

676

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

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

1. Name of Property

historic name Howell Interlocking Historic District
other names/site number Howell Junction, Howell Yards

2. Location

street & number Roughly centered on Howell Interlocking (formed by the intersection of the Norfolk Southern and CSX railroads) at Marietta Street, W. Marietta Street, Howell Mill Road, and Lowery Boulevard (formerly Ashby Street)

city, town Atlanta (n.a.) **vicinity of**
county Fulton **code** GA 121
state Georgia **code** GA **zip code** 30318

() not for publication

3. Classification

Ownership of Property:

- (x) private
- () public-local
- () public-state
- () public-federal

Category of Property:

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

National Register of Historic Places **Continuation Sheet**

Section 3--Classification

Total Number of Resources within District (includes previously listed and newly identified):

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	62	06
sites	00	00
structures	04	00
objects	00	00
total	66	06

Previously Listed Resources within District:

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	26	01
sites	00	00
structures	03	00
objects	00	00
total	29	01

Previously listed resources are included in the following National Register nominations:

E. Van Winkle Gin and Machine Works (listed on September 10, 1979)
King Plow Company (listed on March 28, 1996)
Ashby Street Car Barn (listed on July 10, 1998)

Newly Identified Resources within District:

	<u>Contributing</u>	<u>Noncontributing</u>
buildings	36	05
sites	00	00
structures	01	00
objects	00	00
total	37	05

4. State/Federal Agency Certification

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

Richard Coates
Signature of certifying official

6-5-03
Date

fr W. Ray Luce
Director, Historic Preservation Division
Deputy State Historic Preservation Officer

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

Signature of commenting or other official

Date

State or Federal agency or bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register

Edson H. Beall 7/25/03

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other, explain:

see continuation sheet

gar
Keeper of the National Register

Date

6. Function or Use

Historic Functions:

AGRICULTURE: processing
AGRICULTURE: storage
AGRICULTURE: animal facility
COMMERCE/TRADE: business
COMMERCE/TRADE: professional
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: warehouse
INDUSTRY: manufacturing
INDUSTRY: storage
TRANSPORTATION: rail-related

Current Functions:

DOMESTIC: multiple dwelling
COMMERCE/TRADE: business
COMMERCE/TRADE: professional
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: restaurant
COMMERCE/TRADE: warehouse
RECREATION/CULTURE: theater
RECREATION/CULTURE: museum (art gallery, exhibition hall)
WORK IN PROGRESS
VACANT

7. Description

Architectural Classification:

NO STYLE
LATE VICTORIAN: Romanesque
LATE 19TH AND EARLY 20TH CENTURY REVIVALS: Mission/Spanish Colonial Revival
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style
MODERN: International Style
MODERN: Moderne

Materials:

foundation stone, concrete, brick
walls brick, concrete, metal (steel), wood, terra cotta, stucco
roof asphalt, other
other n.a.

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Description of present and historic physical appearance:

SUMMARY DESCRIPTION

The Howell Interlocking Historic District consists of several industrial complexes and other industrial and commercial buildings dating from the late-19th through the mid-20th centuries. It is located along Marietta and West Marietta streets and the parallel Norfolk Southern and CSX rail lines, approximately two-and-a-half miles northwest of Five Points in downtown Atlanta, where West Marietta Street crosses the railroad, northwest of Howell Mill Road. Historically, Marietta Street was the main thoroughfare northwest from Atlanta, and the Norfolk Southern--CSX railroads follow the historic Western and Atlantic Railroad corridor. This two-and-a-half-mile stretch of Marietta Street and the parallel rail line historically developed as a dense commercial and industrial corridor. Many of the historic buildings in the corridor were lost in the mid-to-late 20th century, although many of the remaining historic buildings are now being preserved. The Howell Interlocking Historic District is the largest intact concentration of historic industrial and commercial buildings in this corridor and among the largest such concentrations in Atlanta.

The historic district is centered on Howell Interlocking, a triangular railroad junction constructed during the late 19th century to interconnect several trunk rail lines as well as the Atlanta "belt line." The junction is a largely open space containing remnants of the holding tracks that once filled the area. It takes its name from the complex system of interlocked railroad switches and signals in the area. A tall control tower once stood in the middle of the junction. Most of the historic buildings and complexes in the district are oriented primarily to the railroads, with street access being secondary, although some of the later and smaller buildings, especially in the southeastern portion of the district, are oriented to city streets as well as the railroads. Three of the four large industrial complexes in the historic district—the E. Van Winkle Gin and Machine Works (1889-1930s), the King Plow Company (1902-1940s), and the adjacent meat-packing plants of the White Provision Company (1909-1930s) and Star Provision Company (1930s-1940)—are located around Howell junction. The fourth large industrial complex, the Puritan Chemical Company (1917-1950s), is located southwest of the junction on a dead-end spur rail line entering the area from the south. Adjacent to this complex is a former street railway maintenance facility known as the Ashby Street Car Barn. An area of smaller industrial, commercial, and warehouse buildings is located to the southeast of Howell Interlocking along Marietta Street, Brady Avenue, Howell Mill Road, and the railroad corridor. (Attachment 1.)

The historic district is surrounded by modern industrial and commercial development and vacant lots; the historic Atlanta city waterworks (National Register-listed) is located further north. A large tract of land directly east of Howell Interlocking and just outside the historic district, now used as a transit bus garage and maintenance facility and for other modern commercial enterprises, was formerly the location of historic stockyards. West of the district is the former Mead Paper Company plant, a large facility built in several stages starting in the middle of the 20th century. Another large tract of land outside the district boundaries, just south of West Marietta Street at its railroad crossing, now the location of a modern warehouse facility, is the site of the former Exposition Cotton Mills (1881) and mill village, a large late-19th-century industrial complex which provided the impetus for industrial

National Register of Historic Places **Continuation Sheet**

Section 7--Description

development in this area; it is the only major historic industrial complex to have been entirely lost in the Howell Interlocking area.

DESCRIPTION OF HOWELL INTERLOCKING HISTORIC DISTRICT

Howell Interlocking is at the center of the Howell Interlocking Historic District. Howell Interlocking is a 20-acre triangular-shaped area formed by the junction of four rail lines. The area within the junction is largely open and flat. Historically it was filled with spur rail lines and served as a holding area for freight cars. A tall railroad traffic control tower once stood in the area. Today the area remains largely open, but most of the secondary rail lines have been removed, although there are remnants of the former rail lines throughout the area. (Photographs 1, 2.) (Attachments 1-2.) [The rail lines including spurs and sidings that comprise Howell Interlocking and extend to the northeast, southeast, and northwest in the district are classified and counted as one newly identified contributing structure.]

BUILDINGS AND STRUCTURES ALONG THE NORTH SIDE OF HOWELL INTERLOCKING

Along the north side of Howell Interlocking are a large industrial complex (the E. Van Winkle Gin and Machine Works) and four small buildings associated with a paint manufacturer (Spencer Adams Paint Company). These historic properties form the northern edge of the Howell Interlocking Historic District. (Attachments 1-2.)

E. Van Winkle Gin and Machine Works

The E. Van Winkle Gin and Machine Works is the oldest and largest industrial complex in the Howell Interlocking Historic District. It is located along the rail line directly north of Howell Interlocking. It is an 11-acre complex of 18 industrial buildings and structures established in 1889 with extant buildings and structures built between 1889 and the 1930s (most by 1911). The complex was historically oriented to and serviced by the railroads to the south; today, street access is from the north, via Foster Street and Edson Drive, small side streets off Huff Road. (Photographs 1-7.) (Attachment 2.)

For the most part, the complex consists of one-, two-, and three-story red-brick buildings with load-bearing masonry exterior walls and heavy, "slow-burning," timber-and-plank interior structures. A small number of cast-iron structural elements were used to supplement the predominant timber structure. There also are several smaller wood-framed buildings, most sheathed in corrugated sheet metal, along with one reinforced poured-in-place concrete building, one steel-and-concrete-framed building, and two steel structures (a water tower and a flagpole). The buildings are uniformly utilitarian in character, although the overall planning and design of the complex reflects prevailing Beaux-Arts principals of architectural massing and site planning: laid out along the railroad line, the complex is organized around a predominant east-west axis and a secondary north-south axis; from Howell Interlocking, the main buildings of the complex are arrayed with a raised, projecting center pavilion, lower flanking wings, and projecting end pavilions. Most of the buildings and structures in the complex are in good to fair condition and have retained a relatively high degree of integrity, although a few smaller buildings are in poor condition and several former buildings and structures have been removed.

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Historically the E. Van Winkle Gin and Machine Works produced cotton gins, cotton baling equipment, cotton seed presses, and related equipment; it also produced motor trucks and other heavy equipment. Today the complex is used for residential lofts, small businesses, and art and design studios. The E. Van Winkle Gin and Machine Works was listed in the National Register of Historic Places on September 10, 1979 (note that some of the information about the various buildings and structures on the property in the 1979 nomination has been updated for this district nomination on the basis of more recent and in-depth analysis of historical documents including Sanborn fire insurance maps).

The physical development of the E. Van Winkle Gin and Machine Works was complex. The industry was established on this site in 1889. The major building campaign took place between 1889 and 1911. A few smaller buildings and structures were built after 1911 but before 1931. Some individual buildings were built as freestanding structures and remain so today; others, originally built as freestanding, have become interconnected to other buildings through later historic-period additions or infill construction. Other historic buildings were built contiguous to former or contemporary buildings, forming larger complexes of discrete buildings. A few historic buildings have been lost. None of the historic buildings has a permanent historic name due to changing functions and uses, and none has a separate street address.

Contributing historic buildings and structures in the E. Van Winkle Gin and Machine Works complex have been identified and are listed below based on Map 154 of the South-Eastern Underwriters Association, Atlanta, Georgia, dated June 19, 1952. A sketch map of the complex based on the 1952 insurance map is attached to this nomination (Attachment 2).

The principal buildings, Buildings Nos. 5, 6, 7, and 8, were for the most part built by 1892, and Buildings Nos. 6 and 7 appear to have been built as early as 1889. They are the oldest buildings on the property, and they form the central core of the historic industrial complex. Although all these buildings are contiguous and interconnected, they appear to have been built at slightly different times and for different historic functions. Each is counted as an individual contributing historic building. (Photographs 1, 2, 3, 4.) (See also Attachments 7 and 8 for historic views.)

Buildings Nos. 6 and 7. These two buildings form the core and the north-south axis of the historic complex. They appear to be the oldest documented historic buildings on the property and possibly the first buildings built for the E. Van Winkle Gin and Machine Works, dating to 1889 (as evidenced by an iron sign affixed to the brick walls in a ground-level lateral passageway between the two buildings) (photograph 4, center). Both buildings are long, narrow, three-story, nearly flat-roofed buildings. Both are built with load-bearing brick exterior walls and heavy timber interior structures consisting of posts, beams, and planks. Both buildings feature segmental-arched, 12 X 12, wood-sash windows. A corbeled brick parapet surmounts the buildings. Vestiges of painted signage remain on the south façade of Building No. 7 overlooking Howell Interlocking (photograph 3, left). A historic one-story loading dock extends along the north and east walls of Building No. 6; it is built on a concrete deck and features wood posts and steel roof trusses. Historically, Building No. 7 was used for

National Register of Historic Places **Continuation Sheet**

Section 7--Description

manufacturing and Building No. 6 served as the principal warehouse and shipping depot with access to a rail spur at the north end. [Two previously listed contributing buildings.]

Building No. 5. This building constitutes the west wing of the original industrial complex. Most of this building was completed by 1892; it may have been completed as early as 1889, along with Buildings No. 6 and 7. The major portion of the building is long and narrow, two-stories high, with a gable roof. It is built with load-bearing brick walls and heavy timber interior posts and beams, roof trusses, and plank floors; some fluted cast-iron columns have been added to reinforce openings cut through the brick walls, and iron tie rods extend through the interior tying the exterior walls. Doorways and windows are segmental arched. This building originally functioned as a machine shop and for painting and finishing and later was used for assembly and storage. Building No. 5 also includes a one-story shed-roofed brick extension to the north (built by 1911), which originally functioned as a blacksmith shop, and a small one-story brick shed on the south side which originally served as the business office (possibly dating to at least 1899) and was later used as a machine shop and tool room. (Photograph 1.) [One previously listed contributing building.]

Building No. 8. This building constitutes the east wing of the original industrial complex. Most of this wing, including the main or west section, was completed by 1892 and possibly as early as 1889, along with Buildings Nos. 6 and 7. It is a near mirror image of Building No. 5 but slightly smaller. It was first used for woodworking, testing, and assembly, later as a machine shop and woodworking shop, and even later for sheet-metal fabrication. The original east section of this wing, only one-story high, served as a planing mill; by 1911 it had been enlarged or replaced by a two-story "addition" which functioned as a planing mill and woodworking shop. An addition to the south side of the wing was built between 1899 and 1911; this served as a machine shop. Also on the south side of this wing are the remains of a small boiler room (which appears to date to the 1889-1892 period) and blacksmith shop. Like Buildings Nos. 5, 6, and 7, Building No. 8 is two-stories high with a gable roof and is constructed with load-bearing brick exterior walls and an interior heavy timber frame. (Photograph 3, center.) [One previously listed contributing building.]

Buildings Nos. 3 and 9 were added to the main core of the industrial complex between 1899 and 1911. They represent expansions of the original industrial complex. Each is counted as a separate contributing building.

Building No. 3. This building is an extension of the west wing (Building No. 5) of the main complex. It was either built by 1892 and enlarged between 1899 and 1911 or built entirely between 1899 and 1911 to replace an earlier building at this location. It is a long, narrow, gabled-roof building constructed with load-bearing brick exterior walls and wood roof trusses. Although two stories high, with segmental-arched windows at each "floor" level, the interior is one large open space. The gable roof features a two-sectioned monitor. This building originally was a foundry and later served as an area for finished product. [One previously listed contributing building.]

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Building No. 9. This building is an extension of the east wing (Building No. 8) of the main complex. It was built in two stages. The first or eastern section was built between 1899 and 1911 on the site of a former lumber shed. It is two stories high with a gable roof. It is built with load-bearing brick exterior walls and heavy timber interior posts and beams, roof trusses, and plank floors with some cast-iron columns. The interior is essentially one large open space with a balcony around three sides. This section of the building originally functioned as the motor truck department. The second section of this building was built by 1931 on the site of the lumber yard and shed. It is essentially an extension of the first section and connects to the east end of the earlier east wing of the main complex. Similar to the earlier eastern section, it features cast-iron columns rather than wood posts and steel beams rather than wood roof trusses. In 1931, both sections of Building No. 9 housed woodworking operations. Today much of this open space has been subdivided at the first-floor level, although overhead shafts, pulleys, and belts remain above. (Photographs 3, right, and 4.) [One previously listed contributing building.]

Other buildings and structures associated with the main complex:

Building No. 2. This small building was built in two stages between 1899 and 1931 (the eastern section was built between 1899 and 1911; the western section was built between 1911 and 1931). It is a detached or freestanding building located northwest of the main complex. It is two stories high with a broad, low-pitched gable roof with low raking parapets. The exterior is load-bearing brick; the interior features "slow burning" heavy timbers and plank floors. Iron tie rods through the building help stabilize the brick walls. Original window openings were segmental arched with dark brick headers; they were later infilled to form rectangular openings. The east section originally was used as a hardware warehouse; by 1931, the entire building was used for woodworking and pattern storage. [One previously listed contributing building.]

Building No. 10 (Office). This small detached building is located east of the main industrial complex. It is adjacent to Foster Street and is sited at an angle conforming to the alignment of the street. Building No. 10 was built between 1899 and 1911. It is two stories high with a flat roof. Exterior walls are load-bearing brick; the interior is framed with dimensioned lumber. The building's design features two-story-high, shallow-relief, blind brick arcades inset with rectangular-framed windows and topped by a corbeled brick cornice. The main entry on the northeast façade features a four-center arch with a four-light transom above double doors. A one-story wood porch formerly extended from the entry façade. A later enclosed elevated metal walkway connects this building to the easternmost building of the main industrial complex. Building No. 10 originally served as the office for the E. Van Winkle Gin and Machine Company. It is in very poor condition with a collapsed roof. (Photograph 5.) [One previously listed contributing building.]

Building No. 1. This freestanding building is located west of the main industrial complex near the western edge of the property. It is a large, low, one-story building with concrete-and-steel framing, huge curtain-wall-type multi-paned steel-sash windows, some corrugated metal

National Register of Historic Places **Continuation Sheet**

Section 7--Description

siding, a concrete floor, and a flat plank-on-timber roof. On the roof, in a raised section, are two continuous, full-length, northward-facing sawtooth skylights. The construction of this building features a steel frame, parts of which are encased in concrete. Built in 1919, Building No. 1 was originally used as a machine shop and later as a facility for crating, storing, and shipping products. [One previously listed contributing building.]

Warehouse No. 1. This building is located north of the main industrial complex and was built between 1899 and 1911. It is a long, narrow, one-story building, built with a wood frame sheathed in corrugated sheet metal. The east end wall, apparently not original, is built of brick. It features stepped and raking parapets and lateral extensions. It was once connected to Building No. 6 by an overhead bridge (no longer extant). [One previously listed contributing building.]

Warehouse No. 2. This building is located directly east of Warehouse No. 1. Like No. 1, it is a wood-framed building sheathed in corrugated sheet metal. It has a broad gable roof with a full-length monitor. Unlike No. 1, it is two stories high and features twelve-over-twelve double-sash windows on each floor level. Brick walls at each end and at the corners of the building serve to stabilize and fireproof the building. Warehouse No. 2 was built between 1911 and 1931 on the site of a former lumberyard and paint-and-oil house. (Photograph 6, background.) [One previously listed contributing building.]

Locker Room ("A"). This small building is located in the yard east of Building No. 6 and north of Building No. 8. Immediately to its east is the Superintendent's Office (see below). The Locker Room was built between 1911 and 1931 on the site of an earlier gin mill warehouse. It is a one-story building, long and narrow in form, with a gable roof with monitor. It is built entirely of reinforced poured-in-place concrete. The exterior walls feature a series of shallow-relief piers that frame recessed spandrel panels, windows, and doorways. (Photograph 4.) [One previously listed contributing building.]

Superintendent's Office ("B"). Immediately east of the Locker Room is a very small building which housed the superintendent's office. It is one story high with a shed roof. North, west, and south walls are load-bearing brick with small openings; the east wall features a half-height brick wall, several large multi-paned windows, and corrugated metal siding. (Photograph 4.) [One previously listed building.]

Garage ("F"). A garage for automobiles and small trucks is located east of the water tower and north of the cotton gin demonstration buildings (see below) near Foster Street. The garage is a small, rectangular, one-story building. It is wood framed with corrugated metal siding. The garage has five bays for vehicles. It was built between 1911 and 1931. (Note: this building was not identified in the 1979 National Register nomination.) [One newly identified contributing building.]

Water Tower ("G"). The water tower is located directly east of Warehouse No. 2. It consists of a 20,000-gallon cylindrical metal tank on top of an 80-foot-high metal trestle. The tank is

National Register of Historic Places **Continuation Sheet**

Section 7--Description

made from riveted boilerplate and is festooned with a crenellated metal cornice. The trestle is articulated with trusses for its compression members and rods for its tension members. The water tower was in place by 1931 and may have been erected as early as 1911 (there is a slight discrepancy in the documentation regarding the volume of the water tank so it is uncertain whether there have been one or two water towers at this location since 1911). (Photograph 6.) [One previously listed contributing structure.]

Flagpole ("H"). A flagpole stands near Foster Street just northeast of the cotton gin demonstration buildings (see below). It is a simple metal pole, in several "telescoping" sections, originally painted white. It once stood in the center of a small, circular landscaped ground in this otherwise-undeveloped part of the industrial complex; no evidence of this landscaping exists today. The flagpole has been standing at this location since the early 20th century where it marks the entrance to the industrial complex from Foster Street. [One previously listed contributing structure.]

Between 1911 and 1931, five buildings were built in a small compound along Foster Street northeast of the principal industrial complex. They included a ginning building, a seed cotton house, a boll extractor house, a seed hopper, and a cotton storage house. These buildings were used to demonstrate the cotton gin equipment and associated equipment manufactured by the company. The ginning building, called the "gininery," and the seed cotton house survive today.

The Ginnery Building ("D") is situated along the west side of Foster Street. It was built between 1911 and 1931 on the site of an earlier truck warehouse. It is a wood-framed building sheathed with corrugated sheet metal. Its massing is complex with one-, one-and-a-half-, and two-story shed- and gable-roofed components. This building housed demonstration cotton-ginning equipment. (Photograph 7.) [One previously listed contributing building.]

The Seed Cotton House ("E") is situated in a yard immediately behind (northwest of) the Ginnery Building. It is a one-and-a-half-story high, octagonal-shaped building built of dimensioned lumber sheathed with board-and-batten wood siding. The roof is surmounted by a weathervane. It was built between 1911 and 1931. The former seed hopper and boll extractor buildings were located on either side of the seed cotton house, and the cotton storage house was located to the rear (west). [One previously listed contributing structure.]

Cutting an arc through the industrial complex is a remnant railroad spur running from Foster Street to the yard between Building No. 6 and the two warehouses. This rail spur formerly provided access to the rail lines in Howell Interlocking. The E. Van Winkle Gin and Machine Works was almost entirely dependent upon rail transportation throughout most of its history. (Photograph 6.) [Counted along with all the other rail lines and spurs in the district as one newly identified contributing structure.]

Only one major historic building has been lost from the E. Van Winkle Gin and Machine Works since the middle of the 20th century. Known as Building No. 4, it was offset to the west from Building No. 6. It was a one-story-high brick building with a heavy timber interior structure and a gable roof with a full-length monitor. It was originally used as a blacksmith shop and contained a case-hardening furnace

National Register of Historic Places **Continuation Sheet**

Section 7--Description

at the west end vented to a 35-foot-high iron chimney. During the 1970s, this building was demolished; all that remains are the foundations and some low crumbling brick wall remnants. One small auxiliary historic building has been demolished since 1979 when the complex was listed in the National Register: the Time Guard Office ("C"), formerly located in the yard directly north of Building No. 9, built between 1911 and 1931. Several small and poorly documented buildings and structures also have been lost over the years; these include storage bins, several small loading sheds, a wash room, and the cotton storage house, boll extractor house, and seed hopper near the cotton gin demonstration building. Brick and concrete remnants of a paint-and-oil house remain just northeast of Warehouse No. 2 near the water tower.

Spencer Adams Paint Company (1151-1157 Foster Street)

The Spencer Adams Paint Company consists of four small, freestanding industrial buildings east of the E. Van Winkle Gin and Machine Works, across Foster Street and north of the railroad (Attachment 2). These buildings were built between 1928 and 1931 on the site of the former Southern Roofing Manufacturing Company which had replaced the earlier (by 1892) Atlanta Iron and Steel Casting Company. The southernmost building (1157 Foster Street) ("a") is the paint manufacturing building. It is nearly square in form and one story high with a double-gable roof and a parapet along the Foster Street façade. The building is built of concrete block; the double-gable roof is supported by steel trusses. Windows are large, rectangular, metal sash. Adjacent, to the east, is the small historic warehouse building (now assigned a street address of 1151 Foster Street) ("c"). Just north of the paint manufacturing building, along Foster Street, is the shipping building (1153 Foster Street) ("b"). This building is one story high and rectangular in form with a gable roof. It is built of concrete block and has a steel-truss roof structure. Several additions have been made to this building, especially to the north, and alterations include new windows, doorways, and wood porches, but the overall form and materials of the historic building are still present and evident. Northeast of this building is a very small, undocumented, brick-and-concrete block building historically associated with the paint manufacturing company (no street number assigned) ("d"). In the late 1930s, these buildings may have become part of the adjacent Star Provision Company property. Today the main buildings in this small complex are adaptively reused for arts, crafts, antiques, and home furnishings sales. (Photograph 8.) [Four newly identified contributing buildings.]

**BUILDINGS AND STRUCTURES TO THE SOUTH AND SOUTHWEST OF
HOWELL INTERLOCKING**

The King Plow Company industrial complex stretches along the southwest side of Howell Interlocking between the railroad and West Marietta Street. Two small unrelated industrial buildings are located west of the King Plow Company complex at the western edge of the historic district. South of the King Plow Company complex, across West Marietta Street and along the former Ashby Street, now Lowery Boulevard, are a historic streetcar barn, a machine manufactory later converted into a chemical factory, small buildings associated with a stone-cutting company (later acquired by the chemical company), and a warehouse complex. (Attachments 1, 3, and 4.)

National Register of Historic Places **Continuation Sheet**

Section 7--Description

King Plow Company

The King Plow Company is the second-oldest and second-largest industrial complex in the Howell Interlocking Historic District. It is situated along the southwestern edge of Howell junction with the principal buildings and structures arranged in a linear pattern between the rail lines and West Marietta Street. The King Plow Company complex defines the southwestern edge of Howell Interlocking, although the historic district extends beyond it to the south. (Photographs 9-11, 30.) (Attachment 3.)

The King Plow Company complex consists of nine interconnected historic industrial buildings and three freestanding buildings (two historic, one non-historic) on a long, narrow, eight-acre site between the rail line to the northeast and West Marietta Street to the southwest. Five of the interconnected buildings were constructed c.1902, the freestanding office building was constructed c.1930, four of the interconnected buildings were constructed c.1936, one freestanding industrial building was constructed c.1939, and one freestanding noncontributing building was built in 1968. Two small secondary buildings in the complex were recently demolished. A historic dead-end railroad spur line nearly bisects the complex on an angle. All the buildings are one story high. Exterior architectural features include load-bearing and curtain brick walls, multi-paned industrial sash windows, clerestory windows, skylights, and roof monitors, segmental- and flat-arched window and doorway openings, parapet walls at rooflines, terra-cotta and masonry copings, and painted wall signs. Structural systems include load-bearing brick, heavy timber post-and-beam, steel post-and-truss, and wood and concrete floors. Interiors consisted largely of open spaces; some of these have been partially subdivided recently to create loft studios, offices, and other non-industrial adaptive-reuse spaces. Other features on the property include a historic boiler room, foundry machinery, a c.1940 sprinkler system, a c.1936 overhead rail system to convey heavy equipment and materials, Toledo scales, and some historic light fixtures. The rail spur and a metal drawbridge are located between major buildings.

Historically, the King Plow Company (under a variety of corporate names) was a leading producer of farming tools, implements, and equipment in the South. It was founded in 1901-1902 when Clyde Lanier King and two partners bought the existing Walker-Sims Plow Company on the site, consolidated their operations at this location under the name "Atlanta Agricultural Works," and began construction of their new manufacturing plant. In 1906 the company's name was changed to the "Atlanta Plow Company" in recognition of one of the company's best-selling and best-known products. In 1928 the company acquired the Towers and Sullivan Manufacturing Company of Rome, Georgia, and by 1933 its operations were consolidated with the Atlanta operations; in 1934 the company bought the E. N. Camp and Sons company of Moreland, Georgia, folding their operations into the Atlanta facility. This led to a new company name, the "King Plow Company," and a greatly expanded industrial plant. The company's manufactured products were shipped to 38 states and several foreign countries. Today, the King Plow complex is an arts center with studios and loft apartments, galleries, meeting space, performing arts facilities, and offices for small arts-related businesses and activities (note that the King Plow arts center has expanded recently to include not only the buildings and structures historically associated with the King Plow Company but also nearby buildings and structures not historically associated with the company). The King Plow Company was

National Register of Historic Places **Continuation Sheet**

Section 7--Description

listed in the National Register of Historic Places on March 28, 1996 (information about the King Plow Company in this historic district nomination has been updated from that in the original King Plow nomination to include an additional building at 949 West Marietta Street now documented as historically part of the King Plow Company complex and to revise the date of construction for the office building).

The contiguous King Plow Company complex along with two proximate freestanding structures is assigned a single street address: 887 West Marietta Street. A third freestanding building associated with the complex has been assigned its own street number: 949 West Marietta Street. Within the 887 complex, individual buildings whether freestanding or interconnected have been numbered for identification. Using these building numbers, contributing and noncontributing buildings in the King Plow Company complex are listed below and keyed to a sketch map (Attachment 3):

Building 1 (Steel Storage). Built in 1968, this freestanding building was used to store steel. It is a one-story, prefabricated metal building located along the railroad at the southeast end of the complex. Because it was built outside the period of significance for this historic district, it is a noncontributing building, although its presence does not detract from the overall historic character of the complex. [One previously identified noncontributing building.]

Building 2 (Foundry). This building was built c.1936 as the new main foundry for the company. It is located at the southeastern end of the complex of interconnected historic buildings. It is oriented to the adjacent railroad. The foundry building is built with steel posts and trusses and features large, steel-framed sash windows and a clerestory. It now houses commercial and residential lofts. (Photograph 9, extreme right, background.) [One previously listed contributing building.]

Building 3 (Metal Stamping). This building was built in two major phases: The northeastern two-thirds of the building, bordering on the railroad, was built c.1902 as part of the original building campaign on the property, and between 1911 and 1932 the building was extended southwestward to West Marietta Street. It is located immediately northwest of Building 2. Originally it housed the machinery that produced metal parts for agricultural implements; later it was used as an assembly building. Building 3 bridges the property between the railroad corridor and West Marietta Street, and it stands at the dead-end of the railroad spur from the northwest which serviced the complex. It also connects the foundry (Building 2) with the machine shop (Building 4), the grinding room (Building 5), and the main assembly building (Building 9). Building 3 has load-bearing brick walls, heavy timber roof trusses, large metal-sash windows, and a gabled roof with stepped parapets and skylights. Two large "King Plow Co." painted signs (historic; recently restored) are located along the Marietta Street facades. This building is now used for performing arts and exhibition. (Photograph 9.) [One previously listed contributing building.]

Building 4 (Machine Shop). This small building is embedded between Building 3 (Metal Stamping) and Building 5 (Grinding Room). It was built c.1902 as an adjunct to the adjacent metal stamping building. It has load-bearing brick walls, steel roof trusses, and a clerestory;

National Register of Historic Places **Continuation Sheet**

Section 7--Description

its interior is one large open space. It is now used for exhibition space. [One previously listed contributing building.]

Building 5 (Grinding Room). This narrow building is one of three situated between the main rail line adjacent to the complex and the spur line which services the complex. It was built c.1902 as part of the original complex. It connects to Building 3 (Metal Stamping), Building 4 (Machine Shop), and Building 6 (Paint and Assembly). This building has load-bearing brick walls, heavy timber post-and-beam interior structure, segmental-arched windows, and a roof with parapets. Originally this building was used to store stock for the assembly plant; later it was used as the grinding room. It is currently used for commercial and residential lofts. [One previously listed contributing building.]

Building 6 (Paint and Assembly). This is the largest of the three buildings situated between the main rail line and the service spur line. It is located between Building 5 (Grinding Room) and Building 7 (Storage). Conforming to its site, it has a wedge-shaped plan. The building was built c.1902 as part of the original complex. It has load-bearing brick walls, heavy timber post-and-beam interior structure, and segmental-arched windows. The roof is flat. The building was originally used along with Building 5 to store stock for the assembly plant and later as a paint and assembly building. It is now used for commercial and residential lofts. [One previously listed contributing building.]

Building 7 (Storage). This small storage building is the smallest of the three c.1902 buildings situated between the main rail line and the service spur line. It is located at the northwest end of this part of the complex. It has load-bearing brick walls, heavy timber post-and-beam interior structure, and segmental-arched windows. It originally housed the paint shop and later was used for storage. It is now used for commercial and residential lofts. [One previously listed contributing building.]

(Building 8: demolished; see below.)

Building 9 (Welding and Assembly). This large, wedge-shaped building is situated northwest of Building 3 (Metal Stamping) between West Marietta Street to the southwest and the service spur rail line to the northeast. It is the largest of the buildings built during the c.1936 expansion of the plant, and it connects the newer buildings with the older part of the complex. It replaced an earlier, smaller foundry building and warehouse on the site. The building is built with a steel post-and-truss structure enclosed by a brick-veneer curtain wall with large, rectangular, steel-sash windows. It has a flat roof. Building 9 along with the adjacent Buildings 10 and 11 to the northwest form a continuous brick-and-glass façade along the northeast side of West Marietta Street. Building 9 is currently used for commercial and residential lofts. (Photographs 9 and 10.) [One previously listed contributing building.]

Building 10 (Varnish and Handle Room). This small building is located between Buildings 9 (Welding and Assembly) and 11 (Woodshop). It is believed to have been built during the c.1936 expansion of the plant, on the site of the former woodworking shop. It has a steel post-

National Register of Historic Places **Continuation Sheet**

Section 7--Description

and-truss structure and brick veneer walls with large, rectangular, steel-sash windows. Its roof features a clerestory visible from West Marietta Street. The building was built to assemble and finish small tools. It is now used for commercial and residential lofts. (Photograph 10.) [One previously listed contributing building.]

Building 11 (Woodshop). This building was built during the c.1936 expansion of the plant, on the site of the former woodworking shop. It is attached to Building 10 (Varnish and Handle Room) and stands as the northwesternmost building in the contiguous King Plow complex. Rectangular in shape, it very nearly spans the space between the rail line to the northeast and West Marietta Street to the southwest. It has a steel post-and-truss structure, brick veneer walls with large, rectangular, steel-sash windows, and a flat roof. This building housed the machinery used to fabricate wood parts for tools and equipment. It is currently used for commercial and residential lofts. (Photograph 10.) [One previously listed contributing building.]

(Building 12: demolished; see below.)

Building 13 (Office). The office is a small, freestanding, house-like building located near the southeastern end of the industrial complex facing West Marietta Street. It is a one-story, brick-veneered, hip-roofed building with a centered front doorway and entry portico, individual and banked nine-over-one wood windows, and a single interior chimney. The front portico features paired porch posts and Craftsman-style eave brackets. The building sits in the middle of a small, landscaped yard featuring a level lawn, concrete front walk, foundation shrubbery, and two reproduction street lamps. Once thought to have been built c.1940, it now appears from topographical and Sanborn map analysis that the office building was built between 1928 and 1932. Historically it housed the offices for the plant; today it houses the offices for the King Plow arts center. (Photograph 9.) [One previously listed contributing building.]

949 West Marietta Street Building (Building 14) (Final Assembly) (also known as the Globe-Union Building). This relatively large freestanding building is located between West Marietta Street and the railroad just northwest of the complex of interconnected company buildings. It is separated from the rest of the historic complex by a narrow open lot which once contained a small lumber shed. It is believed to have been built c.1939 by the King Plow Company for final assembly of small parts and tools and for shipping. The King Plow Company occupied the building until 1945 when it was sold to the Globe-Union Company, an Atlanta manufacturer of automobile batteries, which occupied the building for more than a decade. The building is similar in design and construction to Buildings 9, 10, and 11 in the main King Plow Company complex. It is built with a steel post-and-truss structure on the main level enclosed by a brick-veneered curtain wall with large, rectangular, steel-sash windows. Two large truck doorways and two regular doorways are centrally located along the West Marietta Street façade. The building has a flat roof with a centered low stepped parapet. Unlike the other buildings in the King Plow Company complex, this building has a partial daylight basement, due to its sloping site; the basement level is constructed with concrete posts, beams, and floors. Although not contiguous with Buildings 9, 10, and 11, due to proximity it continues the sense of an

National Register of Historic Places **Continuation Sheet**

Section 7--Description

unbroken industrial façade along the northeast side of West Marietta Street. (Photographs 11; 12, background; 14, left.) [One newly identified contributing building.]

Four small subsidiary buildings associated with the King Plow Company complex have been lost since the 1940s. Building 8, dating to the earliest c.1902 building campaign, was a very small storage building located just beyond extant Building 7, another storage building. It formed the original tip of the wedge of buildings between the main rail line and the service spur line. It was demolished recently during a certified rehabilitation of the complex to make room for emergency vehicle access and turnaround at the site. Building 12 was a small workers' bathroom building, dating from the 1930s, attached to the southwest sides of Buildings 5 and 6 along the rail spur. Because of its poor condition and infeasibility for preservation, it was removed during the recent certified rehabilitation of the complex. An open lumber shed in the yard northwest of Building No. 11 (the woodshop) was demolished at an undocumented date. A three-car garage located behind the office building, dating to at least 1932, also was demolished at an undocumented date.

A historic dead-end railroad spur line nearly bisects the complex on an angle between the concentration of c.1902 buildings and the concentration of c.1936 buildings. A small metal drawbridge crosses the railroad spur between buildings. Open space at the southeastern end of the property, once used as an outdoor storage and staging area, is now used for parking. [The rail spur along with all the other rail lines and spurs in the district is counted as one newly identified contributing structure.]

955 West Marietta Street (Kewanee Boiler Company)

Just northwest of the 949 West Marietta Street building associated with the King Plow and Globe-Union companies is the Kewanee Boiler Company building. It is one story high and rectangular in plan, and it bridges the lot between Marietta Street and the railroad. The roof is flat with a low stepped parapet along the front. The building is built with load-bearing brick walls which are stuccoed with the exception of the side corners where the brick has been left exposed to form visual quoins. Entrance to the building is on the side, not the front. Window openings are rectangular; the windows have been recently replaced. A "pop-up" second-story monitor-like addition has been made to this building; although it is set back from the sides and front, it is visible from Marietta Street and from Howell Interlocking. The southeast side yard of this building once housed an outdoor traveling crane. The building was built in 1928 and occupied for many years by the Kewanee Boiler Company. It is now part of the King Plow arts center. In spite of the pop-up rooftop addition, this building still retains sufficient integrity of form and material to contribute to the industrial streetscape along Marietta Street. (Photographs 11, left; 12, center; 13, left; 14.) (Attachment 3.) [One newly identified contributing building.]

957 West Marietta Street Building

This building is the northwesternmost building along West Marietta Street in the Howell Interlocking Historic District. It is just northwest of the Kewanee Boiler Company building at 955 Marietta Street, separated from it by a narrow, historically open lot. It was built in 1937. It is one story high with a flat

National Register of Historic Places **Continuation Sheet**

Section 7--Description

roof. Walls are brick with rectangular window and doorway openings; windows are steel sash. Above each window is a slightly projecting visual lintel. Sills are concrete. The front entrance is highlighted by several rows of enframing bricks. A simple contrasting band suffices for a cornice. Original and historical uses of this building are not well documented. It is now part of the King Plow arts center. (Photographs 11, extreme left; 12, left; 13, left.) (Attachment 3.) [One newly identified contributing building.]

Ashby Street Car Barn (981 and 975 Lowery Boulevard, formerly Ashby Street)

The Ashby Street Car Barn at 981 Lowery Boulevard (formerly Ashby Street) is located on the east side of Lowery Boulevard, just south of its intersection with West Marietta Street, and just across West Marietta Street from the King Plow Company. It is situated on a triangular-shaped tract of land conforming to the skewed intersection of West Marietta Street and Lowery Boulevard. The building was built in 1927, replacing an earlier facility on the site and providing an expanded maintenance and repair facility for the streetcars on the Atlanta-Marietta interurban streetcar line (Atlanta and Northern Railway) which ran along the adjacent West Marietta Street. The Atlanta and Northern Railway was the largest interurban railway in the South with an 18-mile-long line between Atlanta and Marietta; it operated until 1946.

The car barn consists of three major sections: a two-story front headhouse facing northwest toward Lowery Boulevard, the maintenance and repair bay behind the headhouse, and a shop area in a one-story "shed" along the southwest side of the maintenance and repair bay (photograph 16, left). Streetcars entered and exited the facility through large doorways at ground level in the headhouse; administrative offices were located above, on the second floor. The streetcars were serviced in the maintenance and repair bay behind the headhouse. The entire building is built of load-bearing brick laid in common bond with glazed headers every sixth course; metal trusses made up of riveted steel channel and rods span the open maintenance and repair bay and frame the monitor roof. Window and doorway openings are rectangular in shape, in a variety of sizes, with steel lintels and "flat-arch" soldier-courses of brick. There are steel-sash windows throughout. The four originally open streetcar doorways in the headhouse have been enclosed with large, contemporary, aluminum-sash windows. The open space in front of the building and between the building and West Marietta Street was formerly filled with storage tracks for streetcars; this open space is now used for parking lots. (Photographs 15-16.) (Attachment 3.) [One previously listed contributing building.]

To the side and rear of the main building, directly facing Lowery Boulevard, is a much smaller historic building, dating to 1918, and greatly enlarged but not engulfed in 1975 when it was used as a warehouse by Sears, Roebuck and Company. This building originally housed oil tanks for the oil used to cool the electrical transformers at the main car barn; it also may have housed transformers as well. This building now has a separate street address, 975 Lowery Boulevard, although historically it was functionally related to the main car barn. (Photograph 16, right.) (Attachment 3.) [One previously listed contributing building.]

The Ashby Street Car Barn and its subsidiary building were listed in the National Register of Historic Places on August 6, 1998. The car barn recently underwent a certified rehabilitation, and it is now

National Register of Historic Places **Continuation Sheet**

Section 7--Description

part of the King Plow arts center. It is currently used for loft offices and apartments.

Puritan Chemical Company (originally American Machine Manufacturing Company) (916 Lowery Boulevard, formerly Ashby Street)

The Puritan Chemical Company plant is located on the west side of Lowery Boulevard (formerly Ashby Street), south of the King Plow Company, at the southern edge of the Howell Interlocking Historic District. The three interconnected buildings comprising most of the plant were built in 1917-1918 for the American Machine Manufacturing Company. By 1925 the plant was occupied by Knott and Carmichael Furniture Manufacturers. In 1946 or 1947 the Puritan Chemical Company relocated its Atlanta operations to this site and over the next decade made highly visible changes to the front office building in particular. In 1971 the chemical company acquired adjacent property and buildings at 950 and 954 Ashby Street (now Lowery Boulevard) to the north which had been built during the early 20th century for stone cutting and finishing and were later occupied by the Mead Atlanta Paper Company (see below). To the rear or west of the plant, just outside the historic district boundaries, is the northern end of an embanked railroad spur from the south serving the former Belwood rail yard and historic and newer industries in this area. South of the plant is the vacant site of a recently demolished historic metalworking facility. (Photographs 17-20.) (Attachment 4.) (See also Attachment 8 for a historic view.)

The main building ("No. 1a"), built in 1917-1918, is a relatively large, low, one-story industrial building located and almost hidden from view behind the smaller office and industrial buildings along Lowery Boulevard ("1b" and "1c"). It features an interior steel post-and-beam structural system with wooden roof trusses, brick curtain walls with pilasters at each bay, and large metal-sash windows. The roof is ridged with a series of northward-facing sawtooth skylights. The floor is concrete. Originally used as a manufacturing area, this large building was used by the Puritan Chemical Company for product sales and storage. A relatively small 1960s metal addition to the rear (west) of the main building was recently removed. Historically, the rear of the main building was serviced by a rail spur. (Photograph 17, behind modern pylon sign.) [One newly identified contributing building.]

Between the main portion of the plant and Lowery Boulevard are two much-smaller lateral buildings or "wings," originally separated from each other but lengthened and joined by the Puritan Chemical Company in the early 1950s. The northern building ("No. 1b") was built 1917-1918; it was first a machine shop for the American Machine Manufacturing Company, then a boiler room for the Knott and Carmichael Furniture Manufacturers, and finally the main chemical mixing plant (also called the "soap factory") and laboratory for the Puritan Chemical Company. The northern wing is a long, narrow, one-story brick building. It features brick pilaster-like bays and large metal-sash windows on the ground floor and a gable roof with steel trusses and a continuous monitor above. The southern building ("No. 1c") was built in 1917 as offices. It was a small, narrow, two-story, L-shaped, brick building. In 1953-1954, the Puritan Chemical Company enlarged and remodeled the office wing and extended it to connect to the northern wing. The size and appearance of the office wing today is largely that from the 1953-1954 remodeling which included applying new face brick in a pattern of projecting wide pilasters and recessed window bays, replacing windows, constructing a new front entrance, and installing the company's cast-aluminum sign over the projecting front entry marquee.

National Register of Historic Places **Continuation Sheet**

Section 7--Description

A small rear extension of the office wing recently was taken down due to its poor structural condition. (Photographs 17, left; 18.) [Two newly identified contributing buildings.]

The Puritan Chemical Company plant has recently undergone a certified rehabilitation into loft offices, apartments, and meeting and exhibition spaces.

Godfrey Marble and Tile Company/Georgia Marble Company (later Puritan Chemical Company) (954 Lowery Boulevard, formerly Ashby Street)

The building at 954 Lowery Boulevard ("No. 3"), north of the Puritan Chemical Company main plant and now numbered 950 jointly with the adjoining building, was built in the early 1920s as part of the Godfrey Marble and Tile Company's stone cutting and finishing facility. It later became part of the Georgia Marble Company's plant at this location. Stone operations ceased in 1937. Sometime after World War II, apparently, the property was acquired by Mead-Atlanta Paper Company; this may have occurred as early as 1946. In 1971 the property was purchased by the Puritan Chemical Company whose main plant is to the south. The building is rectangular in plan and one story high. It is built of poured concrete walls with an interior timber post, beam, and truss structure. Concrete pilasters separate the exterior walls into bays which contain large metal-sash windows or doorways. A continuous monitor runs the length of the gable roof. The front bay of the building, which may have served as an office, was removed sometime during the late 20th century and the open east end of the building was sheathed in metal siding. The later 950 Lowery Boulevard building adjoins this building along its south wall. This building has been recently rehabilitated as part of the overall certified rehabilitation of the Puritan Chemical Company. (Photographs 17, right; 19, left; 20, left.) (Attachment 4.) [One newly identified contributing building.]

Warehouse (later Puritan Chemical Company Warehouse) (950 Lowery Boulevard, formerly Ashby Street).

This building ("No. 2"), which adjoins the 954 Lowery Boulevard building (see above) on the west side of the street and now shares its 950 street number with it, was built in 1946. It is not clear whether this building was built by the successor to the Georgia Marble Company which had owned the adjacent building, the Mead-Atlanta Paper Company which would soon occupy the adjacent 954 Ashby Street (now Lowery Boulevard) building, or some other company. According to the 1946 update to the 1925 Sanborn fire insurance map, the building was originally used for venetian blind sales and storage. The building is narrow in form, one story high, with a flat roof. It is constructed of poured-in-place concrete walls and a steel post-and-beam interior structure. Windows are steel sash, smaller in the front (east) half of the building, larger in the back (west) half. A small slab-type canopy projects out over the front windows and entrance. In 1971 this building was acquired by the Puritan Chemical Company. It has been recently rehabilitated as part of the larger certified rehabilitation of the Puritan Chemical Company. (Photographs 17, center, left of pylon sign; 18, right.) (Attachment 4.) [One newly identified contributing building.]

National Register of Historic Places **Continuation Sheet**

Section 7--Description

"Butler" Warehouses (behind 950-954 Lowery Boulevard, formerly Ashby Street)

Behind the 950 and 954 Lowery Boulevard (formerly Ashby Street) buildings is an array of six adjoined "Butler"-brand metal warehouses ("No. 4"). Each warehouse is a rectangular-shaped, one-story, gable-roofed building. The buildings are supported by welded steel frames and sheathed in v-crimp metal siding. They do not appear on the 1946 update of the 1925 Sanborn fire insurance map although they do appear on the 1965 update. They may have been built by the Mead-Atlanta Paper Company which had acquired the adjacent former Godfrey Marble and Tile Company/Georgia Marble Company building at 954 Lowery Boulevard (formerly Ashby Street) after World War II. In light of their structural system and especially their v-crimp flat metal siding, which generally predates the angular-corrugated or channeled metal siding commonly associated with Butler-brand buildings of the 1960s and later, it is believed that these buildings were built in the late 1940s or early 1950s. Because they form one interconnected array of warehouses, they are counted as one contributing historic building. They are not part of the Puritan Chemical Company property. (Photographs 19; 20, left.) (Attachment 4.) [One newly identified contributing building.]

BUILDINGS AND STRUCTURES TO THE NORTHEAST OF HOWELL INTERLOCKING

The third major industry in the Howell Interlocking Historic District involved livestock and meat processing and packing. This industry was located east of Howell junction on an irregular-shaped tract of land between the rail yard on the west and Howell Mill Road on the east. The industry developed during the early 20th century with stockyards and meat-processing and meat-packing plants. Although the stockyards are gone, two major meat-processing and meat-packing plants—the White Provision Company and the Star Provision Company—remain on either side of the railroad line at Howell Mill Road, in the northeast corner of the historic district, north of the former stockyards. Smaller livestock and meat-packing buildings are found in the southeastern portion of the district along Marietta Street, Brady Avenue, 8th Street, and Howell Mill Road, south of the former stockyards. Also in this area are other related and unrelated historic industrial and commercial buildings including veterinarians' offices, livestock sales offices, machine shops, warehouses, and service stations. (Attachment 1.)

Stockyards (no longer extant and not included in the historic district)

Along the eastern edge of Howell Interlocking were the historic stockyards, the historic focal point for the livestock and meat-packing industries. These stockyards are believed to have been established in the 1880s by Capt. John Miller, who had moved from Kentucky to Atlanta; documentation of the date of the stockyards' establishment is imprecise, however, and the stockyards may not have been established until the 1890s. At different points in time they have been known as the Miller Union Stockyards and the Brady Union Stockyards. During the second and third decades of the 20th century, the stockyards developed into a complex of one-story brick-and-wood sheds and barns, wooden pens and chutes, and yards for cattle, horses, mules, and pigs. The complex also included a small hotel, a restaurant, a veterinarian's clinic, auction barns and offices, and a U.S. Department of Agriculture facility. Nothing remains of the stockyards; from Sanborn fire insurance maps, it appears that the complex may have been lost, possibly by fire, by the early 1930s. From the early 1930s to

National Register of Historic Places **Continuation Sheet**

Section 7--Description

1970, the stockyards site served as the Peachbowl Stock Car Racetrack. On the site today are a large transit bus maintenance facility and several modern industrial and commercial buildings. Because the site has lost its historic architectural and spatial integrity, it is not included in the Howell Interlocking Historic District. (Photograph 21.) (Attachment 1.) (See also Attachments 8-10 for historic views).

White Provision Company (1168 Howell Mill Road)

The oldest and largest extant industrial facility associated with the meat-processing and meat-packing industry in the historic district is the White Provision Company. The plant is located on the west side of Howell Mill Road, across from its intersection with 14th Street, just south of the rail line. (Attachments 1, 5.)

The White Provision Company has a complex developmental history. The first building on the site ("No. 1") was built as early as 1909-1910, when the White Provision Company (founded in 1906 by William H. White, Jr., who moved to Atlanta from the Midwest, possibly Chicago) relocated its meat-processing operations out from downtown Atlanta. At that time, meat was smoked or salted but not refrigerated. This original three-story brick building, possibly enlarged in the 1910s, still exists today, embedded in later additions. In 1919 a three-story brick office block was added to the south side of the 1910 plant, facing southward down Howell Mill Road ("No. 2"). In 1923-1924 a major expansion was made to the plant in the form of a new, wedge-shaped cold-storage building along Howell Mill Road and a new slaughterhouse/meat-processing plant to the west of and engulfing the original plant ("No. 3"). These two contiguous buildings reflect the growth of the White Provision Company, and they represent the change in meat-processing technology from smoking and salting to refrigeration. They also illustrate the range of industrial architecture at the time: the cold-storage building, along with the office, both fronting on Howell Mill Road and clearly visible, were given highly stylized architectural designs, while the meat-processing plant, located toward the rear of the property and less visible, was given a more functional, engineered appearance. Also built at that time were a new boiler room and an ice plant (neither is extant) and a one-story extension of the office building (extant) ("No. 4"). Between the mid-1930s and the early 1940s, under the new ownership of the Swift Company, two more additions were made to the plant: a three-story expansion of the meat-processing plant ("No. 6"), along the west wall of the 1919 office building, and a one-story "storefront"-type office building extending from the main plant southward to Howell Mill Road (No. 5"). Also in the early 1940s, a truck loading dock was constructed in front of the office building ("No. 7").

In 1973 the facility was closed and converted into warehouses. In 1991 the property began a slow partial conversion to loft-type apartments, studios, and small businesses in addition to storage.

The plant today is classified as six contributing buildings, three of which are interconnected: the two separate but connected meat processing and cold storage buildings ("No. 3") dating from the mid-1920s (including but not separately counting the embedded original 1910 building since it has lost its historic integrity as a free-standing structure); the 1919 office building with its early 1920s addition ("Nos. 2 and 4"); the late-1930s one-story office building ("No.5"); the early 1940s annex to the meat-processing plant (No. 6"); and the early 1940s truck loading dock ("No. 7"). Not enumerated, but still

National Register of Historic Places **Continuation Sheet**

Section 7--Description

contributing to the significance of the historic property, are remnants of various, largely undocumented small buildings, structures, and features including loading docks, trestles, animal chutes, brick and concrete foundation walls, concrete pavement, stone retaining walls, boiler house remains, and the sites of former cattle pens and sheds. (Photographs 22-24.) (Attachment 5.) (See also Attachments 8 and 11-12 for historic views.)

The 1919 Office Building and Addition ("Nos. 2 and 4"). The three-story 1919 Office Building ("No. 2") was attached to the south wall of the original 1909-1910 plant ("No. 1") (the original plant itself appears to have been enlarged to the south, sometime between 1910 and 1919, but this has not been documented, and it was later engulfed by early 1920s expansions). The office building faces south, down Howell Mill Road. It is built with a concrete structural system veneered with red brick. Flat-arched sash windows (some replaced) are spaced individually or in groups at each floor level. Contrasting stone or concrete belt courses and cornice define the floors. Circular white medallions are set in the larger brick-veneer panels on the third floor. The roof is flat and features a parapet that is stepped and broadly pedimented on the south (front) façade. The original front floor level is obscured by a one-story, 1923-1924 office addition, itself extended with a covered loading dock in the early 1940s (see below for details of the loading dock). The office building currently is used for offices and loft apartments. (Photographs 22, right; 23, center; 24, left.) [One newly identified contributing building.]

Meat Processing and Cold Storage Buildings ("No. 3"). The two main meat processing and cold storage buildings were built in 1923-1924, on either side of and over the original 1909-1910 meat-packing plant (only the rear or north wall of the original building remains visible from the exterior), and behind the 1919 office building. They were designed by the Chicago architectural firm of Henschein and McLaren. These two attached buildings form a wedge-shaped block consisting of a cold-storage facility and a meat-processing plant along with the embedded remnants of the original three-story building. The cold-storage building, to the east of the original plant, is wedge-shaped and fronts onto Howell Mill Road. It is a six-level concrete structure solidly veneered in brick with the exception of several main-floor windows added later to the building. The brick-veneer walls are highlighted by buttress-like brick pilasters with stylized stone or concrete capitals. Each corner of the building is designed to resemble a tower or tall pavilion set off by closely spaced buttress-pilasters carrying more highly detailed capitals and by stepped and pedimented parapet roofs with white circular medallions embossed with the letter "W." Historic signage reading "WHITE PROVISION COMPANY" remains in the roof parapet along Howell Mill Road. The cold-storage building is used today as a storage warehouse. The meat-processing plant was built to the west of the original plant and extends along the rail line. It is a multi-story building featuring straightforward, utilitarian design and construction with exposed concrete posts, beams, and slabs, brick spandrel wall panels, and large steel-sash windows. The building has a flat roof. Historically open interiors are now subdivided for loft apartments, studios, and offices. Together, the meat-processing plant and the cold-storage facility form the main portion of the White Provision Company's industrial complex as it existed in the 1920s and early 1930s. (Photographs 22, center-background; 23-24.) [Two newly identified contributing buildings.]

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Late-1930s Office Building ("No. 5"). Following the acquisition of the White Provision Company by Swift and Company in 1935, a new office building was built. Its date of construction is not precisely documented, but it is shown on a 1946 updated Sanborn fire insurance map and in a 1948 photograph of the plant. The new office building is a long, low, one-and-two-story, brick-veneered, concrete-framed building extending southward from the main plant toward Howell Mill Road. The exterior of this building is articulated with wide brick pilasters and features tall, narrow windows toward the Howell Mill Road end and large, curtain-wall, steel-sash windows toward the plant end. The building is used today for small businesses. (Photograph 22, left.) [One newly identified contributing building.]

1942-1943 Plant Annex. As documented by updated Sanborn fire insurance maps and historic photographs, an annex to the main plant was built in 1942-1943. It is a plainly designed, multi-story, beige brick building, with large square windows infilled with original glass block and later concrete block. It is attached to the southwest wall of the 1919 office building. The annex was designed by the Swift and Company's Construction Department. (Photographs 22, center; 23, left.) [One newly identified contributing building.]

1942-1943 Loading Dock ("No. 7"). Along with the 1942-1943 plant annex came a truck loading dock, built in front of the early 1920s addition to the 1919 office building. The loading dock is a simple, straightforward building with a concrete dock or platform and steel beams framing the docking portals. Although a small building, the loading dock reflected the growing importance of truck freight as well as railroad shipping for the meat-processing industry at mid-century. (Photographs 22, right; 23, left; and 24, extreme left.) [One newly identified contributing building.]

Remnants of Facilities at the White Provision Company. The grounds around the White Provision Company complex contain remnants of various, mostly undocumented small buildings, structures, and features. These include loading docks, trestles, and animal chutes, foundation walls, concrete pavement, stone retaining walls, boiler house remains, and the sites of former cattle pens and sheds. These features have not been comprehensively cataloged or evaluated in the context of this historic district nomination; however, they have been included in the historic district as part of the overall historic property associated with the White Provision Company. [Not counted.]

Star Provision Company (1198 Howell Mill Road)

The Star Provision Company is the second-largest meat-processing and meat-packing plant in the Howell Interlocking Historic District. It was originally known as the United Butchers Abattoir, a cooperative made up of several smaller companies, which relocated from smaller quarters at 956 Brady Avenue in the historic district. The company's new plant was located on the west side of Howell Mill Road just north of the railroad and the White Provision Company, at the northeast corner of the district. The plant was built in two stages, the first stage by 1939 (and possibly as early as 1931) and the second stage possibly as early as 1940 (and documented on the 1946 Sanborn map), together forming what is essentially one historic building. Today the building is adaptively used as a

National Register of Historic Places **Continuation Sheet**

Section 7--Description

restaurant and for cooperative businesses. (Attachment 1.)

The Star Provision Company building is one story high with a full daylight basement to the south, toward the railroad, corresponding to the steeply sloping lot. It is "U" shaped in plan, paralleling Howell Mill Road, with the opening of the "U" facing the railroad to the south. The newer portion of the building fronts Howell Mill Road; the older portion is to the rear. A small one-story section of the building facing Howell Mill Road housed the company offices; this portion of the building was designed with a very modern look: flat, unornamented brick walls; a nearly continuous horizontal band across the front and along the north side set off by simple concrete molding containing plate-glass windows, glass-block windows, brick spandrel panels, and a corner window; and the original entrance to the office with aluminum doorway and concrete blocks incised with geometric patterns. The remainder of the building was used for meat processing and packing, cold storage, and shipping; it is a simple, functional design, with concrete structure, plain brick walls, flat roofs, and large metal-sash windows. An integral truck loading dock is located along the north side of the building; it features a cantilevered canopy supported by concrete columns over the loading bays. Open loading docks for the railroad are located along the south side of the building, at the basement level. Also remaining in and around the building are unique abattoir features including original holding pens for the animals, scales, barn doors, meat smoking facilities, and freight elevator shafts. North and northwest of the building are a large parking lot and three modern buildings not included in the historic district. (Photographs 25-27.) (Attachment 5.) [One newly identified contributing building.]

1085 Howell Mill Road ("Iron Works")

This freestanding building is located on an open lot on the west side of Howell Mill Road, south of 14th Street and the White Provision Company, almost across from the intersection of Brady Avenue. It is a long, narrow, one-story, front-gable-roofed building. It is built of load-bearing concrete block with steel roof trusses. The concrete-block walls are capped with terra-cotta coping. The front façade features a large centered doorway flanked by a large, steel-sash window to the left (north) and a smaller doorway and two levels of smaller steel-sash windows to the right (south). Side walls have large steel-sash windows and large doorways. The interior is essentially one large, high, open space with the exception of a small two-level office space in one front (southwest) corner. This building was built by 1946-1947, according to Sanborn fire insurance map updates, and may have been built before 1932. Sanborn maps document that the building was used for metalworking and welding. Local sources state that the building has been associated with three generations of Poss family metalworkers. It is known today as the "Iron Works." (Photograph 28.) (Attachment 5.) [One newly identified contributing building.]

BUILDINGS AND STRUCTURES TO THE SOUTHEAST OF HOWELL INTERLOCKING

Smaller meat-packing plants and livestock-related buildings are along Marietta Street, Brady Avenue, 8th Street, and Howell Mill Road in the southeast corner of the historic district, south of the former stockyards and the major meat-processing plants. Also in this area are other related and unrelated historic industrial and commercial buildings including veterinarians' offices, livestock sales offices,

National Register of Historic Places **Continuation Sheet**

Section 7--Description

machine shops, warehouses, and automobile service stations and sales offices. (Attachments 1 and 6.)

926-956 Brady Avenue Buildings

Four small, contiguous, livestock-sales and meat-processing buildings are located between Brady Avenue and the railroad, north of Marietta Street and south of 10th Street, in the southeast part of the historic district. These buildings were built from the first decade of the 20th century through the mid-20th century. Some of them appear to have been completely or partially rebuilt during this time period, possibly from a fire in the early 1930s. Other buildings in the vicinity were mostly or entirely rebuilt in the mid-to-late 20th century and are either classified as noncontributing or excluded from the historic district. The four historic buildings extend through the narrow block between Brady Avenue and the railroad. They are one story high along Brady Avenue and two stories high along the railroad, owing to the steeply sloping lots. Most are built of brick with timber, steel, or concrete interior structures, although some are built of concrete or concrete block. All are utilitarian in design. All have two "front" or primary facades: one facing Brady Avenue, the other facing the railroad tracks. The street fronts of many of these buildings historically housed small offices, although a few also incorporated truck loading bays. The trackside facades originally had loading platforms, although many of these have been removed, leaving only the loading-dock entrances into the buildings. Even though these buildings are contiguous, because they were built at separate times and for independent purposes they are classified and counted as four individual buildings. (Photographs 29 and 30.) (Attachment 6.) (See also Attachment 8 for a historic view.)

926 Brady Avenue. This building anchors the south end of the Brady Avenue row at Marietta Street. The building's Brady Avenue (east) façade (photograph 29, left) is a simple, plain, one-story high brick façade with newer doorways and windows; the truck loading bay at the north end of the façade may be historic. The railroad (west) façade (photograph 30, extreme right) is two stories high, incorporating a daylight basement at the track level, and features a recessed loading dock framed with concrete posts and beams on the basement level and a plain brick wall with five small windows on the main floor above. The interior structure is steel posts and joists. The roof is flat. This building or portions of it may date from the first decade of the 20th century, although from Sanborn fire insurance map analysis it appears more likely that the existing building was built between 1932 and 1941 to replace all or some of an earlier building. It was originally used for livestock sales; later it housed a box factory. [One newly identified contributing building.]

934 Brady Avenue. This building adjoins the north wall of the 926 Brady Avenue building. Its Brady Avenue (east) façade (photograph 29, center) is one-story high and is built of rusticated or stone-faced concrete block painted a dark red. Original doorways and windows have been infilled but remain evident. The railroad (west) façade (photograph 30, right) is two stories high, incorporating a daylight basement at the track level, and features a plain brick wall of common-bond brick, with header courses highlighted in darker brick, and relatively large window openings infilled with concrete block. A faded painted sign on the wall advertises "Weill Bros. Stock Yards" which were located across Brady Avenue to the east. The trackside

National Register of Historic Places **Continuation Sheet**

Section 7--Description

loading platform has been removed. The interior structure is heavy timber posts and beams. The roof is flat. This building or portions of it may date from the first decade of the 20th century--the stone-faced concrete-block Brady Street wall in particular appears to date from the first decade of the 20th century--although from Sanborn fire insurance map analysis it appears likely that much of the existing building was built between 1932 and 1941 to replace all or some of an earlier building. It was originally used for livestock sales and later for farm equipment sales and service. [One newly identified contributing building.]

944 Brady Avenue. This building is in the middle of the row of four contiguous historic buildings. It is situated directly across from 9th Street at Brady Avenue. Like the other buildings in this block, this building is one story high along Brady Avenue and two stories high along the railroad. Unlike the other buildings in this block, it covers only the back (west) half of its lot; the Brady Avenue façade is deeply recessed. This building appears to have been built between 1932 and 1947, replacing an earlier building on the site which covered the lot. It features a simple brick wall on the Brady Avenue façade (photograph 29, center), most of which is covered by an extended and enclosed truck loading dock, although the top of the front wall with its stone or concrete coping is visible above the loading dock. At the basement level, the railroad façade features a recessed concrete post-and-beam loading dock, with original openings infilled with brick, and on the main floor level a simple brick wall with a nearly continuous row of relatively small windows, also infilled (photograph 30, center). The interior structure consists of steel beams and concrete posts. The roof is flat. This building was built to house a meat-cutting and meat-packing company. [One newly identified contributing building.]

956 Brady Avenue. This building is the northernmost in the row of four contiguous historic buildings along the west side of Brady Avenue. Its north and south party walls and railroad façade appear to date from the first decade of the 20th century, making it the oldest building in the block. It appears to consist of two separate buildings that were interconnected within the first decade if not originally; the southern portion is very narrow but slightly higher than the wider, lower northern portion (this is most clearly seen from the vantage point of the West Marietta Street railroad overpass). At least since 1911, and until at least the 1930s, both portions of the buildings were joined and housed the Butchers Abattoir and Stock Yards Company Packing House; the southern portion was used for cold storage. Sometime in the 1930s or early 1940s, the Butchers Abattoir reorganized itself and moved to larger quarters at what is now known as the Star Provision Company on Howell Mill Road in the historic district, and this building and the adjoining building at 944 Brady Avenue were acquired by the Amour Packing Company. The Brady Avenue (east) façade of the 956 Brady Avenue building is one-story high and has been solidly veneered in modern, dark brick (photograph 29). The railroad (west) façade is two stories high and incorporates a daylight basement at the track level; it features plain brick walls of common-bond brick, tall, narrow, segmental-arched window and doorway openings, most infilled with brick, and several faded painted signs (photograph 30). The trackside loading platform has been removed. Indentations in the rear walls mark the separation of the building into two portions and set the building off from its nonhistoric northside neighbor; the lower level of the larger of these indentations was historically used for

National Register of Historic Places **Continuation Sheet**

Section 7--Description

coal storage. The interior structure is a combination of heavy timber posts and beams and concrete posts and floor slabs; the cold-storage portion was described as being built of "fire-proof construction" on the Sanborn fire insurance maps. The roof is flat. [One newly identified contributing building.]

970-976 Brady Avenue. This mid-20th-century building, at the northern end of the block of four contiguous historic buildings, replaced an earlier historic livestock-sales building on the site sometime after 1947, most likely in the 1950s or 1960s. It is set back from Brady Avenue and abuts the railroad. It is built of concrete and features a covered truck loading dock on the Brady Street frontage and a rooftop parking deck accessed by a ramp from Brady Avenue. Because of its date of construction, this building is noncontributing to the historic district, although its overall form and massing is consistent with the other historic buildings on the block, and it helps define the traditional railroad corridor. [One newly identified noncontributing building.]

1 Brady Avenue. This building is located at the northeast corner of the intersection of Brady Avenue and 8th Street at Marietta Street, across Brady Avenue from the row of four contiguous historic buildings (above). It is a narrow, two-story, slightly wedge-shaped brick office building. Its two front facades form an obtuse angle conforming to the geometry of the Brady Avenue-8th Street intersection. The main entrance to the building is located at this angle. At ground-floor level, the short Brady Avenue façade features a large, rectangular window opening, possibly a later alteration and since infilled, and a tall, narrow, segmental-arched doorway, also infilled, and the longer 8th Street façade features five segmental-arched window openings and a tall, segmental-arched doorway all infilled. The second floor features flat-arched infilled window openings, a corbeled stringcourse, and plain cornice. Adjoining this building to the north was a large wooden livestock barn which filled a third of the block; the barn no longer exists, although the site remains vacant. This building was built between 1915 and 1918, according to city directories, possibly as early as 1914, and by 1919 it housed the offices for the then-attached Weill Brothers Company livestock barn (the Weill Brothers Company also owned 934 and 944 Brady Avenue where their painted advertising sign can still be seen). It also housed a saddle shop. Today the building is vacant and in very poor condition, with a portion of its rear wall and roof having partially collapsed. (Photograph 31, left; 32, left-center; 40, left.) (Attachment 6.) [One newly identified contributing building.]

Marietta Street Buildings

In the small, wedge-shaped block formed by Marietta Street, 8th Street, and Howell Mill Road are three historic buildings and one nonhistoric building, two of which are historically related to the livestock industry. Across Marietta Street from this block is one large historic warehouse. (Attachment 6.)

1049 Marietta Street. This small building is located at the western point of this wedge-shaped block. It was built as a filling station or service station between 1932 and the early 1940s. It consists of a nearly cubical office building with large, horizontal windows and an attached service bay, now infilled. The building is built of stuccoed masonry and features rounded clay-

National Register of Historic Places **Continuation Sheet**

Section 7--Description

tile coping along the roofline which imparts a vaguely Spanish Colonial Revival look. It abuts the adjacent, larger building at 1037-1039 Marietta Street to the east. The triangular open space in front of the building formerly contained the gasoline pumps. (Photographs 31, center; 32, left of center.) [One newly identified contributing building.]

1037-1039 Marietta Street. This building is located near the western tip of this wedge-shaped block, sharing a party wall with the filling station at 1049 Marietta Street (above). Historically it housed a veterinarian's office, originally for commercial livestock and later domestic animals. Some of this building may date to 1918, when the veterinarian's office was first established, although the two-story, L-shaped, front portion fronting Marietta Street dates between 1932 and the 1940s. Each floor of the front office portion features a slightly projecting central bay (with main entrance at ground-floor level) flanked by two pairs of sash windows. The two floors are separated visually by long, narrow, raised panels; similar panels form the building's cornice. Sometime in the mid- to late-20th century, the exterior brick walls were stuccoed. To the rear of the main building are a cluster of smaller attached buildings used to house and treat animals. (Photograph 32.) [One newly identified contributing building.]

1031-1035 Marietta Street. These two adjoined buildings also were built in 1918 as veterinarians' offices to service commercial livestock. They are separated from the veterinarian office at 1037-1039 Marietta Street by a historically vacant lot. In the 1970s, the two adjoined buildings were solidly veneered in yellow brick and given stark geometric forms. Because of this drastic change in the visual character and physical materials of the buildings, they do not contribute to the Howell Interlocking Historic District even though they were historically associated with the livestock industry. Because they functioned historically as one facility, and because they still function in this capacity today, the two adjoined buildings are classified and counted as one noncontributing building. (Photograph 33, left.) [One newly identified noncontributing building.]

1009-1011 Marietta Street. This long, narrow building spans the widest point of the wedge-shaped block between Marietta and 8th streets near the east end of the block. It was built by 1924 and housed the sales office (east half of building) and service department (west half of building) for the Southerland Motor Company. By the 1940s the two halves of the building had been subdivided into functionally separate spaces for a venetian blind manufacturer (west half) and an auto parts manufacturer (east half). Recently the building has been renovated for office space. The building is a one-story brick structure with two storefront entrances on Marietta Street. The storefronts feature large window and doorway openings, recently infilled with new windows and doors, a continuous lintel of soldier-course brick above the window and doorway openings, narrow brick panels above, and a historic pent roof supported by paired modillion brackets. For many years, a service station at 999 Marietta Street to the east shared a party wall with this building; sometime during the late 20th century, this service station was demolished. The former party wall has been recently reconfigured with large new windows and a new side entrance to the building, and the former service station lot now serves as a parking lot for this building. Because this building was built as one building for a single purpose, it is counted as a single contributing building. (Photographs 33, right, pre-rehab; 34,

National Register of Historic Places **Continuation Sheet**

Section 7--Description

post-rehab; 35, right; 36, left-center.) [One newly identified contributing building.]

1000 Marietta Street. This building is the sole surviving historic warehouse in the half-block between Marietta Street and the railroad south of the West Marietta Street railroad overpass at 8th Street and Brady Avenue. This half-block once featured as many as a half dozen similar buildings; all but this one have been replaced by newer, nonhistoric buildings or have been remodeled so as to be virtually unrecognizable. This warehouse, along with the others on the half-block, was built in the late 1910s or early 1920s on the site of the former Palmer Brick Company (which is documented on the 1911 Sanborn fire insurance map and shown on the 1892 bird's-eye view of Atlanta—see Attachment 7). According to local sources, this building was originally the Ragsdale Mule and Horse Company, and traces of painted signs on the side and rear brick walls attest to this. In the early 1930s it housed the Monroe Bonded Warehouse; in the 1940s it housed the Service Bonded Warehouse. The building is trapezoidal in plan, reflecting the odd shape of its building lot, and is one story high on the Marietta Street frontage and two stories high (main floor plus daylight basement) along the railroad frontage. It is subdivided laterally into three sections by brick firewalls; in the front of each section, along Marietta Street, are offices. The exterior walls are load-bearing brick; the interior structure is heavy timber. The roof is flat. The Marietta Street façade is among the most architecturally ornate of all the buildings in the historic district. It is subdivided into three bays by two flush pavilions with stepped and semicircular roof parapets. The end bays and the pavilions have large, rectangular window or doorway openings, mostly infilled with glass block by c.1950. The central bay features tall, narrow windows in triplicate on either side of a centered doorway; these windows also are infilled with glass block. The centered doorway is highlighted by a semicircular pediment supported by engaged columns. At the roofline, each bay features a pent roof surfaced with rounded red clay tiles and supported by paired oversized brackets. (Photographs 31, right background; 35.) (See also Attachments 8 and 13 for historic views.) [One newly identified contributing building.]

1024, 1026, and 1050 Marietta Street These three adjacent nonhistoric buildings were built after the middle of the 20th century on the sites of former warehouses and wholesale offices. Each building is a freestanding brick or concrete-block structure with a flat roof. All are set back from Marietta Street, rather than fronting directly on the street. All appear to incorporate some surviving elements such as foundations, retaining walls, or basement structure from the previous warehouses on the sites, but none is an intact historic building. They are included in the historic district so as to incorporate the railroad corridor along the “backs” of the buildings between 970 Brady Avenue to the north and 1000 Marietta Street to the south. Also included is what appears to be the stone abutment for the former Marietta Street bridge over the railroad tracks on an otherwise vacant lot (1060 Marietta Street) located between 1050 Marietta Street and the new Marietta Street overpass (see Attachment 8 for a historic view of the former bridge); although the abutment is not considered an intact historic structure, it is a contributing feature of the historic railroad corridor. (Photographs 31, right; 35, center.) [Three newly identified noncontributing buildings.]

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Howell Mill Road Buildings

There are four small historic buildings along Howell Mill Road in the southeastern part of the historic district. One was a small meat-packing plant at 914 Howell Mill Road with frontage along 8th Street. Of the three remaining historic buildings, one was a service station, one was a machine shop, and one was a retail store. (Attachment 6.)

887 Howell Mill Road ("Danckaert" Building). This small building is an altered service station with attached restaurant. It was built between 1932 and the early 1940s on a site which formerly contained two smaller filling stations. It is a one-story brick building with a "central" projecting bay, two short flanking wings, and a restaurant wing to the right on the south end. The roof is flat. Each bay and wing contains large, rectangular window or doorway openings, most of which have been infilled with brick. Above the window and doorway openings is a beltcourse of projecting stone or concrete. A similar coping caps the walls at the roofline. A large round clock is affixed to the beltcourse on the projecting central bay. The front wall has been painted white, although visible portions of the side walls show red brick with contrasting stone or concrete trim. Overall, the design of this building is a simple, geometric, Art Moderne style. Originally freestanding, the building is now abutted by new buildings on both sides and the rear (which are not included in the historic district). Currently it houses a small business. (Photographs 36, right; 37, center and right.) [One newly identified contributing building.]

914 Howell Mill Road. This small building is located at the northwest corner of the intersection of Howell Mill Road and 8th Street. The building faces Howell Mill Road. It was built c.1925 for the Atlanta Sausage Company; sometime after 1940 it housed the Southeastern Meat Company, whose wall-painted signage can still be seen on the Howell Mill Road and 8th Street facades. The building is rectangular in plan and one story high with an arched roof with front and rear parapets. It is built with load-bearing brick walls. The Howell Mill Road façade incorporates the original front doorway and flanking windows; the 8th Street façade features a row of flat-arched windows. The historic interior was one large open space except for a cold-storage room. The roof is supported by arched metal trusses. It is the only remaining building on this block of Howell Mill Road. The building is currently undergoing rehabilitation. (Photograph 38.) [One newly identified contributing building.]

954 Howell Mill Road. This small building is located at the northwest corner of the intersection of Howell Mill Road and 9th Street, one block north of the meat-packing plant at 914 Howell Mill Road. It is one of two historic buildings remaining on this block of Howell Mill Road. It is rectangular in form, one story high, with a gable roof with front stepped parapet. It is built of concrete and brick. The front façade features a central doorway flanked by pairs of high, rectangular windows. The building was built between 1928 and the mid-1940s. A long, narrow, brick and concrete addition was built along the south side of the building sometime after the middle of the 20th century. The front "yard" of this building features low concrete-block retaining walls. This building historically housed a machine shop and today houses a small business. (Photograph 39, center.) [One newly identified contributing building.]

National Register of Historic Places **Continuation Sheet**

Section 7--Description

962 Howell Mill Road. This small brick building is adjacent to 954 Howell Mill Road. It is separated from it by a narrow vacant lot that historically had a small house on it. The building is rectangular in form and one story high with a daylight basement at the front. It has a flat roof. The front façade features a tall loading-bay doorway with a window above on the southern half and a ground-level door with small windows above on the northern half. There is also a large steel-sash window on the south side of the building. This building was built between 1928 and the mid-1940s. It housed an auto parts business. Currently it is used for loft apartments. (Photograph 39, right.) [One newly identified contributing building.]

701 8th Street (between Brady Avenue and Howell Mill Road). This building is a small meat-packing plant built in 1955. It is located on the north side of 8th Street in the middle of the block between Brady Avenue and Howell Mill Road (its street address is given variously as "701" and "700" 8th Street). It is just east of the 1 Brady Street building and just west of the 914 Howell Mill Road building (above). It is a freestanding building set back from the street on an angle near the middle of its lot. The building is a plain, one-story, brick-and-concrete structure with a concrete raised basement and a brick main floor. The bulk of the building is rectangular in shape; an office wing projects toward 8th Street. The office wing features simple, rectangular-shaped, horizontal windows and a canopied corner entrance; the remainder of the building is almost entirely veneered in brick with the exception of the 8th Street loading dock with its four large doors. A simple concrete capstone tops the exterior walls. This building was the last meat-packing plant built in the Howell Interlocking Historic District. It was built on the site of a late-1930s or early 1940s livestock sales shed. (Photograph 40.) [One newly identified contributing building.]

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): N/A

A B C D E F G

Areas of Significance (enter categories from instructions):

Architecture
Commerce
Industry
Transportation

Period of Significance:

1889-1955

Significant Dates:

1889

Significant Person(s):

n. a.

Cultural Affiliation:

n. a.

Architect(s)/Builder(s):

n. a.

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

Narrative statement of significance and historical context (areas of significance)

Overview and Summary

The Howell Interlocking Historic District encompasses the greatest collection of late-19th through mid-20th century industrial buildings and complexes in Atlanta today, and it rivals such collections in other Georgia cities better known for their historic industries such as Columbus, Macon, and Augusta. Other concentrations of historic industrial buildings and complexes existed in Atlanta in the past, especially along the railroad south of downtown Atlanta, but many of these have been at least partially if not wholly destroyed during the second half of the 20th century; the Howell Interlocking Historic District is the only large concentration of such historic industrial buildings and complexes to have survived relatively intact. These industrial buildings and complexes housed some of Atlanta's oldest, largest, most innovative, and most successful industrial enterprises, all of which exemplify Henry Grady's late 19th-century "New South" philosophy of industrial development and economic diversification. They also represent two major periods of industrial architecture in Atlanta and Georgia: traditional load-bearing brick buildings with heavy timber frames associated with the 19th century, and more modern concrete, steel, and glass buildings with open interior spaces associated with the 20th century. The entire area also shows the dependent relationship of industrial development to railroad transportation in the late 19th and early 20th centuries; indeed, the railroad was a key element in the industrial development of the Howell Interlocking area.

Industrial development in Atlanta, like that in much of the South, was slow, sporadic, and relatively small-scale up through the middle of the 19th century. Industries existed, but not nearly to the extent that they did in the Northeast and Midwest, and not even to the extent that they existed in other Georgia cities. One reason was Atlanta's relatively short existence as a city; it wasn't founded until 1837, in a relatively unsettled part of the state, at the point where future railroad lines were projected to intersect, and it wasn't until 1847 that it took on its current metropolitan name (forsaking its original small-town name of Marthasville). Another part of the reason is the fact that Atlanta was first and foremost a transportation town, founded for the railroads; indeed, the city was situated on high ground, convenient for railroad lines, but some distance away from the Chattahoochee River with its potential for water-powered industrial development. By 1857 Atlanta was calling itself the Gate City of the South, while Augusta and Columbus with their well-established local industries were vying for the nickname "Lowell of the South," and during the Civil War Atlanta's strategic importance was more as a distribution center than an industrial center. Yet another reason was the dominant agricultural economy of the region and the state, supported by a successful staple crop (cotton), cheap labor, inexpensive and abundant land, and relatively few urban areas with working-class populations.

Significant industrial development did take place in other parts of Georgia during the antebellum period. In fact, Georgia was always among the dominant Southern industrial states. Its textile mills date back to 1810, and by 1860 Georgia was first in Southern textile manufacturing and second overall in Southern manufactures (Virginia was first). By the middle of the 19th century, Georgia already had earned its long-time nickname, the "Empire State of the South." Three cities in particular led Georgia's industrial development: Augusta, along the Savannah River on the eastern edge of the

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

state; Columbus, along the Chattahoochee River on the western edge of the state; and Savannah on the coast. Both Augusta and Columbus, with their large water-powered mills, were favorably compared to the famous industrial city of Lowell, Massachusetts, and each was called the “Lowell of the South;” Savannah, without a ready source of water power, led the state in steam-powered industries.

What antebellum industrial development there was in Atlanta was devastated during the Civil War. Because of its strategic importance as a transportation center, Atlanta was targeted by Union forces, and much of the city was damaged or destroyed during the Battle of Atlanta in 1865. After the War, the city’s nascent industries, commerce, infrastructure, and economy were in shambles. Rebuilding and revitalization took place during the Reconstruction period, but large-scale industrial development was hampered by a lack of capital, expertise, and leadership. The nationwide Panic of 1873 further depressed industrial development. Some earlier industries, like the 1853 Winship Machine Company, manufacturer of cotton gins, rebounded quickly and expanded during this period. But it was not until 1876 that Atlanta saw its first major textile mill, the Atlanta Manufacturing Company, a venture supported by leadership and capital drawn from the rapidly expanding industries in Columbus.

Starting in the late 1870s, Henry Grady, influential editor of the *Atlanta Constitution*, addressed the challenges and opportunities of Southern industrialization and economic diversification in a series of editorials, articles, and speeches, many presented to Northern and Midwestern audiences. His “New South,” as he called it and as it came to be known generally, was his solution: a diversified economy, complementary to agriculture, based on the development of industry, the accumulation of capital, the exploitation of cheap and readily available resources including land and labor, and the attraction of not only outside investors but leadership and expertise as well. Grady also promoted racial accommodation through what he perceived to be mutually beneficial segregation in an attempt to allay Northerners’ and Midwesterners’ fear of post-War racial strife in the South. Atlanta in particular embraced the tenets of “New South” economic and industrial development, but they were not universally endorsed, and the new philosophy was staunchly opposed by agriculturists who saw industrial employment and urbanization as threats to their agricultural livelihood and political hegemony. Regardless, industrialization in Georgia rode the crest of national economic expansion in the 1880s and early 1890s, slowed only by the nationwide Panic of 1893, recovering again by the late 1890s. By 1901, the Georgia Department of Agriculture reported that “Georgia stands in the front rank of the Southern States in the variety, extent and value of her manufacturing establishments.”

The Howell Interlocking Historic District is a direct outgrowth and a hallmark of Henry Grady’s “New South.” Atlanta’s new industrial district at Howell Interlocking was at the northwestern outskirts of the city, along a rail line, in a relatively undeveloped area. An oblique aerial drawing of the area in 1892 shows only the railroad junction, two major industries (the Exposition Cotton Mills and the E. Van Winkle Gin and Machine Works) and a couple of smaller ones, and two small housing developments, none more than a decade old. Most of the surrounding area remains undeveloped. The major industrial antecedent is the railroad itself, coursing through the countryside.

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

One precipitating factor in the “New South” industrial development of Atlanta in general and the Howell Interlocking area in particular was the 1881 International Cotton Exposition, the first of three cotton-oriented promotions in Atlanta organized by local civic and business leaders to promote Atlanta and the South (the other two expositions were in 1887 and 1895). As part of the 1881 exposition, a demonstration cotton mill was constructed in the country along the Western and Atlantic Railroad some two-and-a-half miles northwest of downtown Atlanta—at the edge of what would become the Howell Interlocking Historic District. Once the exposition ended, the demonstration mill was sold to a group of local investors who then ran the mill under the name Exposition Cotton Mill. So successful was this enterprise that, over the years, both the mill and its mill village were expanded several times. (The mill and the remaining mill village were demolished in 1971 for a large new warehousing facility.) (See Attachments 7-8 for historic views.) Also in 1881, across town, another group of investors built the Fulton Bag and Cotton Mill, which eventually became one of the largest single textile mills in Georgia and the South. It and its mill village were located along a railroad about a mile east of downtown Atlanta; both survive and are listed in the National Register as the Cabbagetown Historic District.

The presence and success of the Exposition Cotton Mill attracted other industrial development to the area. Of today’s extant industries, the first to follow was the E. Van Winkle Gin and Machine Works which relocated to this area in 1889 and over the next five decades built a major industrial complex, mostly of interconnected, multi-storied, brick-and-timber buildings, among the largest of its kind in Georgia. Next was the Atlanta Agricultural Works, formed through the consolidation of several smaller companies, which eventually became known as the King Plow Company. Its manufactory in this area was begun c.1902 and expanded over the next four decades into a large complex of mostly interconnected buildings, some of traditional 19th-century mill design, others of more modern 20th-century construction, producing agricultural tools and equipment sold across the country and around the world. During the late-19th and early 20th centuries, a large commercial stockyard was developed on open land in the area, the first of its kind in Atlanta and the southeast. Following closely on this development, an out-of-town entrepreneur established the first major meat-processing and meat-packing plant in Atlanta and the South, the White Provision Company, in 1909-1910; over the next four decades, it was expanded several times to meet regional demands for its products and was eventually bought out by a national company. Several similar but smaller companies followed. Along with the major industrial developments came many smaller industries and businesses including machine, tool, and metal-working shops, warehouses and sales offices, professional services such as veterinarians and brokers, a stone-cutting operation, a soap factory, and an automobile battery manufacturer, all further diversifying the local industrial economy. Collateral developments included a hotel (no longer extant), several restaurants, offices, and service stations.

By the middle of the 20th century, many of these industries began to be abandoned, having been rendered obsolete by new industrial developments in the expanding, highway-oriented Atlanta suburbs. The following decades were a period of decline, disinvestment, and deterioration, even demolition. The first (and only) major historic industrial complex to be lost during this period was, ironically, the one that started it all: the 1881 Exposition Cotton Mill, demolished in 1971 to make way for a large warehousing facility. Many smaller industrial and commercial buildings in the area were lost, however, along with the entire historic stockyards, replaced first by a stock car racetrack

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

and then a transit bus garage and parking lot. In recent years, the entire area has experienced revitalization, largely through historic preservation-oriented initiatives, adaptive reuse of historic buildings, and, most recently, new infill construction. The most dramatic revitalization has come through the King Plow arts center which has converted the King Plow Company complex and several other nearby buildings including the Ashby Street Car Barn and the Globe-Union building into an arts center with studios and loft apartments, galleries, meeting spaces, performing arts facilities, and offices for small arts-related businesses and activities. Less dramatic but equally important are the pioneering conversion of the E. Van Winkle Gin and Machine Works complex into working loft studios and the gradual conversion of the White Provision Company into loft studios and businesses. The most recent revitalization activities have involved the Puritan Chemical Company plant, the Star Provision Company plant, and several smaller buildings along Marietta Street and Howell Mill Road. Some buildings in the district, like 1000 Marietta Street, continue to serve historic commercial and industrial purposes.

Industry

The Howell Interlocking Historic District represents the paradigm of Henry Grady's "New South" industrialization. Industries in the district were among the first of their kind in Atlanta, or they are among the oldest remaining in the city, or they are the largest or most intact examples, and they include some of Atlanta's best-known and most successful industrial enterprises. They also include important examples of secondary, minor, or "support" industries which may have contributed directly to the major industrial development in the district or otherwise served to round out the local industrial economy. While diversifying the city's and the state's economic base and attracting outside capital and expertise, the major industries in the district also built upon, supported, or serviced the region's dominant agricultural economy by making use of or responding to the industrial needs of staple agricultural commodities including cotton and livestock. These industries were built in an atmosphere of promotion and boosterism which was a hallmark of Atlanta in particular and the New South movement in general.

An excellent example of New South industrial development in the Howell Interlocking Historic District is the E. Van Winkle Gin and Machine Works. It was the first major industry to locate in the area after the 1881 International Cotton Exposition with its Exposition Cotton Mill, and it is the oldest extant industry in the historic district today. The company was founded by a Northerner, Edward Van Winkle of New Jersey, who brought to Atlanta his family's business and technical expertise in the manufacture of cotton-processing equipment as well as outside capital. Formed in 1870, Van Winkle's company grew and relocated several times until establishing itself across the railroad from the Exposition Cotton Mill in 1889. There it proceeded to build the largest cotton-machinery manufacturing plant in Atlanta, surpassing the earlier Winship Machine Company's facility, and one of the largest in the state, apparently rivaled only by the F. M. Lummus Company's 1899 plant in Columbus. By the early 20th century, it was one of only three cotton-machinery manufacturers in Atlanta. The company manufactured cotton gins, cotton presses, cotton baling equipment, cotton cleaning equipment, and related equipment including pneumatic equipment to handle cotton "from wagon to bale." Van Winkle's company also apparently was the only large-scale manufacturer of cotton-seed-oil processing equipment in the state, an industrial innovation which turned a former

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

waste product of cotton processing—the cotton seed—into a profitable commodity used for food products (oleomargarine and salad oil, for example) as well as fuel for lamps, an ingredient in medicines, and an agent used to temper steel; even the leftover cotton seed hulls were marketed as fodder for livestock and fertilizer. In these ways, this industrial enterprise directly supported the all-important regional cotton agricultural economy. The company also attempted less successfully to diversify with a short-lived line of “Van Winkle Motor Trucks.” The company employed a diverse workforce, much of which had moved to Atlanta seeking new industrial jobs, and most of which was housed in developing working-class neighborhoods to the north, southwest, and east of the Howell Interlocking industrial area. Van Winkle also established a Dallas, Texas, branch of his business as early as 1883, and early in the second decade of the 20th century the Dallas branch bought out the Atlanta operation and ran the Atlanta facility under the corporate name of the Murray Company. Van Winkle’s 1923 *Atlanta Journal* obituary summarized the industrial contributions of Edward Van Winkle and his company:

[Van Winkle] had an important effect upon the development of the cotton manufacturing industry in the South. [Upon his arrival in Atlanta] practically all of the cotton raised in the South was shipped elsewhere to be manufactured. . . . [Van Winkle’s factory] gave a powerful impetus to the development of the cotton manufacturing industry throughout the section. [He] was awarded many gold medals and other prizes at various expositions for the mill machinery he had invented.

The King Plow Company is another excellent example of New South industrial development in the Howell Interlocking Historic District. The second-oldest extant industrial plant in the district, it represents the continuing momentum of the New South industrial initiative into the early 20th century. But it differed from the Van Winkle operation in two key respects: it was locally owned, capitalized, and operated, and it derived its economic value from supporting agriculture across the board rather than focusing on a single agricultural product or activity. Under a variety of corporate names, the King Plow Company was the leading producer of farming tools, implements, and equipment in Atlanta and Georgia and one of the largest in the South. Its products were sold in 38 states and several foreign countries, particularly in South America. It received patents for numerous new and improved agricultural implements including the “Kingman cotton planter” and the “Terrell scraper.” The company was formed in 1901-1902 when Clyde Lanier King and two partners bought the existing Walker-Sims Plow Company on the site, consolidated their Marietta Street operations at this location under the name “Atlanta Agricultural Works,” and began construction of their new manufacturing plant. In 1906 the company’s name was changed to the “Atlanta Plow Company” in recognition of the company’s best-selling and best-known product. In 1928 the company acquired the Towers and Sullivan Manufacturing Company of Rome, Georgia, and by 1933 its operations were consolidated with the Atlanta operations; in 1934 the company bought the E. N. Camp and Sons company of Moreland, Georgia, and folded their operations into the Atlanta facility. This led to a new company name, the “King Plow Company,” and a greatly expanded industrial plant. The company continued to operate until 1986.

The White Provision Company represents a third major industry in the Howell Interlocking Historic District and is the third-oldest extant industrial plant in the historic district. With its Howell Mill Road
Howell Interlocking Historic District
Atlanta, Fulton County, Georgia

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

plant established in 1909-1910 by outside (Midwestern) leadership and money, and then expanded several times on the basis of successful sales, it also reflects the continuation of New South industrial development into the 20th century. Perhaps more than any other major industry in the historic district, it is characterized by regional innovation. White Provision was the first major commercial meat-processing and meat-packing operation in the South, and it was the first in the South to adopt refrigeration in addition to smoking and salting. While diversifying the region's economy, it also built upon and supported the region's agriculture by providing a home market for livestock that otherwise would have been shipped to the Midwest or the Northeast, and in doing so it took advantage of the nearby and equally innovative stockyards facility. In a later development that came to characterize many businesses and industries in Atlanta and the South, the company was purchased by a major national corporation, the Swift Company, in 1935, although in this case its White Provision trade name was retained because of widespread regional recognition.

Several smaller companies followed White Provision Company's lead in establishing meat-processing and meat-packing plants in the Howell Interlocking area. The largest of these, although not nearly so large as the White Provision Company, was the Star Provision Company, located along Howell Mill Road just across the railroad tracks from White Provision. It was originally known as the United Butchers Abattoir, a cooperative made up of several smaller companies; it or its predecessor may date back to at least 1911 and may have been located in a much smaller, warehouse-type building at 956 Brady Avenue in the historic district. A second is the Atlanta Sausage Company, which was located c.1925 in a small building at the intersection of Howell Mill Road and 8th; it was succeeded at this location by the Southeastern Meat Company, whose wall-painted signage can still be seen on the Howell Mill Road and 8th Street facades of the plant. The last meat-processing and meat-packing plant was built in the historic district in 1955. Located at 701 8th Street, this small operation represents the end of an industrial tradition in the historic district that started with the White Provision Company in 1909-1910.

Industrial buildings along the former Ashby Street, now Lowery Boulevard, and West Marietta Street represent the diversity of industrial development in the Howell Interlocking Historic District. The oldest industrial facility along the former Ashby Street, at 916 Lowery Boulevard, was built for the American Machine Manufacturing Company in 1917-1918. Machine tool companies like this one created the industrial machinery used by other companies to manufacture their products, and they were common throughout Atlanta's industrial areas. Other, smaller examples are found elsewhere in the Howell Interlocking Historic District, especially along Howell Mill Road; they include the metal-working building at 1085 Howell Mill Road and the small machine shop at 964 Howell Mill Road. By 1925 the former American Machine Manufacturing Company building housed the Knott and Carmichael Furniture Manufacturers, a unique but relatively short-lived historic industry in the district. Adjacent to it was a small building associated with the Godfrey Marble and Tile Company/Georgia Marble Company, a stone-cutting and stone-finishing company. In the mid-1940s, another unique industry in the district occupied the former American Machine Manufacturing Company plant: the Puritan Chemical Company. Specializing in making soap, the Puritan Chemical Company expanded into two adjacent buildings, one of which had been built for a stone-cutting and stone-finishing company in the 1920s, and it expanded its front office building in 1953-1954 to its current appearance. Along the northwest reach of West Marietta Street were two small but significant

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

industrial operations, the Kewanee Boiler Company which manufactured steam boilers for many years starting in 1928, and the Globe-Union Company which manufactured automobile batteries from the mid-1940s through the mid-1950s in a building originally built for expansion of the King Plow Company. Across the railroad junction, on the east side of Foster Street, is a small complex of buildings associated with another unique industry in the area, the Spencer Adams Paint Company, which manufactured paint from 1928 into the 1930s.

Commerce

Although dominated by industry, the Howell Interlocking Historic District also had significant commercial activity as well, and the district today contains a number of buildings directly associated with historic commerce. Most are associated with the livestock trade which in Atlanta during the late 19th and early 20th centuries was centered in this area; most also had a close working relationship with the meat-processing and meat-packing companies as well as the railroads. Others were collateral businesses that drew upon or supported the livestock trade. Taken together, they represent the historic diversity of economic activity in the area.

The former stockyards at Howell Interlocking were the center of the livestock trade. Their development followed the "New South" pattern of industrial development in the area. Located just east of Howell Interlocking, along the railroad, on what were then the outskirts of Atlanta, the stockyards were established in the 1880s-1890s by an out-of-towner, Capt. John Miller from Kentucky. They were the first large-scale commercial stockyards in Atlanta, and they grew into the largest stockyards in the Atlanta area. Although the stockyards are no longer extant and the area is not included within the historic district because of the redevelopment of the stockyard site, corollary livestock trade is represented in the historic district by a number of relatively small buildings and structures which housed independent livestock sales areas and offices. These buildings are located along Brady Avenue and Marietta Street.

The largest, best-preserved, and quite possibly the oldest of the extant livestock trading buildings is the former Ragsdale Mule and Horse Company at 1000 Marietta Street. This company was established at this location during the 1910s when it built its distinctive Spanish Colonial Revival-style building. Contained in the building were offices along the Marietta Street façade, sales areas in the majority of the building, and railroad loading platforms at the rear. Faded painted signs on the sides and rear of the building attest to its historic role in the livestock trade. Another important example is the building at 1 Brady Avenue, built in the mid-1910s, which housed the offices for the Weill Brothers stockyard and livestock barn which formerly were attached to the rear of the office building and filled most of the block. Smaller buildings at 926 and 934 Brady Avenue, along the railroad, also housed livestock sales areas and offices from the 1910s.

Collateral historic businesses in the Howell Interlocking Historic District include warehouses, veterinarians' offices, service stations and automobile dealerships, automobile parts stores, and restaurants. A few examples of each survive today. A number of the buildings along Brady Avenue and Marietta Street were either built to be or converted to warehouses in the early to mid-20th century. Included among them is the former Ragsdale Mule and Horse Company building at 1000

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

Marietta Street which by the 1930s housed a succession of bonded warehouses. The two-story building at 1037-1039 Marietta Street was built to be a veterinarian's office for treating commercial livestock and is a unique building in the area. 1049 Marietta Street and 887 Howell Mill Road at the Marietta Street intersection were automobile service stations, and the latter housed a restaurant as well. 1009-1011 Marietta Street was built for the Southerland Motor Company as a sales and service facility; formerly a gas station was attached to the east side of the building. Automobile parts were sold at the building at 962 Howell Mill Road.

Architecture

Buildings in the Howell Interlocking Historic District represent two major periods of industrial architecture in Atlanta and Georgia. The earlier, often multi-story, late 19th- and early 20th-century buildings represent the more traditional but still highly engineered way of building industrial buildings: rectangular plans, gable roofs, load-bearing brick walls, heavy timber frames and plank floors (sturdy and slow to burn), wood truss roofs, supplementary use of iron reinforcement, relatively small window and doorway openings often spanned by segmental brick arches, and simple brick trim and ornament. The later, early 20th-century buildings are more often but not always one-story high and generally reflect technological innovations and even modern architectural design with reinforced-concrete or steel framing, brick curtain walls with large, flat-arched metal-sash windows, metal-truss roofs with large or complex skylights or monitors, large open expanses of concrete floors, and the absence of architectural ornamentation. To a lesser but still significant extent, buildings in the district also reflect a variety of period architectural styles including relatively early examples of Modern or International-style architecture.

The E. Van Winkle Gin and Machine Works, which is the oldest industrial complex in the historic district, provides the best examples of traditional 19th-century industrial architecture. The majority of the buildings in the complex are several stories high with rectangular plans and gable roofs, the traditional form for industrial buildings in Atlanta and Georgia. They feature massive brick load-bearing walls, heavy timber framing and roof trusses, thick plank floors, some iron reinforcement in the form of tie and tension rods, and relatively small, segmental-arched window and doorway openings, all hallmarks of traditional 19th-century mill-building design throughout Georgia and elsewhere. Although these buildings are primarily functional in their design, they are not without architectural embellishment; cornices and parapets are corbeled, segmental arches over doors and windows are articulated, and brick bonding patterns are accentuated throughout, all again characteristic of traditional 19th-century industrial design. The office building is unusually stylized with Sullivanesque arches, clearly differentiating this "white-collar" workplace from the "blue-collar" factory. The E. Van Winkle Gin and Machine Works plant is laid out with a seemingly Beaux-Arts site plan which shows an unusual degree of site planning and organization not seen in many industrial complexes of this period; the results of this site planning are most evident not only from the drawn site plans but also from the view from Howell Interlocking which shows the industrial facility as an integrated complex with cross-axes and a hierarchical arrangement of individual buildings.

Warehouses along Brady Avenue and Marietta Street also manifest traditional industrial design and construction with their load-bearing brick or concrete-block walls, heavy timber posts and beams, and

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

wood trusses.

The White Provision Company best represents the introduction of modern industrial design and construction in the Howell Interlocking Historic District. This plant, built over several decades starting in 1909-1910, is built with a reinforced-concrete structural system of posts, beams, floors, and roofs. In the more functional and less visible parts of the complex, the concrete structural system is left exposed, with curtain-wall infill featuring large, metal-sash windows. This represents the first widespread use of reinforced concrete construction in the historic district, and it ranks very early in the use of reinforced concrete for industrial or commercial buildings in Atlanta and throughout Georgia, with the earliest known examples dating from the second decade of the 20th century. The White Provision Company also illustrates attempts by early 20th-century industrial designers to clothe stark new industrial structures in more familiar architectural designs. In the more visible parts of the complex, especially along Howell Mill Road, the reinforced-concrete structure was covered in a highly stylized curtain-wall façade. Its faux buttresses, stylized capitals, and contrasting trim might be described as "industrial Gothic," derived from the architectural designs of contemporary commercial and institutional buildings, giving a unique appearance to the six-story, windowless, refrigerated storage portion of the complex.

Later and smaller-scale applications of reinforced-concrete construction are found in some of the smaller warehouses along Brady Avenue and Marietta Street; exposed concrete framing is most evident on the railroad-corridor facades. An unusual poured concrete building was built between 1911 and 1931 as the locker room for workers at the E. Van Winkle Gin and Machine Works. Examples of attempts to clothe or disguise otherwise functional industrial designs include the former Ragsdale Mule and Horse Company warehouse at 1000 Marietta Street with its distinctive Spanish Colonial Revival-style front (Marietta Street) façade and the simpler pent-roof storefronts of the 1009-1011 Marietta Street building; both these buildings reflect period stylistic trends in commercial architecture and as such are unique in this historic district.

The American Machine Manufacturing Company, later the Puritan Chemical Company, on Lowery Boulevard (formerly Ashby Street), was contemporary with much of the construction taking place at the White Provision Company and also represents the introduction of new industrial design and building technology in the Howell Interlocking Historic District, in this case steel rather than concrete. Built for the most part in 1917-1918, the main industrial building features steel posts and beams (but, somewhat surprisingly, wooden roof trusses), brick curtain walls, and very large metal-sash windows. An auxiliary building also built in 1917-1918, originally housing the machine shop and later the chemical mixing plant, features all-steel post, beam, and truss construction and large, metal-sash windows.

A similar structurally innovative building employing all-steel framing is Building No. 1 at the E. Van Winkle Gin and Machine Works. Built in 1919, its steel frame is partially sheathed with huge curtain-wall-type steel-sash windows and corrugated metal siding.

The King Plow Company complex, built over several decades, contains excellent examples of both traditional 19th-century industrial design and more modern 20th-century industrial design in Georgia.

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

The earlier turn-of-the-century buildings feature load-bearing brick walls, heavy timber frames, relatively small segmental-arched windows and doors, rectangular plans, and gable roofs, all characteristics of 19th-century industrial design. The later buildings, all one story high, built in the mid-1930s, feature steel or concrete posts and beams, steel roof trusses and flat roofs, brick curtain walls with large metal-sash windows, and open interior spaces, all hallmarks of early 20th-century industrial design. The overall arrangement of buildings on the site is less clearly organized from a design point of view than that at the E. Van Winkle Gin and Machine Works and reflects incremental growth driven by functional requirements on a constricted site, a pattern common to industrial complexes in Georgia.

Other individual buildings in the district embodying both traditional and more modern industrial design elements include the Ashby Street Car Barn, the c.1925 Atlanta Sausage Company building on Howell Mill Road, the 1928-1931 Spencer Adams Paint Company on Foster Street, and the ironworks building at 1085 Howell Mill Road. All these buildings combine traditional load-bearing masonry walls (either brick or concrete block) and more modern steel-truss roof structures and large, metal-sash windows. Presumably this was for fire protection and to obtain open, unobstructed, well-lighted interior spaces. These simple, straightforward designs and construction methods characterize many smaller industrial and commercial building in the Howell Interlocking Historic District and elsewhere in Atlanta and throughout Georgia.

Modern or International-style architectural design is evident throughout the Howell Interlocking Historic District. Hallmarks of this style of architecture are stark geometric forms, the use of modern industrial materials including steel, concrete, and glass, lack of applied ornamentation, and the absence of any “traditional” architectural motifs. Sometimes it is difficult to determine whether the “International” exterior appearance of an industrial building in the district is the result of deliberate architectural design or inadvertent engineering; for example, the Marietta Street façades of the King Plow Company buildings present flat, unornamented curtain walls and large metal-sash windows, but is this the result of architectural design or functional engineering? In other cases, however, the modern architectural design intentions are unquestionable. Examples include the rear portions of the White Provision Company complex with their exposed concrete framing, the office wing of the Star Provision Company with its long ribbon window, the cantilevered loading-dock canopy at the Star Provision Company, the remodeled office wing at the Puritan Chemical Company with its aluminum front entry, the obscured-by-paint Moderne details of the former 1930s service station and restaurant at 887 Howell Mill Road, and the stark geometric design of the small, 1995 meat-packing plant at 701 8th Street.

Transportation

The Howell Interlocking Historic District clearly shows the close historical relationship between industrial development, available land, and transportation during the late 19th century and the early 20th century. In particular, it demonstrates the importance of the railroad in allowing new industrial development on the outskirts of established communities and as a means of bringing raw materials to industries and delivering manufactured products to market. Consistent with the locational theories implied if not explicit in Henry Grady’s “New South” industrial initiative, the Howell Interlocking Historic

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

District was developed on large, open tracts of land at the outskirts of Atlanta, along an existing railroad corridor, at a major rail junction. Many of the buildings and complexes in the district were oriented first and foremost to the railroad (indeed, the E. Van Winkle Gin and Machine Works was primarily accessed by the railroad and remains difficult to access by street even today). Evidence of the historic railroad transportation system is present throughout the historic district. This evidence includes the main railroad corridors and Howell Interlocking itself at the center of the historic district, numerous railroad spurs and corridors along and into many of the industrial buildings and complexes, and railroad loading docks and platforms on many buildings.

The railroads were supplemented by the street railway, initially horse- or mule-drawn, later electrified, including both local and interurban service in this area. Trolleys ran along what is now Lowery Boulevard (then Ashby Street), Marietta Street, West Marietta Street, and Howell Mill Road, and interurban streetcars ran along the Marietta and West Marietta corridor. The street railways made it easier for more workers to commute to and from work in the district's industries, and they provided the means of transportation for buyers and sellers of industrial products and livestock. The major surviving feature of the street railway in the historic district is the Ashby Street Car Barn, one of only four extant trolley barns left in the Atlanta metropolitan area.

During the 20th century, there was accommodation to the horse- or mule-drawn wagon and, later, highway trucks, most evident in the street-oriented wagon and truck loading bays of many buildings, some of which were grafted onto pre-existing railroad-oriented buildings such as the White Provision Company. The influence of truck transportation reached its peak with the construction of some of the later buildings in the district, such as the small meat-processing and meat-packing plant at 701 8th Street which was isolated from the railroads and could only be accessed by trucks on city streets. The importance of the automobile in the 20th century is attested to by several small industries in the historic district devoted to the manufacture and sales of automobile parts. The parallel growing presence of automobiles as a means of transportation in and around the historic district during the 20th century is attested to by several service stations and an automobile dealer.

National Register Criteria

The Howell Interlocking Historic District meets National Register Criterion "A" for its direct association with historically significant late 19th- and early 20th-century "New South" industrial and commercial development in Atlanta. Industries in the district were among the first of their kind in Atlanta, or they are among the oldest remaining in the city, or they are the largest or most intact examples, and they include some of Atlanta's best-known and most successful industrial enterprises. They also include important examples of secondary, minor, or "support" industries and commerce which contributed directly to the major industrial development in the district or otherwise served to round out and further diversify the local industrial and commercial economy. While diversifying the city's and the state's economic base and attracting outside capital and expertise, the major industries and commercial enterprises in the district also built upon, supported, or serviced the region's dominant agricultural economy by making use of or responding to the industrial and commercial needs of staple agricultural commodities including cotton and livestock. The entire area also shows the dependent

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

relationship of industrial development to railroad transportation in the late 19th century; indeed, the railroad was a key element in the industrial development of this area. These industries and commercial enterprises were built in an atmosphere of promotion and boosterism which was a hallmark of Atlanta in particular and the New South movement in general. Indeed, the Howell Interlocking Historic District represents the paradigm of Henry Grady's "New South" industrialization.

The Howell Interlocking Historic District meets National Register Criterion "C" through its collection of historic industrial and commercial buildings. The district encompasses the greatest collection of late-19th through mid-20th century industrial buildings and complexes in Atlanta today, and it rivals if not exceeds the collections of industrial buildings and complexes in other Georgia cities such as Columbus, Macon, and Augusta. Buildings in the Howell Interlocking Historic District represent two major periods of industrial architecture in Atlanta and Georgia. The earlier, often multi-story late 19th- and early 20th-century buildings represent the more traditional but still highly engineered way of building industrial buildings: rectangular plans, gable roofs, load-bearing brick walls, heavy timber frames and plank floors, wood truss roofs, supplementary use of iron reinforcement, relatively small window and doorway openings often spanned by segmental brick arches, and simple brick trim and ornament. The later, early 20th-century buildings are more often but not always one-story high and generally reflect technological innovations and even modern architectural design with reinforced-concrete or steel framing, large open expanses of concrete floors, brick curtain walls with large, flat-arched metal-sash windows, metal-truss roofs with large or complex skylights or monitors, and the absence of ornamentation. To a lesser but still significant extent, buildings in the district also reflect a variety of period architectural styles including relatively early examples of Modern or International-style architecture.

Criteria Considerations (if applicable)

Not applicable.

Period of significance (justification)

The period of significance for the Howell Interlocking Historic District begins in 1889 with the construction of the first buildings in the E. Van Winkle Gin and Machine Works complex. This is the oldest extant industrial complex in the historic district. This time period also incorporates the pre-existing railroad lines and junction which form the core of the historic district. The period of significance ends in 1955 with the construction of the small meat-processing and meat-packing plant at 701 8th Street; this was the last building constructed in the district directly related to the major historic industrial, commercial, or architectural themes of the district. This time period also includes the major remodeling of the Puritan Chemical Company's front office building in 1953-1954 which reflects mid-20th-century industrial and architectural developments in the district. After 1955, some new construction occurred in the historic district, but it was small in scale and generally unrelated to the major historic themes of the district (examples are the small retail establishments and offices located in post-1955 buildings at 1024, 1030, and 1050 Marietta Street). The post-1955 period also saw the demolition of historic properties associated with the Howell Interlocking industrial

National Register of Historic Places **Continuation Sheet**

Section 8—Statement of Significance

development including the 1881 Exposition Cotton Mill (replaced by a modern catalog-company warehouse), the racetrack at the former stockyards (replaced by a transit bus maintenance garage and other new commercial development), and small, freestanding industrial buildings along Brady Avenue, Howell Mill Road, and the northwest reach of Marietta Street, all of which have been excluded from the historic district boundary.

Contributing/Noncontributing Resources (explanation, if necessary)

Contributing resources in the historic district are buildings and structures which date from the period of significance, are associated with one or more of the major historical themes and development of the district including industry, commerce, architecture, and transportation, and have retained sufficient physical integrity to demonstrate their historical associations and significance. The relatively few noncontributing resources in the district were built after the end of the period of significance of the district.

9. Major Bibliographic References

Draft National Register Historic District Nomination Form

"King Plow/Railroad Historic District," Atlanta, Fulton County, Georgia. Prepared by Serena Bellew, Heidi Siegel, and Christie Slappey, Georgia State University, Atlanta, 1999. On file at the Historic Preservation Division, Department of Natural Resources, Atlanta.

Unpublished manuscripts, master's degree theses, and historic context reports

Chesnut, Linda, and Carson Pease. Textile Mills in Georgia: A Cultural Assessment. Unpublished manuscript, Georgia State University, Atlanta, 1985.

Garrett, Franklin. Atlanta and Environs. 3 vols. Atlanta: Lewis Historical Publishing Co., Inc., 1964.

Lupold, John. Spindles & Shuttles, Stones & Sifters, Saws & Stills: Industrial Development in the Empire State of the South to 1940. Statewide historic context report, Historic Preservation Division, Department of Natural Resources, Atlanta. 1994.

Vogel, Lisa Diane. Southern Textile Mills and the National Register of Historic Places: A Framework for Evaluation. Master's degree thesis, University of Georgia, Athens, 1993.

National Register Nomination Forms

"Ashby Street Car Barn," Atlanta, Fulton County, Georgia. On file at the Historic Preservation Division, Department of Natural Resources, Atlanta. Listed in the National Register in 1997.

"E. Van Winkle Gin and Machine Works," Atlanta, Fulton County, Georgia. On file at the Historic Preservation Division, Department of Natural Resources, Atlanta. Listed in the National Register in 1979.

"King Plow Company," Atlanta, Fulton County, Georgia. On file at the Historic Preservation Division, Department of Natural Resources, Atlanta. Listed in the National Register in 1996.

Historic Preservation Certification Applications (Part 1)

"Globe Union Building (King Plow)," Atlanta, Fulton County, Georgia. Prepared by Ray and Associates, Atlanta, Georgia, 1998. On file at the Historic Preservation Division, Department of Natural Resources, Atlanta.

"Puritan Chemical Company," Atlanta, Fulton County, Georgia. Prepared by Ray and Associates, Atlanta, Georgia, 1998. On file at the Historic Preservation Division, Department of Natural Resources, Atlanta.

Other Sources of Information

Atlanta City Directories, 1892-1946. Atlanta History Center, Atlanta.

Foote and Davies Co., *Atlanta, Ga.*, c.1919 [bird's-eye view].

National Register of Historic Places **Continuation Sheet**

Section 9—Major Bibliographic References

Koch, Aug. *Bird's Eye View of Atlanta, Fulton Co., State capital, Georgia*. Drawn by Aug. Koch. Hughes Lithography Co., 1892.

Sanborn Fire Insurance Maps, Atlanta, Georgia. 1892, 1899, 1911, 1924, 1925 (and 1946 update), 1931, 1932 (and 1941 and 1947 updates), 1948, 1950.

www.artery.org (locally maintained web site for the Marietta Street corridor, Atlanta, containing historical documentation on properties along and adjacent to Marietta Street including several in the Howell Interlocking Historic District)

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

(X) **preliminary determinations of historic district listing (36 CFR 67) have been issued for the following buildings:**

Globe-Union Building (949 West Marietta Street)
Puritan Chemical Company (916 Ashby Street, now Lowery Boulevard)
Southerland Motor Company (1009-1011 Marietta Street)

(X) **previously listed in the National Register:**

Ashby Street Car Barn, Atlanta, Fulton Co. (1997)
E. Van Winkle Gin and Machine Works, Atlanta, Fulton Co. (1979)
King Plow Company, Atlanta, Fulton Co. (1996)

() **previously determined eligible by the National Register**

() **designated a National Historic Landmark**

() **recorded by Historic American Buildings Survey #**

() **recorded by Historic American Engineering Record #**

Primary location of additional data:

(X) **State historic preservation office**

() **Other State Agency**

() **Federal agency**

() **Local government**

() **University**

() **Other, Specify Repository:**

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

10. Geographical Data

Acreage of Property 85 acres (acreage estimator)

UTM References

A)	Zone 16	Easting 738980	Northing 3741430
B)	Zone 16	Easting 739740	Northing 3741620
C)	Zone 16	Easting 739890	Northing 3740450
D)	Zone 16	Easting 738980	Northing 3740730

Verbal Boundary Description

The Howell Interlocking Historic District boundary is drawn to scale on the attached historic district "boundary map." A more generalized depiction of the historic district boundaries is provided by Attachment 1, "Aerial Photo Sketch Map." Generally the boundary line follows street and railroad rights-of-way and property lines.

Boundary Justification

The district includes the contiguous historic industrial and commercial properties directly associated with the historic development of the Howell Interlocking area between 1889 and 1955. It also includes the historic railroad corridors and the largest intact portion of Howell Interlocking (also called Howell Junction).

The historic district is surrounded by modern industrial and commercial development and vacant lots. The historic Atlanta city waterworks is located further north. A large tract of land directly east of Howell Interlocking and just outside the historic district, now used as a transit bus garage and maintenance facility and for other modern commercial enterprises, was formerly the location of historic stockyards; it has been excluded because it has lost its integrity as a historic property. West of the district is the former Mead Paper Company plant, a large integrated facility built in several stages starting at the middle of the 20th century. Another large tract of land outside the district boundaries, just south of Marietta Street at its railroad crossing, now the location of a modern warehouse facility, is the site of the former Exposition Cotton Mills (1881) and mill village, a large late 19th-century industrial complex which provided the impetus for industrial development in this area; it is the only major historic industrial complex to have been entirely lost in the Howell Interlocking area.

11. Form Prepared By

State Historic Preservation Office

name/title Richard Cloues, Survey and Register Unit Manager
organization Historic Preservation Division, Georgia Department of Natural Resources
mailing address 156 Trinity Avenue, S.W., Suite 101
city or town Atlanta **state** Georgia **zip code** 30303
telephone (404) 656-2840 **date** June 5, 2003
e-mail richard_cloues@dnr.state.ga.us

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

name/title Serena Bellew, Heidi Siegel, and Christie Slappey,
organization Georgia State University, Heritage Preservation Program
mailing address
city or town Atlanta **state** GA **zip code**
telephone 404-651-6624 (Serena Bellew)
e-mail serena_bellew@dnr.state.ga.us

- () **property owner**
() **consultant**
() **regional development center preservation planner**
(X) **other:** graduate historic preservation students, Georgia State University, Atlanta

Property Owner or Contact Information

name (property owner or contact person) King Shaw
organization (if applicable) King Plow Arts Center
mailing address 887 West Marietta Street
city or town Atlanta **state** GA **zip code** 30318
e-mail (optional)

name (property owner or contact person) Curt Flaherty, President
organization (if applicable) Marietta Street Artery Association
mailing address 500 Means Street NW, Studio P
city or town Atlanta **state** GA **zip code** 30318
e-mail (optional) curt.flaherty@zennergrouop.com

National Register of Historic Places **Continuation Sheet**

Photographs

Name of Property: Howell Interlocking Historic District
City or Vicinity: Atlanta
County: Fulton
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: August 2000, November 2002

Description of Photograph(s):

Number of photographs: 40

1. Howell Interlocking; E. Van Winkle Gin and Machine Works in background; photographer facing northwest.
2. Howell Interlocking; E. Van Winkle Gin and Machine Works in background; photographer facing northeast.
3. E. Van Winkle Gin and Machine Works, main manufacturing buildings fronting railroad; photographer facing northwest.
4. E. Van Winkle Gin and Machine Works, main manufacturing buildings; yard; photographer facing west.
5. E. Van Winkle Gin and Machine Works, office building; photographer facing southwest.
6. E. Van Winkle Gin and Machine Works, water tower and rail spur; photographer facing northwest.
7. E. Van Winkle Gin and Machine Works, ginnery building; photographer facing northwest.
8. Spencer Adams Paint Company, main building; photographer facing northeast.
9. King Plow Company, office (right) and 1930s manufacturing plant (left) along Marietta Street; photographer facing northwest.
10. King Plow Company, 1930s manufacturing plant along Marietta Street; photographer facing southeast.
11. King Plow Company, 1939 annex (Globe-Union Building) along Marietta Street; Kewanee Boiler Company and 957 Marietta Street building in background; photographer facing northwest.

National Register of Historic Places **Continuation Sheet**

Photographs

12. 957 Marietta Street building (left), Kewanee Boiler Company building (center), and King Plow Company annex (Globe-Union Building) (right), along Marietta Street; photographer facing southeast.
13. 957 Marietta Street building and Kewanee Boiler Company building (left), King Plow Company (left of center), along Marietta Street; photographer facing southeast.
14. Howell Interlocking (foreground); King Plow Company annex (Globe-Union Building) (left); Kewanee Boiler Company building (center); photographer facing west.
15. Ashby Street Car Barn, at Marietta Street and Lowery Boulevard (formerly Ashby Street) (foreground); headhouse; photographer facing east.
16. Ashby Street Car Barn, auxiliary building along Lowery Boulevard (formerly Ashby Street); photographer facing northeast.
17. Puritan Chemical Company (originally American Machine Manufacturing Company) (left, beyond pylon); Godfrey Marble and Tile Company/Georgia Marble Company and warehouse (later Puritan Chemical Company) (right and center); along Lowery Boulevard (formerly Ashby Street); photographer facing southwest.
18. Puritan Chemical Company (originally American Machine Manufacturing Company), front offices (left) and main manufacturing plant (right) along Lowery Boulevard (formerly Ashby Street); photographer facing northwest.
19. "Butler" Warehouses off Lowery Boulevard (formerly Ashby Street); photographer facing west.
20. "Butler" Warehouses and rear of Godfrey Marble and Tile Company/Georgia Marble Company (later Puritan Chemical Company); photographer facing north.
21. Site of former stockyards (now transit bus maintenance facility) west of Brady Avenue; photographer facing northwest.
22. White Provision Company; 1919 office building (right of center), 1930s office building (left), 1942-1943 Plant Annex (center); west of Howell Mill Road; photographer facing northwest.
23. White Provision Company; 1919 office building (center), 1923-1294 Cold Storage Building (right), 1942-1943 Plant Annex (left); west of Howell Mill Road; photographer facing northwest.
24. White Provision Company; 1919 office building (left of center), 1923-1294 Cold Storage Building (right of center), 1942-1943 Plant Annex (left); west of Howell Mill Road; photographer facing west.

National Register of Historic Places **Continuation Sheet**

Photographs

25. Railroad corridor, between White Provision Company (left) and Star Provision Company (right); photographer facing southwest.
26. Star Provision Company, rear of complex (toward railroad), west of Howell Mill Road; photographer facing northwest.
27. Star Provision Company, former front office (left) and former truck loading dock (right), west of Howell Mill Road; photographer facing southwest.
28. 1085 Howell Mill Road ("Iron Works" Building), east of Howell Mill Road; photographer facing northeast.
29. 926-956 Brady Avenue Buildings (warehouses), Brady Avenue facades, north of Marietta Street; photographer facing northwest.
30. 926-956 Brady Avenue Buildings (warehouses), railroad corridor facades, north of Marietta Street overpass; photographer facing northwest.
31. 1 Brady Avenue (also 742 8th Street) (a.k.a. Weill Brothers Company), northeast corner of Brady Avenue and 8th Street at Marietta Street; photographer facing southeast.
32. 1039 Marietta Street (veterinarian's office), Marietta Street façade; photographer facing northwest.
33. 1009-1011 Marietta Street (Southerland Motor Company), Marietta Street façade; pre-rehabilitation; photographer facing northwest.
34. 1009-1011 Marietta Street (Southerland Motor Company), east side wall facing intersection of Marietta Street (left) and Howell Mill Road (right); post-rehabilitation; photographer facing northwest.
35. 1000 Marietta Street (Ragsdale Mule and Horse Company) (left); 1009-1011 Marietta Street (Southerland Motor Company) (right); Marietta Street (center); photographer facing northwest.
36. Intersection of Marietta Street (foreground and left) and Howell Mill Road (center background); 1009-1011 Marietta Street (Southerland Motor Company), left; 891 Howell Mill Road ("Danckaert" Building), right; photographer facing north.
37. 891 Howell Mill Road ("Danckaert" Building), north of Marietta Street; photographer facing northeast.
38. 914 Howell Mill Road (Atlanta Sausage Company/Southeastern Meat Company); at intersection with 8th Street (left); photographer facing northwest.

National Register of Historic Places **Continuation Sheet**

Photographs

39. 954 and 962 Howell Mill Road; at intersection with 9th Street (left); photographer facing northwest.
40. 701 8th Street (between Brady Avenue and Howell Mill Road), center; 1 Brady Avenue building in background, left; photographer facing northwest.

(HPD WORD form version 11-03-01)

ver. 060503



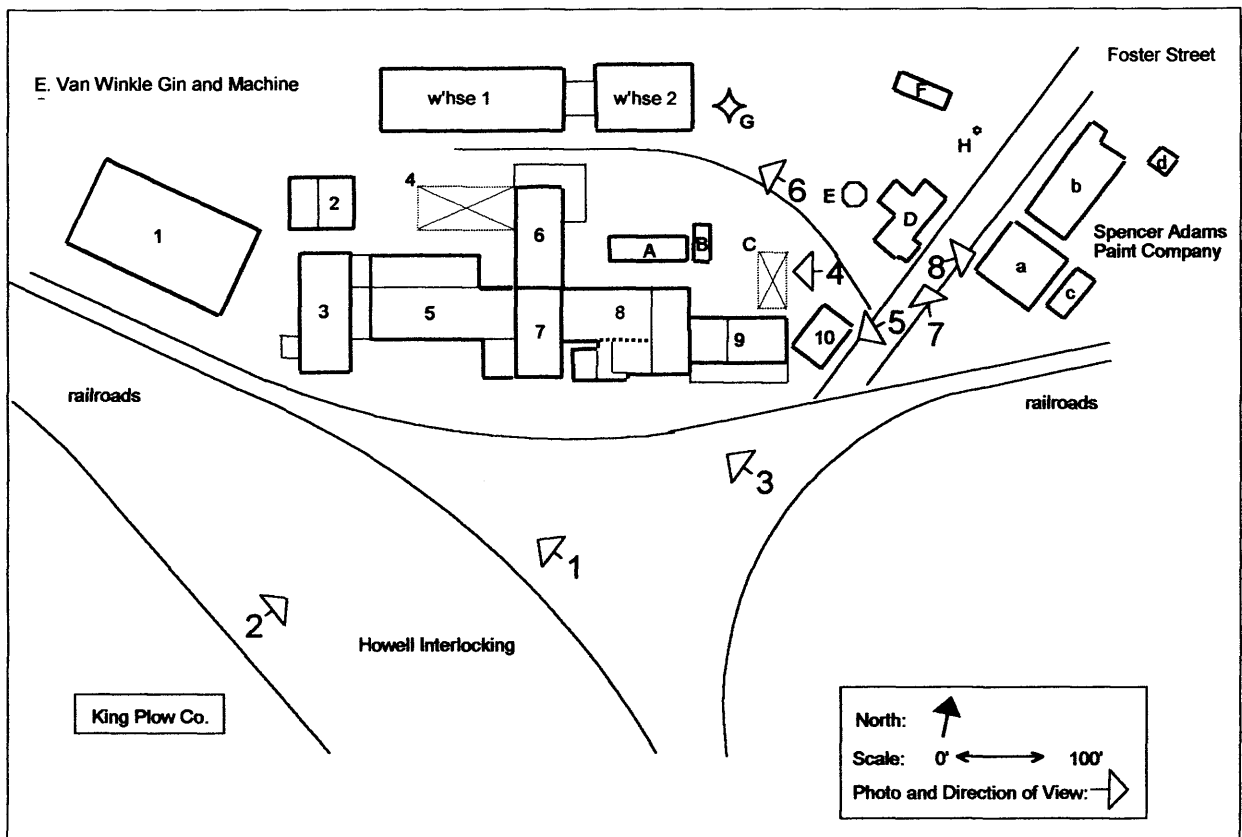
Attachment 1 – Aerial Photo Sketch Map

**Howell Interlocking Historic District
Atlanta, Fulton County, Georgia**

North: ↑

Scale (approximate): ← 600' →

District Boundary (approximate): _____



Attachment 2-- Site Plan Sketch

**E. Van Winkle Gin and Machine Works, Spencer Adams Paint Company
Howell Interlocking Historic District, Fulton County, Georgia**

E. Van Winkle Gin and Machine Works (Foster St.)

- 1 --- Machine shop, built 1919
- 2 --- Hardware warehouse, woodworking and pattern shop, built between 1899-1911 in two stages
- 3 --- Foundry, built between 1892-1911
- 4 --- (original blacksmith shop, demolished)
- 5 --- "West wing" containing original machine shop and paint room, built between 1889-1892; additions include 1911 blacksmith shop (north) and office (south)
- 6 --- Original warehouse, with attached loading dock, built 1889
- 7 --- Original manufacturing building, built 1889
- 8 --- "East wing" containing original woodworking shop and assembly room, built between 1889-1892; enlarged between 1983-1911 to include planing mill and blacksmith shop
- 9 --- Truck assembly (eastern section), built between 1899-1911; woodworking shop (western section), built by 1931
- 10 --- Office, built between 1899-1911

- Warehouse No. 1 --- built between 1899-1911
- Warehouse No. 2 --- built between 1911-1931

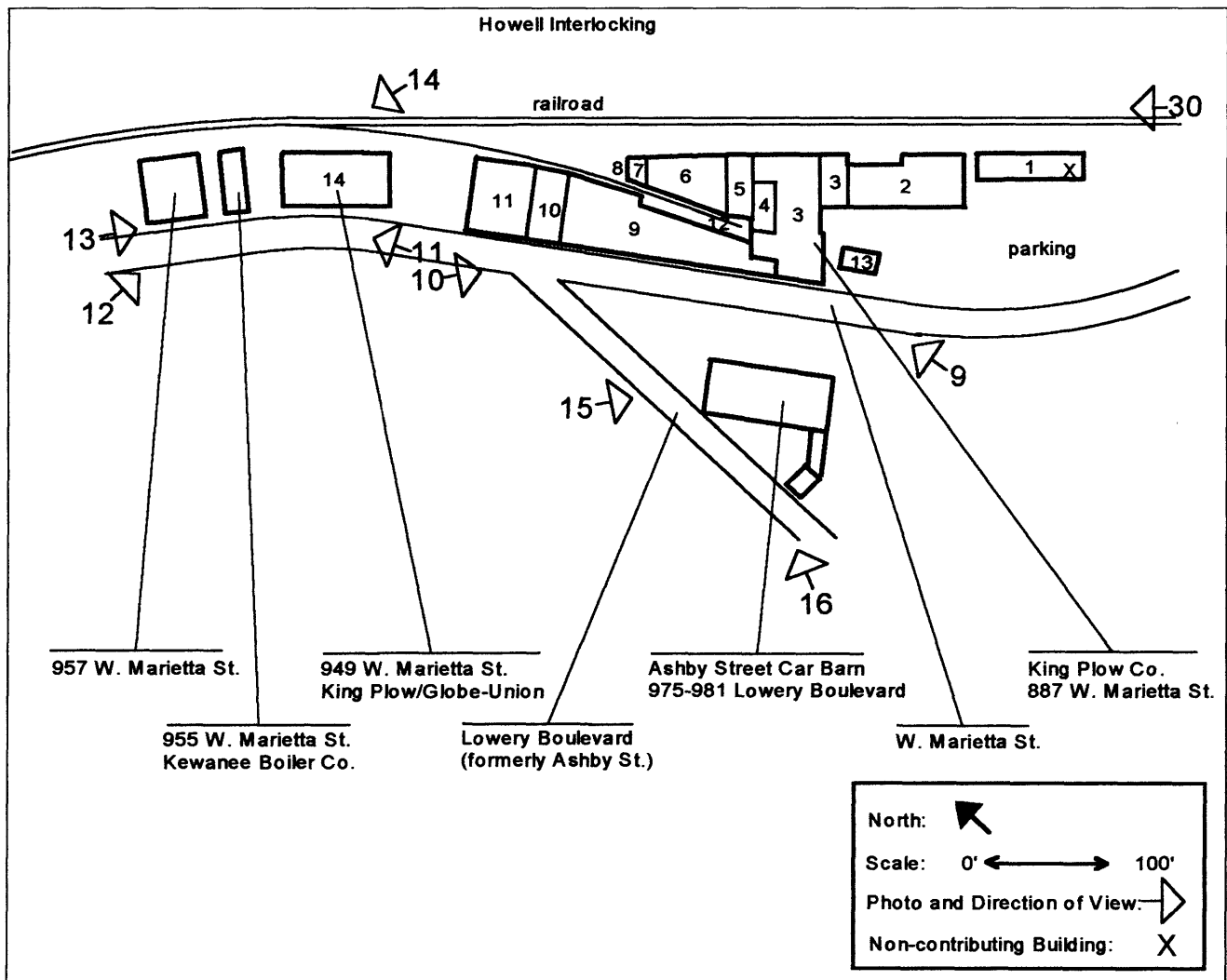
- A --- Locker room, built between 1911-1931
- B --- Superintendent's Office, built between 1911-1931
- C --- (time guard office, demolished)
- D --- Ginnery building, built between 1911-1931
- E --- Seed cotton house, built between 1911-1931
- F --- Automobile garage, built between 1911-1931
- G --- Water tower, built between 1911-1931
- H --- Flagpole, early 20th century

Building numbers from Map 154, South-Eastern Underwriters Association, Atlanta, Ga., June 19, 1952.

Building letters by the Historic Preservation Division.

Spencer Adams Paint Company (1151-1157 Foster St.)

- a --- Paint manufacturing building (1157 Foster St.)
- b --- Shipping building (1153 Foster St.)
- c --- Warehouse (1151 Foster St.)
- d --- Shed (no address)



Attachment 3 – Site Plan Sketch

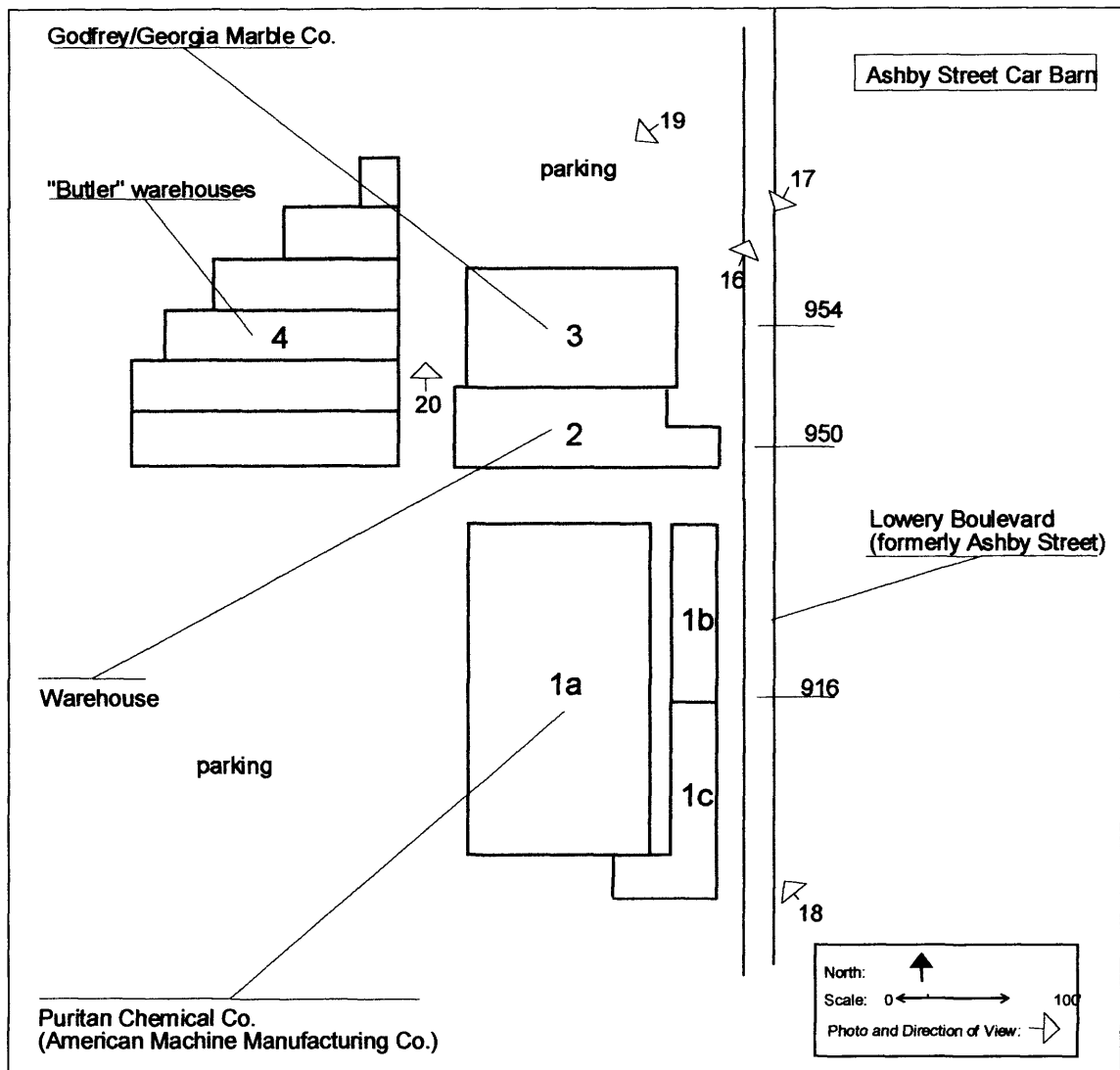
King Plow Company Howell Interlocking Historic District, Fulton County, Georgia

King Plow Company buildings (887 W. Marietta St.)

- 1 — 1968 prefab storage building (non-contributing)
- 2 — Foundry (1936)
- 3 — Metal Stamping (1902, 1911-1932)
- 4 — Machine shop (1902)
- 5 — Grinding room (1902)
- 6 — Paint and assembly building (1902)
- 7 — Storage building (1902)
- 8 — (storage building, 1902, demolished)
- 9 — Welding and assembly building (1936)
- 10 - Varnish and handle room (1936)
- 11 — Wood shop (1936)
- 12 — (workers' bathroom, 1930s, demolished)
- 13 — Office (1928-1932)
- 14 — Final assembly building (1936);
(after 1945: Globe-Union Company building)
(949 W. Marietta St.)

Other Historic Buildings

- 955 W. Marietta St. — Kewanee Boiler Co. (1928)
- 957 W. Marietta St. — (1937)
- 975-981 Lowery Boulevard (formerly Ashby Street)
Ashby Street Car Barn



Attachment 4 – Site Plan Sketch

**Puritan Chemical Company and associated buildings
Howell Interlocking Historic District, Fulton County, Georgia**

916 Lowery Boulevard

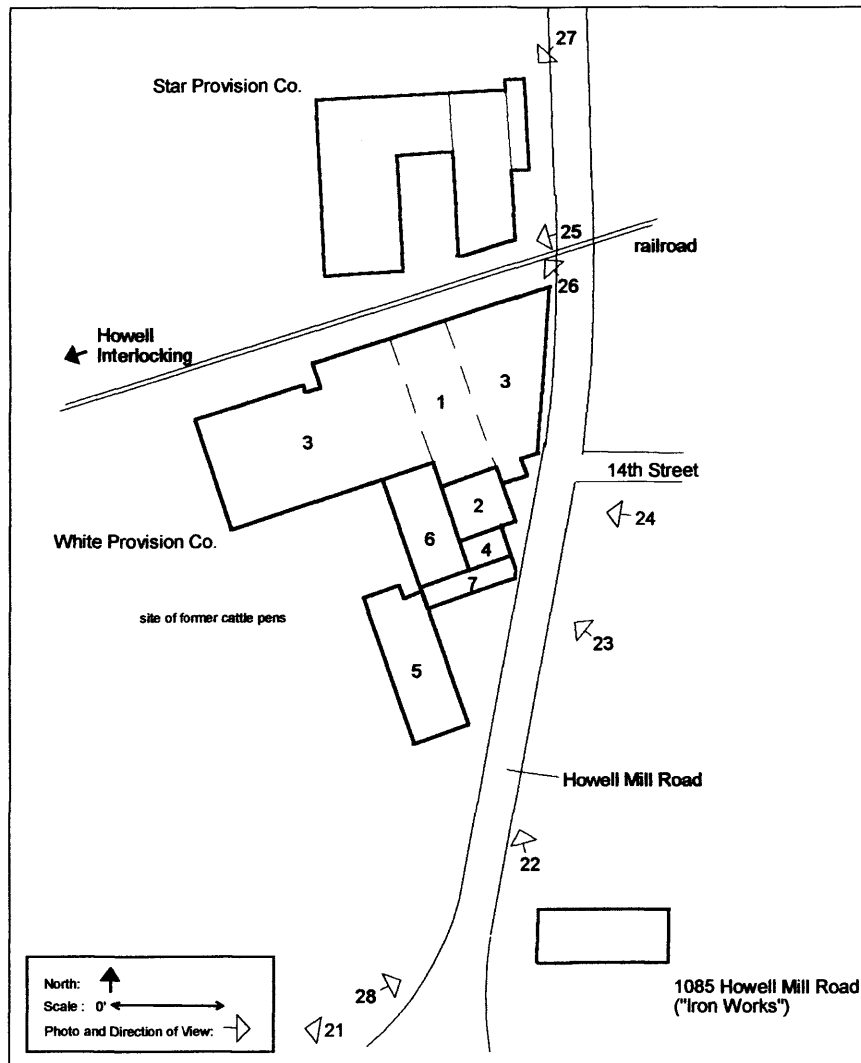
- 1a – American Machine Manufacturing Company main assembly building (1917-1918);
Puritan Chemical Company product sales and storage (after 1946)
- 1b – American Machine Manufacturing Company foundry (1917-1918);
Puritan Chemical Company chemical mixing plan (after 1946)
- 1c – American Machine Manufacturing Company offices (1917-1918);
Puritan Chemical Company offices (remodeled 1953-1954)

950 Lowery Boulevard

- 2 – Warehouse (1946) (acquired by Puritan Chemical Company, 1971)

954 Lowery Boulevard (now shares street address with 950 Lowery Boulevard, above)

- 3 – Godfrey Tile and Marble Company (later Georgia Marble Company) (early 1920s)
(acquired by Puritan Chemical Company, 1971)
- 4 – “Butler” warehouses (late 1940s-early 1950s) (no street address)



Attachment 5 – Site Plan Sketch

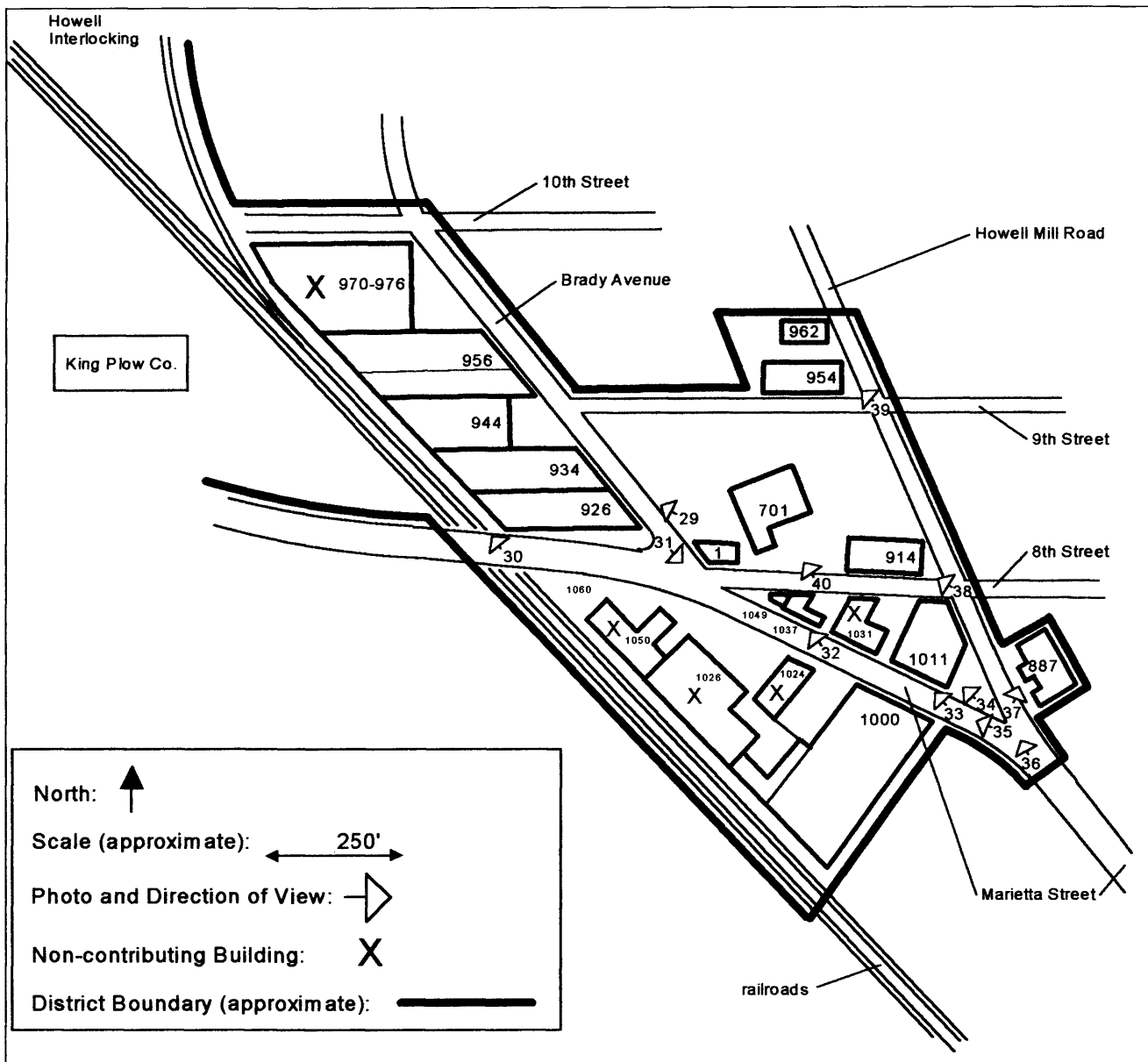
White Provision Company and Star Provision Company Howell Interlocking Historic District, Fulton County, Georgia

White Provision Company (1168 Howell Mill Road)

- 1 --- Remnants of original 1909-1910 plant (incorporated into later plant expansions)
- 2 --- Office building (1919)
- 3 --- Slaughterhouse/ meat processing and cold storage buildings (1922-1924)
(built around and over original 1909-1910 plant)
- 4 --- Office addition (1923-1924)
- 5 --- Office annex building (1930s)
- 6 --- Plant annex building (1942-1943)
- 7 --- Loading dock (1942-1943)

Star Provision Company (1198 Howell Mill Road)

1085 Howell Mill Road ("Iron Works")



Attachment 6 – Sketch Map

**Brady Avenue—Howell Mill Road—Marietta Street Area
Howell Interlocking Historic District, Fulton County, Georgia**



Attachment 7 – Historic View

1892 Bird's-Eye View
Howell Interlocking Historic District, Fulton County, Georgia

1881 Exposition Cotton Mill (no longer extant), foreground

E. Van Winkle Gin and Machine Works (extant), background

Howell Interlocking, center

Viewer looking north

Source: *Bird's eye view of Atlanta, Fulton Co., State capital, Georgia. Drawn by Aug. Koch. Hughes Litho. Co. 1892.*
Library of Congress Geography and Map Division, Washington, D.C.

From <http://memory.loc.gov>



Attachment 8 – Historic View

1919 Bird's-Eye View Howell Interlocking Historic District, Fulton County, Georgia

1881 Exposition Cotton Mill (no longer extant), below left center
E. Van Winkle Gin and Machine Works ("The Murray Co.") (extant), above right center
American Machine Manufacturing Company (later Puritan Chemical Company), extreme left
White Provision Company, upper right
Miller Union Stock Yards, right of center
Brady Avenue and Marietta Street buildings, right of center, below Miller Union Stock Yards

Howell Interlocking, center

NOTE: King Plow Company is not shown (between American Machine Manufacturing Company and Murray Company);
(The King Plow Company was well-established at this location by this time.)

Viewer looking north

from <http://memory.loc.gov>
Source: Foote and Davies Co., Atlanta, Ga., c.1919
Library of Congress Geography and Map Division Washington, D.C.



Attachment 9 – Historic View

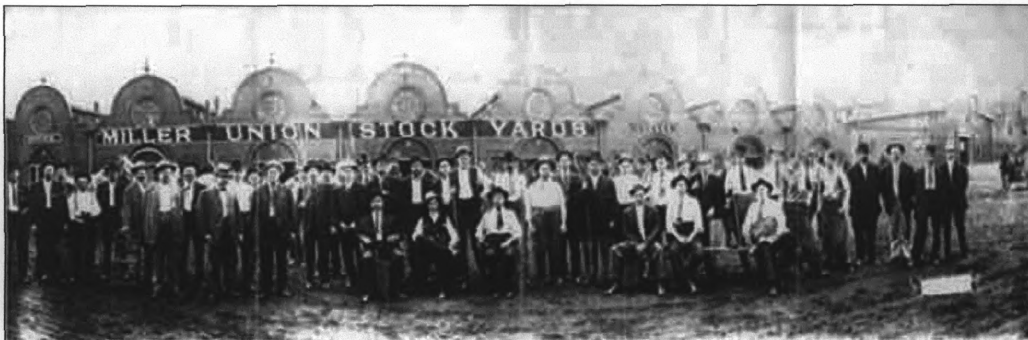
Miller-Union Stock Yards, view printed 1916 (demolished)
Howell Interlocking Historic District, Fulton County, Georgia

View from northwest looking southeast

Howell Interlocking in foreground

White Provision Company plant visible in upper right

*From the collections of the Atlanta History Center
Provided by www.artery.org*

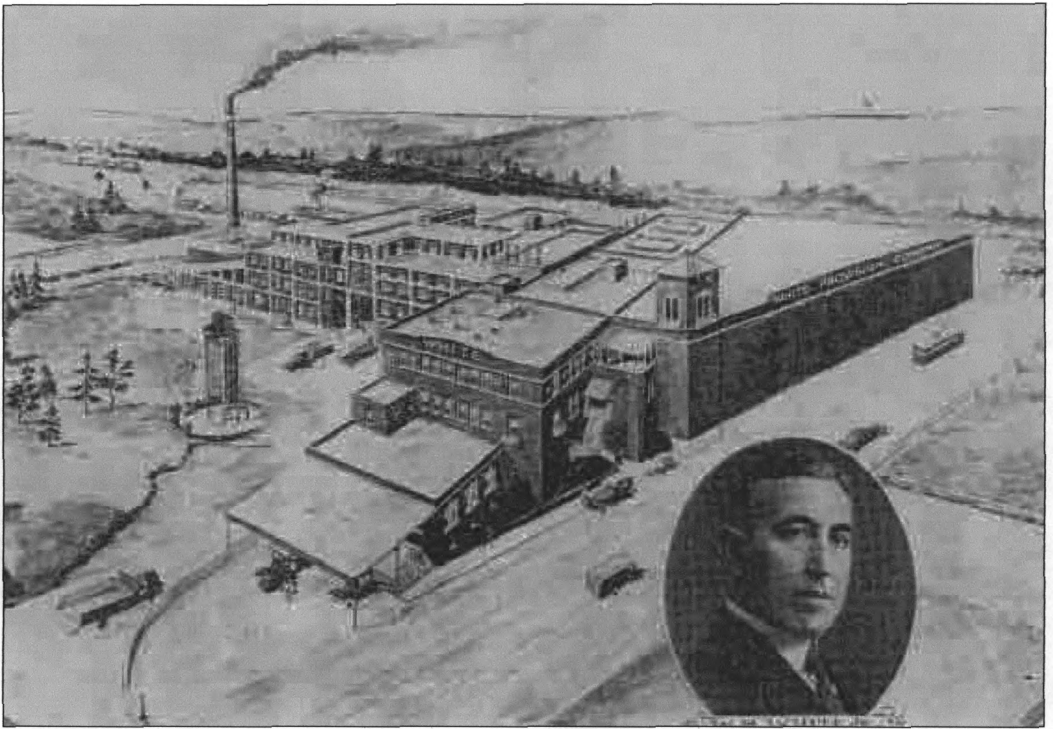


Attachment 10 – Historic View

Miller-Union Stock Yards, Horse Barns, view taken c.1910 (demolished)
Howell Interlocking Historic District, Fulton County, Georgia

View from southwest looking northeast

*From the collections of the Atlanta History Center
Provided by www.artery.org*



Attachment 11 – Historic View

White Provision Company
Howell Interlocking Historic District, Fulton County, Georgia

Rendering made c. 1923

View from southeast looking northwest over Howell Mill Road

(compare with photograph 24)

Source: *May 1923 The City Builder*
From www.artery.org



Attachment 12 – Historic View

White Provision Company
Howell Interlocking Historic District, Fulton County, Georgia

Photograph taken c. 1948

View from southeast looking northwest across Howell Mill Road

(compare with photograph 23)

From <http://www.artery.org>



Attachment 13 – Historic View

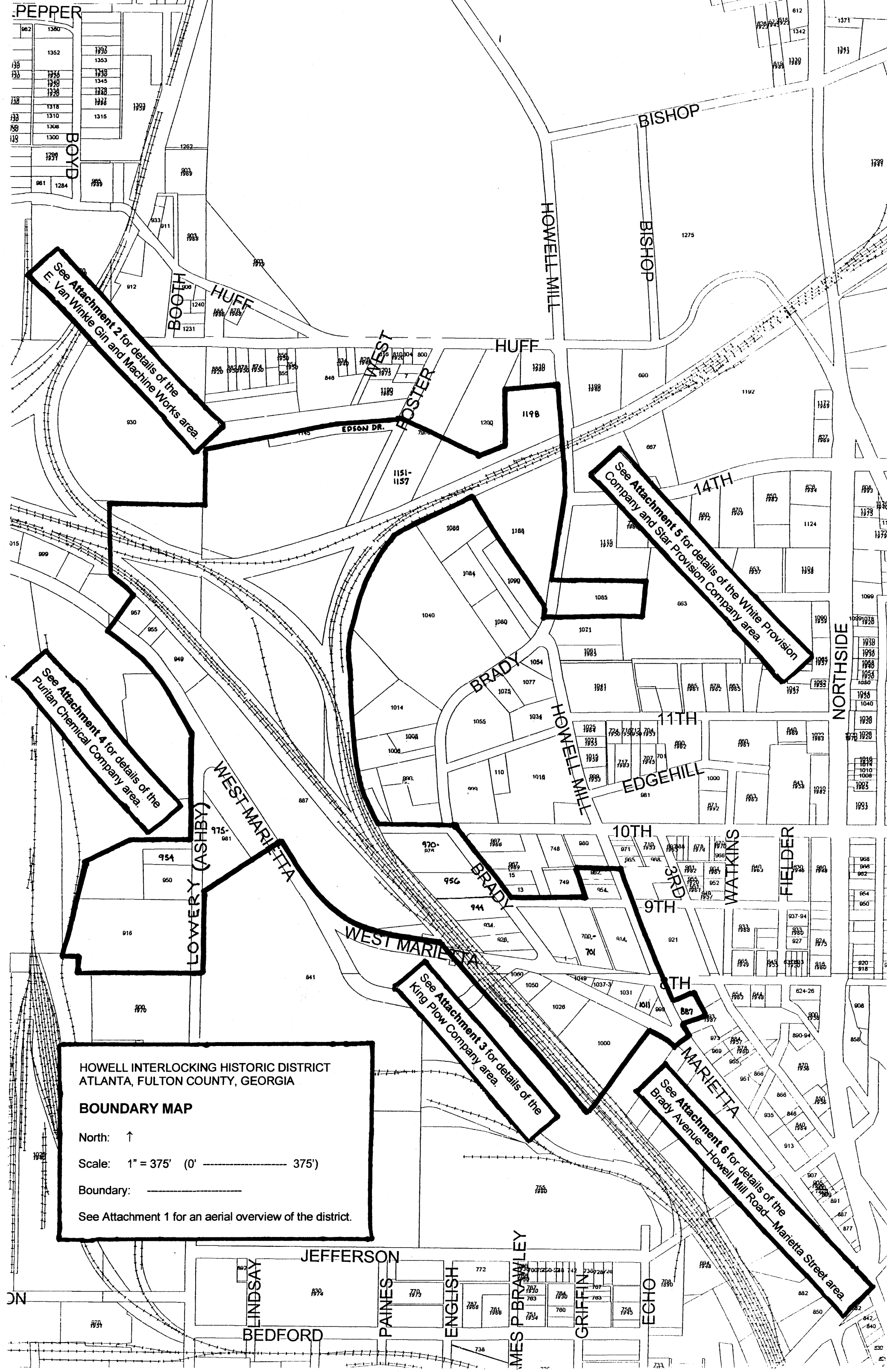
Ragsdale Mule and Horse Company
1000 Marietta Street
Howell Interlocking Historic District, Fulton County, Georgia

View from east looking west along Marietta Street at Howell Mill Road

(compare with photograph 35)

View taken c. 1955

*From the Lane Brothers Commercial Photographers Photographic Collection, 1920-1976,
Special Collections Department, Pullen Library, Georgia State University.*



See Attachment 2 for details of the E. Van Winkle Gin and Machine Works area.

See Attachment 5 for details of the White Provision Company area.

See Attachment 4 for details of the Puritan Chemical Company area.

See Attachment 3 for details of the King Plow Company area.

See Attachment 6 for details of the Marietta Brady Avenue-Howell Mill Road-Marietta Street area.

HOWELL INTERLOCKING HISTORIC DISTRICT
 ATLANTA, FULTON COUNTY, GEORGIA

BOUNDARY MAP

North: ↑

Scale: 1" = 375' (0' ————— 375')

Boundary: —————

See Attachment 1 for an aerial overview of the district.