit.

The business started by the Durden brothers was called the Citizen's Trading Company. It was described as one of the largest mercantile businesses in the region. Everything from "cribs to caskets" was sold there. The building still stands and houses *Stitch and Print* and looks much as it did in 1904. Thus Graymont formed, the town taking its name from two significant people in its development. Captain Joseph Gray was a conductor on the first rail line. "Mont" is derived from Monte, the first name of Miss Monte Overstreet, a member of one of the area's pioneer families.

Other business followed: the Graymont Wagon and Manufacturing Company; cottages for rental; Hotel Albert; ET Coleman Sanitarium; the Graymont Drug Company; The Bank of Graymont; a post office; a newspaper – *The Graymont Hustler*; a livery stable; another hotel; and the Graymont School. Of these, the original livery stable, Graymont Wagon and Manufacturing Company, the Graymont Bank, and the Graymont Drug Company are still standing. According to an article in the August 24, 1904 issue of the *Swainsboro Forest-Blade*, the town of Graymont, even though in its infancy, had a surprising number of enterprises. The writer posted that where a short while ago there were only long-leaf pine and wiregrass, now stood numerous nice brick buildings.

Lodging was needed to accommodate the influx of people, so cottages were built and rented as fast as they were finished. About 1,000 yards south of the railroad tracks, a hotel was built. The Hotel Albert, constructed in 1900 by two of the Durden brothers and named after their father, Albert Neal Durden, was a two-story, Victorian showpiece. In an interview, Sam Smith (1937 -), grandson of Matthew Durden, recalled that salesmen would come in on the train, conduct business at the Citizens Trading Company or with one of the other businesses, spend the night at Hotel Albert, then leave in the morning on the next train out. Another anecdote was told by Robert Overstreet, now deceased. His mother rode the train from Durdenville to Graymont to attend school. She arrived Monday mornings, attended school during the week, lodged at Jefferson Davis (Jeff) Durden's home, and returned to Durdenville on Fridays, a one-way trip of five miles.

Although the towns shared some commonalities of family, politics, land boundaries, religious affiliation, business ventures, and social connections, the towns of Graymont and Summit functioned independently. Even though the two towns were connected and the railroad was the backbone of each, Summit to the north, Graymont to the south, a competition remained between the towns for almost 20 years. Both towns were similar in appearance and size. According to the 1920 census, the population of Summit was 501, and Graymont 429. At one point, Graymont was called Summit's "twin city," and is likely how the name of present day Twin City was chosen when the towns incorporated.

Graymont and Summit were founded on the local wealth of timber and turpentine. Both thrived, but the country experienced changes between 1910 and 1930 which greatly affected both towns. Until these decades, towns had grown unhampered along rail lines. Timber and timber products were abundant. Residents shopped within the city limits. People rarely traveled elsewhere to do their business. But during these two decades, competition increased and with it came new laws governing the rails, as well as townships, and many small train towns were folding. Added to tough competition were the blows of natural disasters and financial struggles. One of the biggest events that contributed to the shakeup of small Southern towns was the debut of Henry Ford's automobile in 1913, followed by the U.S. entry into World War I in 1917, devastation of the boll weevil to cotton crops beginning in 1915, and the stock market crash of 1929. These

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national and regional events were major hits in the rural South, which reshaped the economics, politics, and social form of small towns and communities.

Another major hit to small towns was the decision to establish a roadway connecting Savannah and Columbus, Georgia. The creation of the Dixie Overland Highway, now known as U.S. Highway 80, ran east to west between Graymont and Summit. An Associated Press news release of February 26, 1917, reads, "In July 1914, the Automobile Club of Savannah, GA made a path-finding tour across the state of Georgia to Columbus. They found a practical route. A meeting was held in Columbus. It was determined to secure the construction of the entire highway . . . an ocean to ocean highway was projected." The new highway enabled a more mobile society and a new kind of commerce. The new east-west highway opposed the layout of Summit and Graymont, towns whose orientation was along the rails. Quite literally, the new highway cut across the economics of railroads in general and more specifically, the economics of these two towns.

Railroad companies merged for the sake of survival. In 1909 the entire Central of Georgia Rail Line, from Millen to Vidalia, was purchased by the Georgia & Florida Railway. In addition to the change in rail lines, the timber industry was also declining, so trains sought other routes and cargo to stay in business. Excursion routes continued; a January 20, 1911, advertisement lists a five-day excursion to Jacksonville, Florida, on the Georgia & Florida Railway for \$5.00, but service to smaller (poorer) stops along the lines ceased.

Closer to home, the trees near the sawmills had all been felled, larger stores in neighboring cities offered goods and supplies at better prices, economic conditions worsened, and new laws mandating and regulating city function (garbage, sanitation, etc.) increased. Small townships like Canoochee, neighbor to Summit and Graymont, which had been incorporated by legislature, now were experiencing forfeiture by non-use. Not wanting to see their towns similarly abolished, the leaders of Graymont and Summit pursued merger. In 1921 B. Lewis Brinson introduced a legislative act to abolish the cities of Graymont and Summit and incorporate them as one; thus Twin City was formed.

Shortly after Twin City was formed, a decision was made to replace the towns' smaller schools with one school to serve both communities. The new school, Emanuel County Institute, was built on land donated by James Rountree in 1900. Rountree specified that the land was to be used for civic purposes only (churches, schools, community buildings). The school was located in the middle of the two towns so that no one could claim that either side was favored. In fact, the borders of Twin City are described by the circumference of a circle whose center was the front door of the original school. The hallway of the current school memorializes the dividing line of the joined cities.

Initially the halves of Twin City operated as before. In 1937 a water tower, located on the land set aside for civic use, was added. The communities cooperated in many areas, but in an effort to maintain some of their original identities, both towns continued to operate separate post offices, banks, and newspapers. This practice continued into the 1950s. However, uniting the towns enabled them to withstand the economic, political, and social blows the next three decades would deliver.

The decade of the 1940s was hard on Twin City. At the beginning of the decade, "the town treasury was depleted. Street lights had been cut off, and the police force was in sore need of funds." (*The Augusta (GA) Herald* -August 17, 1950). The opening of a Piggly Wiggly, the first self-service grocery store, continued the economic slide that began when the railroad-timber connection ended. Local grocery stores were not able to compete. Daniels General Merchandise, whose success grew with the motorcar, relocated to Swainsboro and became Daniels Chevrolet.

The original wooden building that was Emanuel County Institute was torn down in the early 1950s and a brick school was built. The new school burned the summer of 1954 by a fire that started as the auditorium was being remodeled. Portions of the original brick school remain and ECI was rebuilt.

As of August 1950, the streets of Twin City had not been paved and were maintained by a grader. Except for the main highways, streets remained unpaved until the mid-1960s. By the 1970s, most neighborhood streets were paved and

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naming them was the Eagle Scout project of W.R. Brown III, great-great nephew of James Rountree, the man who donated land for school and civic use.

Today Twin City consists of 3.6 square miles dissected by U.S. Highway 80 and crossed by Georgia Highway 23. The town has continued to develop along the original railroad path. Built up along the same path the train would have traveled toward Graymont, is the town's only bank, the city hall, police and fire station, a pavilion, hardware store, gas station, drug store, chemical plant, health clinic, restaurant, hair salon, fine art studio, and multiple historic homes.

Following the path on the Summit side is a car wash, an insurance office, a hair salon, and a 1940s gas station, now a popular barbeque restaurant. The Church of God, which previously met in the gable-front store on the west side of the highway, built its new building across the street in 1960. A used furniture store occupies the triple storefront built by Dr. Walter Rountree. The Summit bank is being rehabilitated to include an upstairs apartment. A feed-and-seed store continues the tradition of merchandising in the Benjamin Lane Rountree General Store. Across the street is where the train initially completed its "Y." Across from the Summit bank, a car detailing shop occupies another former 1940s gas station, and a Handi-house business occupies space behind the depot, now located near the commercial center of old Summit. The current population is roughly 1,742.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

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Wilson-Martin, Catherine. *Emanuel County Historic Resources Survey (Eastern Half)*. Sponsored by Emanuel County Historical Preservation Society and Historic Preservation Division Georgia Department of Natural Resources, 1995.

Interviews: All interviews were conducted by Eileen Dudley.

Brown, Billy. Twin City, GA. 10/14/2011.

Dixon, Clark. Twin City, GA. 10/5/2011.

Hall, Bud and George. Twin City, GA. 10/17/2011.

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Johnson, Betsy. Twin City, GA. 2/27/2012.
Roe, Dot. Twin City, GA. 10/19/2011.
Rountree, Lee. Twin City, GA. 9/22/2011.
Smith, Sam. Twin City, GA. 10/10/2011.
Turner, John W. Twin City, GA. 2/2/2011.
Watson, Helen Proctor. Statesboro, GA. 10/12/2011.

Previous documentation on file (NPS):

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 # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

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

10. Geographical Data

Acreage of Property approximately 255 acres
(Do not include previously listed resource acreage.)

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1. Latitude: 32.588212	Longitude: -82.151626
2. Latitude: 32.587916	Longitude: -82.147406
3. Latitude: 32.580285	Longitude: -82.148540
4. Latitude: 32.573627	Longitude: -82.153110
5. Latitude: 32.577984	Longitude: -82.163536

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is identified by a heavy dark line on the enclosed National Register map, which is drawn to scale.

Twin City Historic District
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Boundary Justification (Explain why the boundaries were selected.)

The proposed boundary encompasses the intact, contiguous historic resources associated with the development of Summit and Graymont, which were incorporated into Twin City in 1921.

11. Form Prepared By

name/title Lynn Speno
organization Historic Preservation Division, GA Dept. of Natural Resources date December 2013
street & number 254 Washington Street, Ground Level telephone (404) 656-2840
city or town Atlanta state GA zip code 30334
e-mail _____

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Twin City Historic District

City or Vicinity: Twin City

County: Emanuel State: Georgia

Photographer: Charlie Miller, Historic Preservation Division, Georgia Dept. of Natural Resources

Date Photographed: July 2012

Description of Photograph(s) and number:

- Summit
1. Railroad Avenue. Photographer facing northwest.
 2. Summit Bank on Railroad Avenue. Photographer facing northwest.
 3. Railroad Avenue. Photographer facing north.
 4. Railroad Avenue. Photographer facing north.
 5. Railroad Avenue. Photographer facing northwest.
 6. 410 Railroad Avenue. Photographer facing southwest.
 7. View to depot from Maple Street. Photographer facing northwest.

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8. Depot on Railroad Avenue. Photographer facing east.
9. 128 W. Broad Street. Photographer facing east.
10. 131 E. Broad Street. Photographer facing southeast.
11. 205 First Avenue. Photographer facing east.
12. 133 First Avenue. Photographer facing northeast.
13. Intersection of U.S. Highway 80 and Railroad Avenue. Photographer facing northeast.

Civic Center

14. Water tower and Primitive Baptist Church. Photographer facing southeast.
15. Primitive Baptist Church. Photographer facing southeast.
16. Twin City United Methodist Church. Photographer facing west.
17. 308 S. College Avenue. Photographer facing northwest.
18. First Baptist Church on Church Street. Photographer facing southeast.
19. First Baptist Church Chapel. Photographer facing southwest.
20. Emanuel County Institute. Photographer facing south.
21. Emanuel County Institute. Photographer facing southeast.
22. Emanuel County Institute. Photographer facing southeast.
23. Adam Brinson House. Photographer facing south.
24. 116 S. Railroad Avenue. Photographer facing north.
25. 202 S. Railroad Avenue. Photographer facing northwest.

Graymont

26. 311 Elm Street. Photographer facing southeast.
27. 417 Elm Street. Photographer facing southeast.
28. 503 S. College Street. Photographer facing south.
29. 621 Elm Street. Photographer facing southeast.
30. 921 5th Avenue. Photographer facing southeast.
31. 403 and 412 S. College Street. Photographer facing southwest.
32. 322 S. College Street. Photographer facing northwest.
33. 812 5th Avenue. Photographer facing southwest.
34. 815 5th Avenue. Photographer facing northeast.
35. 901 5th Avenue. Photographer facing northeast.
36. 412 6th Avenue. Photographer facing southwest.
37. 615 New Street. Photographer facing southeast.
38. Elm and 4th Street. Photographer facing northwest.
39. Corner of S. Railroad Avenue and 5th Avenue. Photographer facing east.
40. 5th Avenue. Photographer facing northwest.
41. 602 S. Railroad Avenue. Photographer facing northwest.
42. 520 S. Railroad Avenue. Photographer facing north.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

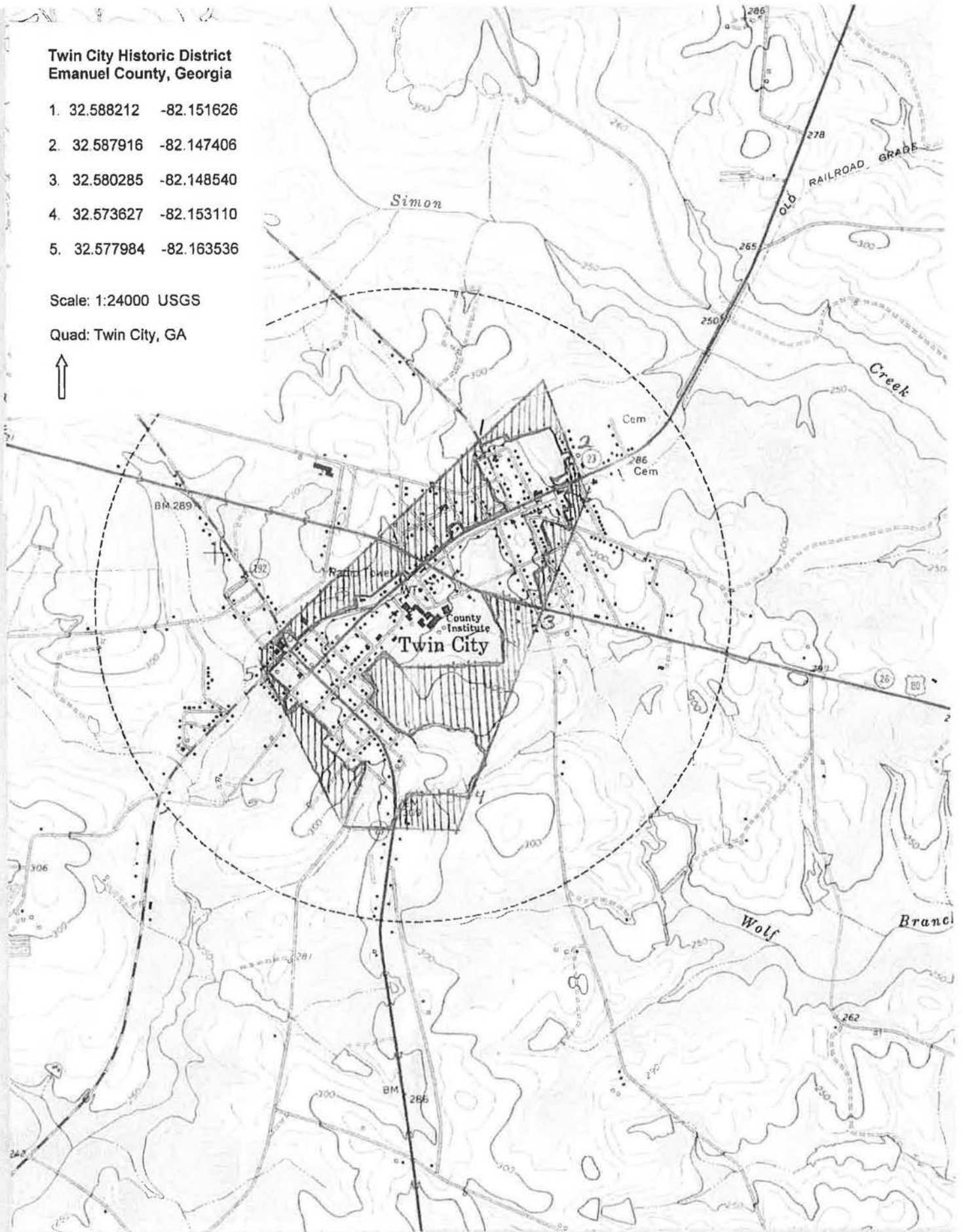
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

**Twin City Historic District
Emanuel County, Georgia**

1. 32.588212 -82.151626
2. 32.587916 -82.147406
3. 32.580285 -82.148540
4. 32.573627 -82.153110
5. 32.577984 -82.163536

Scale: 1:24000 USGS

Quad: Twin City, GA





USED
Furniture
Living Room
Dining Room
TV's
Appliances





TWIN CITY FURNITURE CO.





O A Hall Store

LAUNDRY

GARDEN SEED
SEVIN

OPEN
DAILY
8 AM - 5 PM

3

100







MILE
5





131







23



80

26



NORTH

23



GEORGIA SPORTS ARENA
BLUEGRASS
FESTIVAL
SWAINSBORO
SEPT. 14-15

DURDEN BANKING COMPANY

MUFFLERS



TWIN CITY
HOME OF THE
BULLDOGS







 **TWIN CITY**
UNITED METHODIST CHURCH

**THIRSTY?
TRY JESUS
HE IS THE REAL THING!**

SUN. SCH.	WORSHIP	YOUTH	BARBALETT
9-10 AM	10:00 AM	SUN. 7:00 PM	PASTOR



TCUMC PRESCHOOL



FIRST BAPTIST CHURCH















HT-8007E
BY ANCHETA
GROUP 108
2008 08 18

PACK 205

TROOP 205





























STOP

PARKING FOR
Light Trucks
CUSTOMERS ONLY

PARKING FOR
Light Trucks
CUSTOMERS ONLY



MIN CITY MFG. CO. STITCH-N-PRINT

Stitch-N-Print

WARDON HARDWARE
763-2673

STOP

28 152
END
DIRECTION
DIRECTION
DIRECTION

FOUNDED 1947 QUALITY AMERICAN MADE **TWIN CITY MFG. CO. STITCH-N-PRINT INC.** 

*Stitch
N
Print*





UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Twin City Historic District

MULTIPLE NAME:

STATE & COUNTY: GEORGIA, Emanuel

DATE RECEIVED: 12/23/13 DATE OF PENDING LIST: 1/21/14
DATE OF 16TH DAY: 2/05/14 DATE OF 45TH DAY: 2/08/14
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13001168

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 2/8/14 DATE

ABSTRACT/SUMMARY COMMENTS:

Significant local level architecture, commerce, & community planning - dw.

RECOM./CRITERIA A+C

REVIEWER W. D. [Signature]

DISCIPLINE Historic

TELEPHONE _____

DATE 2/8/14

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



HISTORIC PRESERVATION DIVISION

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

December 19, 2013

J. Paul Loether
National Park Service
National Register of Historic Places
1201 "I" (Eye) Street, N.W. 8th floor
Washington, D.C. 20005



Dear Mr. Loether:

The enclosed disk contains the true and correct copy of the nominations for the **Twin City Historic District, Emanuel County and the Fulton County Almshouse, Fulton County, Georgia** to the National Register of Historic Places.

- Disk of National Register of Historic Places nomination form and maps as a pdf
- Disk with digital photo images
- Physical signature page
- Original USGS topographic map(s)
- Sketch map(s)/attachment(s)
- Correspondence
- Other:

COMMENTS:

- Please insure that this nomination is reviewed
- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do do not constitute a majority of property owners.
- Special considerations:

Sincerely,

Lynn Speno
National Register Specialist

Enclosures