

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 Rutledge Historic District
other names/site number N/A

429

2. Location

street & number Centered along Main Street, the Georgia Railroad (CSX), East Dixie Highway, and Fairplay Road.

city, town Rutledge (N/A) vicinity of
county Morgan code GA
state Georgia code GA zip code 30663

(N/A) not for publication

3. Classification

Ownership of Property:

- private
- public-local
- public-state
- public-federal

Category of Property:

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

Number of Resources within Property:	<u>Contributing</u>	<u>Noncontributing</u>
buildings	94	25
sites	2	1
structures	2	0
objects	0	0
total	98	26

Contributing resources previously listed in the National Register: N/A

Name of previous listing: N/A

Name of related multiple property listing: N/A

4. State/Federal Agency Certification

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

Rudyard Coates
Signature of certifying official

3-27-03
Date

for W. Ray Luce
Historic Preservation Division Director
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

determined eligible for the National Register

determined not eligible for the National Register

removed from the National Register

other, explain:

see continuation sheet

Edson H. Beall 5/22/03

Keeper of the National Register

Date

6. Function or Use

Historic Functions:

DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
COMMERCE/TRADE: business
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: department store
GOVERNMENT: city hall
RELIGION: religious facility
FUNERARY: cemetery
AGRICULTURE/SUBSISTENCE: storage
AGRICULTURE/SUBSISTENCE: agricultural field
TRANSPORTATION: rail-related

Current Functions:

DOMESTIC: single dwelling
DOMESTIC: multiple dwelling
COMMERCE/TRADE: business
COMMERCE/TRADE: specialty store
COMMERCE/TRADE: department store
RELIGION: religious facility
FUNERARY: cemetery
AGRICULTURE/SUBSISTENCE: storage
AGRICULTURE/SUBSISTENCE: agricultural field
LANDSCAPE: park
TRANSPORTATION: rail-related

7. Description

Architectural Classification:

LATE VICTORIAN: Queen Anne
LATE 19TH AND 20TH CENTURY REVIVALS: Colonial Revival
LATE 19TH AND 20TH CENTURY REVIVALS: Classical Revival
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Bungalow/Craftsman
OTHER: Folk Victorian
OTHER: Georgian cottage
OTHER: New South cottage
OTHER: saddlebag
OTHER: gabled ell cottage
OTHER: I-house
OTHER: New South house
OTHER: Queen Anne house
OTHER: Commercial Vernacular Victorian

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Materials:

foundation BRICK
walls WOOD: weatherboard
BRICK
SYNTHETICS: vinyl
roof ASPHALT
METAL
other STONE: granite

Description of present and historic physical appearance:

Rutledge is a small, rural town located in the Georgia Piedmont. The town is located in Morgan County approximately nine miles west of Madison, the county seat, and approximately 45 miles due east of Atlanta.

The Rutledge Historic District includes the historic residential, commercial, and community landmark resources associated with the development of the town. The linear district is centered along Main Street, the Georgia Railroad (CSX), and East Dixie Highway which run roughly east-west and Church Street and Fairplay Road which run north-south. The commercial area of town is centered at the intersection of Main Street and Fairplay Road. Residential and community landmark buildings are located mainly along Main Street and the railroad.

The center of the Rutledge Historic District is characterized by attached and free-standing one- and two-story, brick commercial buildings constructed during the late 19th and early 20th centuries (photographs 36 and 37). A majority of the historic commercial buildings were built in the Commercial Vernacular Victorian style and feature corbeled and decorative brickwork along their cornices and cast iron columns. Many of the historic commercial buildings retain their original storefronts with transoms, recessed entrances, and cast iron posts (photographs 24 and 25).

The historic houses in Rutledge date from the mid-19th century through the early 20th century. Architectural influences include Queen Anne, Folk Victorian, Neoclassical Revival, and Craftsman. House types include saddlebag, gabled-ell cottage, Queen Anne cottage, New South cottage, Georgian house, I-house, and Queen Anne house.

An example of a Queen Anne-style and -type cottage is located at 143 Fairplay Street and features an irregular floor plan and a full-width front porch with spindlework, turned posts and balustrade, and a projecting tower (photograph 21). Another late 19th-century house in the district is located at 234 East Main Street and is representative of the New South-cottage-type house in Rutledge (photograph 34). Other examples of turn-of-the-century, frame, one-story houses include the Folk Victorian-style duplex at 183 Dixie Highway (photograph 12), the gabled-ell cottage at 192 East Main

National Register of Historic Places **Continuation Sheet**

Section 7--Description

Street (photograph 28), and two Georgian cottage-type houses at 306 West Main Street (photograph 1) and 194 West Main Street (photograph 6). An example of a Folk Victorian-style house is the Georgian cottage-type house located on 122 McDonough Street (photograph 18). The one-story, frame house features a front-gable dormer with fish-scale shinglework and a full-width porch with spindlework and turned posts and balustrade.

Although relatively uncommon in rural Georgia, Rutledge has several good examples of two-story houses including the Folk Victorian-style I-house located at 145 West Main Street (photograph 8), the New South-type house located at 160 Fairplay Street (photograph 20), the I-house located at 128 McDonough Street (photograph 16), and the Neoclassical-style house with a monumental portico located at 171 McDonough Street (photograph 19). Rutledge is also notable for its collection of intact saddlebag- and central hall-type houses (photographs 14, 15, and 17).

The historic district also includes several good examples of early- to mid-20th century house types including the Craftsman-style bungalow located on West Main Street complete with a Craftsman-style, log playhouse (photograph 5); the Craftsman-style bungalows located on the 100 block of East Main Street (photograph 26) and 134 West Main Street (photograph 9); and the 1930s to 1940s one-story houses with compact massing and restrained detailing located on the 200 block of West Main Street (photographs 2 and 40).

Community landmark buildings include the 1905-1910 Rutledge Baptist Church and the former city hall (c.1920). Located on West Main Street adjacent to the commercial area of Rutledge, the Rutledge Baptist Church is brick building with two square towers (photograph 24, left). The church is vernacular in design with some Romanesque Revival-style details including round-arched windows and doors and a round-arched recessed entrance. The former c.1920 city hall building is a two-story, brick building located on Main Street (photograph 35). The building features segmental-arched one-over-one double-hung windows and brick corbelling. The building was used for the city hall until the late 1940s when the depot was converted for city hall use. The building was later utilized as the city's jail and police station and is currently used for storage.

The development of Rutledge has centered around the railroad and, later, the Dixie Highway. The Rutledge Depot was constructed in 1919 to replace an earlier wooden depot (photograph 38). It is typical of Georgia's early 20th-century brick depots with long, low, one-story form and combined freight and passenger travel. The gable-on-hip roof has wide overhanging eaves. The building has very little ornamentation except for front gable vents on the roof and transoms over the doors. Although fire damaged the building in 1988, the building retains its exterior brick walls and pattern of fenestration and is contributing to the historic district. Another transportation-related historic resource is a 1930s gas station located on the Dixie Highway (photograph 39). The original road to Social Circle was called the Old Atlanta Highway, which became part of the Dixie Highway in the 1920s. The portion of the road from Rutledge southeast to Madison was one of the first rural paved roads in Georgia as shown on a 1925 map.¹ The present road still follows original alignment.

¹ "Auto Trails Map: Georgia." Chicago: Rand McNally & Co., 1925.

National Register of Historic Places **Continuation Sheet**

Section 7--Description

The district encompasses the remaining historic resources associated with Rutledge's African-American Pea Ridge Community located on the northwest side of town along McDonough and Williams streets. Although many of the historic resources associated with the community are no longer extant, a church and some houses remain. Constructed in 1877, the Moses Chapel African Methodist Episcopal (AME) Church is a front-gable, frame building with two asymmetrical pyramidal-roof square towers, weatherboard siding, and decorative diamond-shaped vents (photograph 23). Houses in the Pea Ridge Community are typically one-story, frame, saddlebag and gabled ell house types with minimal detailing. An example of a gabled ell cottage in the Pea Ridge Community is located at 207 Fairplay Street (photograph 22).

Rutledge Cemetery located on East Main Street is the historic cemetery for the white residents of Rutledge (photographs 29 and 30). The earliest burial date is 1863 for a Confederate soldier. The prominent families buried here are the Ponder, Numm, Vining, Wallace, and Saye. Grave markers are typical of a small southern town and include marble obelisks, headstones, and tablets. Some plots have low, granite or cast-concrete walls or cast-iron fencing.

The landscaping of the district is characteristic of a rural, small railroad town in Georgia. The railroad corridor runs through the center of the district and is a major landscape feature. The front yards are representative of the New South style of landscaping with informally landscaped yards that blend together. The house lots are generally large, except for the central business district, which reflects the rural character and development of the city. Streets throughout the district are tree-lined with mature hardwoods. The central business district was recently upgraded to brick sidewalks; however, many sidewalks in Rutledge still retain their historic hexagonal concrete pavers. Also found within the district are some sidewalk and front yard curbing and low stone or concrete retaining walls in front of houses.

There are few noncontributing properties in the district. The noncontributing buildings are generally modern houses or historic houses that have lost their historic integrity through alterations. The one noncontributing site is the modern park in the commercial portion of the district, which is located on a lot that once had historic commercial buildings. The city retains its rural, small town character (photographs 11, 31, 33, and 41). Remnants of Rutledge's agricultural past are seen in the cotton fields and pecan groves within and around the district (photograph 42).

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
COMMUNITY PLANNING AND DEVELOPMENT
TRANSPORTATION

Period of Significance:

1845-1953

Significant Dates:

1845—founding of Rutledge as a service stop on the Georgia Railroad from Augusta to Atlanta

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

Statement of significance (areas of significance)

Located in rural Morgan County, the Rutledge Historic District is an excellent example of an intact, small, agriculturally based town in the Georgia Piedmont. The district retains a high degree of integrity and little has changed since the end of the historic period.

The Rutledge Historic District is significant in the area of architecture for its intact, historic residential, commercial, and community landmark buildings representing the common types and styles found in small towns throughout Georgia. The historic houses in Rutledge are common types and styles built throughout rural towns in Georgia during the late 19th through the early 20th century as defined in the Georgia statewide historic context Georgia's Living Places: Historic Houses in Their Landscaped Settings. The house types include saddlebag, gabled-ell cottage, Queen Anne cottage, New South cottage, Georgian house, I-house, and Queen Anne house. The significant architectural styles include Queen Anne, Folk Victorian, Neoclassical Revival, and minimal traditional. The district is significant for its collection of intact late 19th- to early 20th-century commercial buildings, which retain their historic storefronts. One example is the Rutledge Hardware building (c.1880) which retains its original recessed storefront, windows, door, cast iron columns and threshold, interior finishes, and even historic merchandise. Community landmark buildings include the Moses Chapel AME Church (1877); the two-story, brick former city hall building, which was constructed c.1920 and later converted to a jail; the brick Rutledge Baptist Church with its two towers and arched recessed entrance; and the 1919 brick depot.

Rutledge Historic District is significant in the areas of community planning and development and transportation as a good example of a railroad strip-type town that developed because of the railroad. Construction of the Georgia Railroad line from Augusta to Atlanta reached the area that was to become Rutledge in 1845. A roundhouse was constructed and the service stop was named Rutledge after one of the early settlers, Hezekiah Rutledge. The railroad continued to be important to the development of Rutledge and its cotton and cotton-related product-based economy through the 1920s. The district is significant in transportation for the role the railroad played in the town's growth and development. It is also important as an example of a town that contributed to the development of the Georgia Railroad in the 1840s as one of the towns developed along the railroad as it was constructed between Augusta and Atlanta, and continued use following Reconstruction. It also served area farms as a means to supply cotton and other crops to other markets. The existing and intact rail lines evidence the history of transportation in Morgan County and the state of Georgia. The district is also significant in the area of transportation for its association with the Dixie Highway. Constructed in 1919 parallel to the railroad and paved with concrete, the Atlanta Highway and Social Circle Road, later a part of the Dixie Highway, connected Atlanta to Madison through Social Circle and Rutledge. The section from Rutledge to Madison was the first segment paved and was one of the first paved highways in rural Georgia

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

National Register Criteria

The Rutledge Historic District is eligible for the National Register of Historic Places under Criterion A as a good example of a small town that developed because of the Georgia Railroad. The district is eligible under Criterion C for its intact, contiguous historic buildings that are good examples of residential, community landmark, and commercial building types and styles constructed from the late 19th century to 1953.

Criteria Considerations (if applicable)

N/A

Period of significance (justification)

The period of significance begins with the construction of the Georgia Railroad line through Rutledge in 1845. The period of significance ends with the end of the historic period, 1953.

Contributing/Noncontributing Resources (explanation, if necessary)

Contributing buildings within the district date from the period of significance and retain their historic integrity. The two contributing structures are the former Georgia Railroad (now CSX) and the railroad-strip type plan of the community including the railroad corridor and major parallel streets. The two contributing sites are the Rutledge Cemetery and a historic agricultural field that continues to be planted in cotton today. The noncontributing resources are residential and commercial buildings constructed after 1953. The one noncontributing site is a modern park.

Developmental history/historic context (if appropriate)

NOTE: The following historical narrative was prepared by Matthew McDaniel, et al., University of Georgia historic preservation program students, and edited by Gretchen Brock, National Register Coordinator, Historic Preservation Division. "Rutledge Historic District," Historic District Information Form, July 22, 1998. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia.

The Georgia Railroad had the most profound impact upon the early development of Rutledge and shapes much of its present character today. In 1832, Hezekiah Rutledge and his family moved from South Carolina to the area that was to become the town of Rutledge. In 1833, the Georgia Railroad was organized and served as one of only two organized railroads in Georgia. The Georgia Railroad was planned to connect the established city of Augusta with what would become Atlanta as well as smaller towns in between. The railroad was constructed from Augusta in a westerly direction and did not reach Atlanta (at that time known as Marthasville) until 1845. The rail line was constructed through Madison, the county seat of Morgan County, and eight miles outside of Madison was

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

temporarily halted to build a roundhouse and turnaround to service round-trip passengers on the newly installed lines east of Madison. The location of this service stop became known as Rutledge. The roundhouse (no longer extant) helped create Rutledge; it served as the terminus for the railroad line as well as a service location for railroad construction crews.

Hotels, restaurants, bars, and dry good stores were built as a result of the demand for services that the railroad created. The newly created town also became a temporary home to many railroad workers as well as serving railroad passengers. With increased accessibility to the area, the population of Rutledge increased and industry in Rutledge developed largely in response to the demand for materials and services related to agriculture and, specifically, cotton production.

Similar to many towns along General Sherman's "March to the Sea", Rutledge was physically affected by the Civil War. As the South succeeded from the Union and the Civil War ensued, Rutledge served as a transfer point. The railroad provided transportation for troops and supplies to the Confederate Army. This continued until General Sherman split his forces in Georgia, sending the left wing under the command of H.W. Slocum along the Georgia Railroad towards Madison. The Union Army damaged and destroyed portions of the Georgia Railroad as it extended across the state. Slocum's troops also burned bridges, factories, mills, and railroad buildings along their March to the Sea. On the 15th of November, 1864, elements of Sherman's forces entered nearby Social Circle and began the task of destroying the railroad from there to Madison. On the 18th, they entered Rutledge, and the depot, several warehouses, a water tank, and other buildings were burned. In nearby Madison, the jail, depot, and commissary were burned along with slave stocks and pens. After the Civil War, the Georgia Railroad, like the other railroad lines in the state, lay in shambles.

During the Reconstruction period, Rutledge and the Georgia Railroad slowly recovered. In 1866, the state legislature authorized the governor to endorse bonds to rebuild the state's railroads, and the railroad through Rutledge was re-built. In 1871, Rutledge was incorporated. The reactivated railroad lines helped promote economic growth in Rutledge and the town saw the addition of two hotels to serve the Augusta to Atlanta line. Passengers traveling between the two cities often stayed overnight in Rutledge.

During the late 19th and early 20th centuries, Rutledge experienced its most rapid period of growth. The cotton industry precipitated further growth, as did the growing importance and expansion of the railroad. The Georgia State Directory of 1876 estimated the population of Rutledge at 500 and stated that the town contained four general stores, three doctors, shoemakers, black smiths, and guano agents, one carriage-maker, and one saloon. The Georgia State Gazetteer and Business Directory of 1879 gives an estimation of the town's population at 300 and notes that Rutledge shipped out 2,300 bales of cotton. In 1879, Rutledge had five general stores, three doctors, two lawyers, two hotels, one butcher, and one grocer. The same Gazetteer reported in 1886 a population of 450, with six general stores, two doctors, two lawyers, two saloons, one cotton gin and gristmill, and one tinsmith.

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

By the turn of the century, Rutledge had established itself as one of the most prosperous towns in Morgan County, a county described in the 1901 Georgia Historical and Industrial Report published by the Georgia Department of Agriculture as "one of the best agricultural counties in Georgia." The same report also recounted that 25,000 bales of cotton had been shipped out of Morgan County and that 16,453 of those had been ginned within the county. In the fields surrounding Rutledge, the cotton agriculture continued, while in town, businesses such as restaurants, stores, and hotels thrived. The 1906 Cyclopedia of Georgia described the town as having telegraph and express offices, a money order post office with rural free delivery, a bank, a cotton oil mill, and several successful stores, schools, and churches. In 1919, the stretch of road known as the Atlanta Highway was paved from Rutledge to Madison. This length of road was one of the first rural paved roads in Georgia. The Atlanta Highway through Rutledge, which paralleled the Georgia Railroad line, became part of the Dixie Highway system and provided automobile access to towns along the way. The road also provided new means of access to Atlanta and, in many ways, served the same purposes of the railroad 100 years earlier.

The 1920s and 1930s brought economic hardships to Rutledge in the form of the boll weevil, which destroyed cotton crops and cotton product-based industry, and the Great Depression. Some farmers diversified with other crops, but many were unable to recover from the devastation. In Rutledge, many businesses had closed, trains came through less frequently, and many residents left the rural town to seek employment in larger cities. In the 1930s, the town gained a state park, Hard Labor Creek State Park, approximately three miles north of the town. The park increased traffic through town, but the once prosperous commercial district still lacked the necessary businesses to attract visitors. After World War II, Rutledge began to rebound. New agricultural industries, particularly dairying, took the place of cotton growing.

During the 1950s and 1960s, railroads were giving way to highways. US Highway 278, which had followed the route of the Dixie Highway, was moved southward and bypassed the downtown. Not surprisingly, the downtown continued to struggle, and new building, both residential and commercial, moved to this new corridor on the fringes of the corporate limits. The railroad continued to operate through the 1950s until it was used strictly for transporting freight service. This trend continued into the 1970s, a period of relative inactivity in the town. Rutledge was also affected by the construction of Interstate 20 that followed, for the most part, the path of the Georgia Railroad line and Dixie Highway, but further south of town. Rutledge did not benefit economically from the construction of Interstate 20.

In the 1980's, residents began plans to improve the virtually empty downtown district. A cafe, antique shops, and craft stores opened. In 1983, Rutledge held its first annual Arts & Crafts Fair, and with much success began to lure day travelers back into the area. The town began to focus on the arts as a viable industry, and many artists and craftspeople relocated to Rutledge from not only from Atlanta and other areas of Georgia but also the northeastern part of the U.S. By the 1990s, Rutledge's efforts have been successful enough to attract considerable media attention and a steady number of visitors to the town's shops and restaurants. The continued exurban growth of Atlanta and the growth of Madison have encouraged moderate residential development, and commercial

National Register of Historic Places **Continuation Sheet**

Section 8--Statement of Significance

ventures, such as the shops and restaurants downtown, profit from this growth as well as steady tourist visitation. Agriculture enjoys moderate success and revolves almost entirely around the dairying business, although some cotton is still planted.

Where once Rutledge relied on the railroad for commerce, it now benefits from its historic community character and proximity to Hard Labor Creek State Park. The economic decline of the early 20th century meant that the historic buildings and homes of Rutledge saw little in the way of changes and renovations. Today, many of the commercial buildings and homes retain their historic integrity. Concerned individuals have purchased properties with the intent to maintain and renovate the historic character of the town.

9. Major Bibliographic References

Coleman, Kenneth. A History of Georgia. Athens: The University of Georgia Press, 1977.

Coleman, Kenneth, ed. Dictionary of Georgia Biography. Athens: University of Georgia Press, 1993.

Georgia Department of Natural Resources, Historic Preservation Division. Georgia's Living Places: Historic Houses in Their Landscaped Settings. Atlanta: 1991.

"History of Rutledge: Small but Special." n.d.

McDaniel, Matthew, et al., University of Georgia Historic Preservation program students, "Rutledge Historic District," Historic District Information Form, July 22, 1998. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia.

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

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

Primary location of additional data:

- 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 Approximately 129 acres.

UTM References

	Zone	Easting	Northing
A)	17	256811	3723948
B)	17	257798	3723920
C)	17	258264	3723681
D)	17	257989	3723056
E)	17	257402	3723482

Verbal Boundary Description

The National Register boundary of the Rutledge Historic District is indicated on the attached tax maps drawn with a heavy black line, drawn to scale.

Boundary Justification

The boundary includes the intact and contiguous historic resources associated with the historic development of Rutledge.

11. Form Prepared By

State Historic Preservation Office

name/title Gretchen A. Brock/National Register Coordinator
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** March 27, 2003
e-mail gretchen_brock@dnr.state.ga.us.

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

name/title Matthew McDaniel, et. al.
organization c/o Burke Walker, Preservation Planner, Northeast Georgia RDC
mailing address 305 Research Road
city or town Athens **state** Georgia **zip code** 30605
telephone (706) 369-5650
e-mail N/A

- () **property owner**
() **consultant**
() **regional development center preservation planner**
(X) **other:** University of Georgia Masters of Historic Preservation students

Property Owner or Contact Information

name (property owner or contact person) Mayor Bill Spann
organization (if applicable) City of Rutledge
mailing address P.O. Box 277
city or town Rutledge **state** Georgia **zip code** 30663
e-mail (optional) N/A

National Register of Historic Places **Continuation Sheet**

Photographs

Name of Property: Rutledge Historic District
City or Vicinity: Rutledge
County: Morgan
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: November 1999

Description of Photograph(s):

Number of photographs: 42

1. 306 West Main Street; photographer facing northeast.
2. 200 block West Main Street; photographer facing northwest.
3. 251 West Main Street; photographer facing southwest.
4. West Main Street; photographer facing north.
5. 214 West Main Street; photographer facing north.
6. 194 West Main Street; photographer facing northwest.
7. 179 West Main Street; photographer facing southwest.
8. 145 West Main Street; photographer facing southwest.
9. 134 West Main Street; photographer facing northwest.
10. 117 West Main Street; photographer facing northwest.
11. View of Old Atlanta Highway/Dixie Highway; photographer facing northeast.
12. 183 Old Atlanta Highway/Dixie Highway; photographer facing southwest.
13. View of Old Atlanta Highway/Dixie Highway; photographer facing southwest.
14. 166 McDonough Street; photographer facing northwest.
15. 150 McDonough Street; photographer facing northwest.

National Register of Historic Places **Continuation Sheet**

Photographs

16. 128 McDonough Street; photographer facing north.
17. 107 McDonough Street; photographer facing northwest.
18. 122 McDonough Street; photographer facing northwest.
19. 171 McDonough Street; photographer facing southwest.
20. 160 Fairplay Street; photographer facing southeast.
21. 143 Fairplay Street; photographer facing northeast.
22. 207 Fairplay Street; photographer facing northwest.
23. Moses Chapel AME Church, Williams Street; photographer facing southwest.
24. Rutledge Baptist Church and commercial buildings, Main Street; photographer facing north.
25. Commercial building, Main Street; photographer facing northeast.
26. 100 block East Main Street; photographer facing northwest.
27. 160 East Main Street; photographer facing west.
28. 192 East Main Street; photographer facing northwest.
29. View of Rutledge Cemetery; photographer facing southwest.
30. View of Rutledge Cemetery; photographer facing northwest.
31. View of East Main Street; photographer facing west.
32. 234 East Main Street; photographer facing north.
33. View of the Central of Georgia (now CSX) rail line; photographer facing west.
34. Old Atlanta Highway/Dixie Highway; photographer facing southwest.
35. View of former City Hall/Jail, East Main Street; photographer facing southwest.
36. View of Fairplay Street; photographer facing northeast.
37. View of Fairplay Street; photographer facing northwest.

National Register of Historic Places Continuation Sheet

Photographs

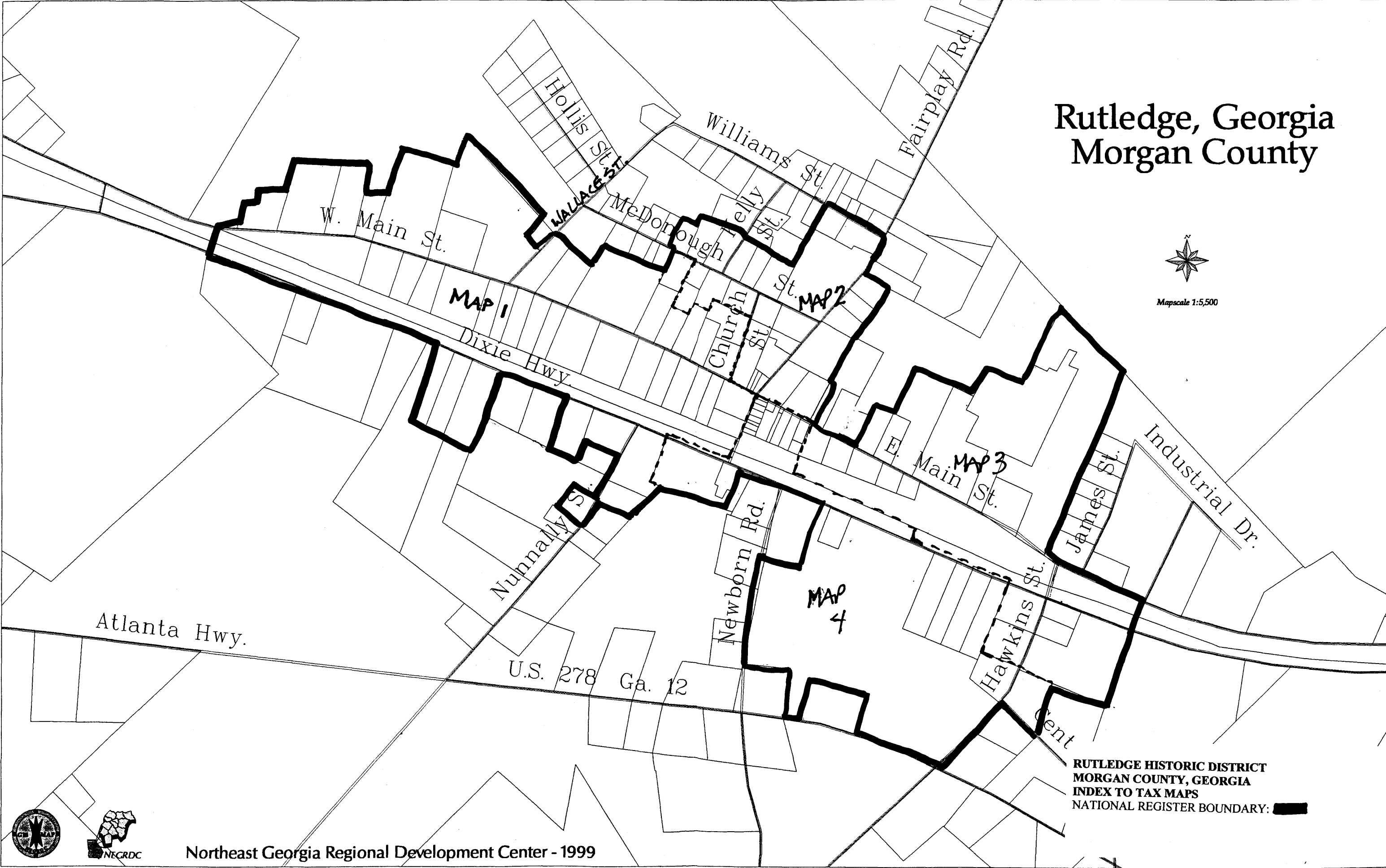
38. Rutledge Depot; photographer facing west.
39. View of gas station, Old Atlanta Highway/Dixie Highway; photographer facing southwest.
40. Old Atlanta Highway/Dixie Highway; photographer facing southwest.
41. Hawkins Avenue; photographer facing north.
42. View of cotton field; photographer facing northwest.

(HPD WORD form version 11-03-01)

Rutledge, Georgia Morgan County



Mapscale 1:5,500



**RUTLEDGE HISTORIC DISTRICT
MORGAN COUNTY, GEORGIA
INDEX TO TAX MAPS
NATIONAL REGISTER BOUNDARY: [thick line]**

