



HISTORIC PRESERVATION DIVISION

OT 77.000435

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

February 27, 2019

National Park Service
Attn: Alexis Abernathy
National Register of Historic Places
1849 C St, NW, Mail Stop 7228
Washington, D.C. 20240



RE: Western and Atlantic Railroad Zero Milepost; Atlanta, Fulton County

Dear Ms. Abernathy:

We are requesting removal from the National Register of Historic Places of the above-referenced object in Fulton County, Georgia. The object was listed in the National Register of Historic Places in 1977. Please see the enclosed newspaper article and press release referencing its removal from its historic location. The property owner and city officials have been notified and did not comment.

Thank you for your attention to this matter.

V/r

Dr. David Crass
Historic Preservation Division Director/Deputy SHPO

Cc: Lisa Deline, NPS

Enclosures: Ruch, John. "Zero Mile Post Moves to Atlanta History Center." *Reporter Newspapers*, 10 Nov. 2018.

Press Release, Atlanta History Center, "Zero Mile Post, One of Atlanta's Most Significant Artifacts, Relocated to the Atlanta History Center." 29 Oct. 2018

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 3/12/2019 Date of Pending List: 4/1/2019 Date of 16th Day: 4/16/2019 Date of 45th Day: 4/26/2019 Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 4/26/2019 Date

Abstract/Summary Comments:

Recommendation/ Criteria

Reviewer *Alexis Abundant* Control Unit _____

Discipline _____

Telephone _____

Date 4/26/2019

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

PHØ 36391Ø

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY
RECEIVED
MAR 23 1977
DATE ENTERED SEP 19 1977

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Western and Atlantic Railroad Zero Milepost

AND/OR COMMON

Western and Atlantic Railroad Zero Milepost

2 LOCATION

STREET & NUMBER ~~On Western and Atlantic right-of-way at Central Ave. (old Loyd St.)
between Wall St. and Railroad Ave.~~

— NOT FOR PUBLICATION

CITY, TOWN

Atlanta

— VICINITY OF

CONGRESSIONAL DISTRICT

5th - Andrew Young

STATE

Georgia

CODE

13

COUNTY

Fulton

CODE

121

3 CLASSIFICATION

CATEGORY

DISTRICT
 BUILDING(S)
 STRUCTURE
 SITE
 OBJECT

OWNERSHIP

PUBLIC
 PRIVATE
 BOTH
PUBLIC ACQUISITION
 IN PROCESS
 BEING CONSIDERED

STATUS

OCCUPIED
 UNOCCUPIED
 WORK IN PROGRESS
ACCESSIBLE
 YES: RESTRICTED
 YES: UNRESTRICTED
 NO

PRESENT USE

AGRICULTURE
 COMMERCIAL
 EDUCATIONAL
 ENTERTAINMENT
 GOVERNMENT
 INDUSTRIAL
 MILITARY
 MUSEUM
 PARK
 PRIVATE RESIDENCE
 RELIGIOUS
 SCIENTIFIC
 TRANSPORTATION
 OTHER:

4 OWNER OF PROPERTY

NAME State of Georgia, State Properties Commission, Mr. David Benson

STREET & NUMBER

7 Martin Luther King, Jr. Dr.

CITY, TOWN

Atlanta

— VICINITY OF

STATE

Georgia 30334

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC. Fulton County Courthouse

STREET & NUMBER

160 Pryor St.

CITY, TOWN

Atlanta

STATE

Georgia

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION

EXCELLENT DETERIORATED
 GOOD RUINS
 FAIR UNEXPOSED

CHECK ONE

UNALTERED
 ALTERED

CHECK ONE

ORIGINAL SITE
 MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Zero Milepost is a stone marker measuring 42" in height, 12" on two sides and 11" on two sides. The crown is pyramidal. The inscription "W & A RR 138" is roughly carved into one side and "W & A RR 00" on another. The lower 12" of the marker are now enclosed by a large, square concrete base and iron posts with railings, which were added for protective purposes.

A Georgia Historical Commission marker providing a brief history of the Railroad stands just outside the railing.

8 SIGNIFICANCE

| PERIOD | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW | | | |
|---|--|---|---|--|
| <input type="checkbox"/> PREHISTORIC | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> COMMUNITY PLANNING | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> ARCHEOLOGY-HISTORIC | <input type="checkbox"/> CONSERVATION | <input type="checkbox"/> LAW | <input type="checkbox"/> SCIENCE |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> AGRICULTURE | <input type="checkbox"/> ECONOMICS | <input type="checkbox"/> LITERATURE | <input type="checkbox"/> SCULPTURE |
| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> ARCHITECTURE | <input type="checkbox"/> EDUCATION | <input type="checkbox"/> MILITARY | <input type="checkbox"/> SOCIAL/HUMANITARIAN |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> ART | <input type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC | <input type="checkbox"/> THEATER |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> COMMERCE | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY | <input checked="" type="checkbox"/> TRANSPORTATION |
| <input type="checkbox"/> 1900- | <input type="checkbox"/> COMMUNICATIONS | <input type="checkbox"/> INDUSTRY | <input type="checkbox"/> POLITICS/GOVERNMENT | <input checked="" type="checkbox"/> OTHER (SPECIFY) History |
| | | <input type="checkbox"/> INVENTION | | |

SPECIFIC DATES 1842-1850 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Zero Milepost is significant in two areas of history: transportation and local history. This stone milepost marks the southeastern terminus of the state-owned Western and Atlantic Railroad. It was this railroad that provided the impetus for the beginning and subsequent growth of the city of Atlanta. More specifically, this milepost marks the center of the city from which the city limits were measured.

Legislation creating the Western and Atlantic Railroad was enacted in 1836 although the idea of a state-owned railroad in Georgia had been mentioned as early as 1826. Then, in 1835-36, word came that a new rail line would be constructed from Charleston to Cincinnati that could pass through north Georgia. However, by the time a convention was held to discuss this possibility, it was too late. The proposed Georgia route had been discarded in favor of a route through Tennessee. Another convention was then held in Georgia and it was decided that the State of Georgia would build its own railroad through the center of the state and allow private, branch lines to join with it. Had Georgia participated in the Charleston and Cincinnati project, the Western and Atlantic and the city of Atlanta itself may never have existed.

Governor Wilson Lumpkin initiated the idea for the W and A but, as his term ended in 1835, his plans had to be enacted by the new governor, William Schley, who appointed Colonel Abbott Hall Brisbane to survey north Georgia. When the Legislature met in November of 1836, a bill to construct a railroad at state expense was introduced and passed, 76-65. A major spokesman in the Legislature on this bill was Alexander H. Stephens, a freshman legislator who made his maiden speech for this bill and went on to become Congressman, Vice-President of the Confederacy and Governor.

No specific locations of terminal points were named but generally they were to be on the Tennessee line near the Tennessee River at or near Rossville and then in a direct route to the southeastern bank of the Chattahoochee River. The 1836 Act stated further that the "said railroad shall be known and distinguished as the Western and Atlantic Railroad of the State of Georgia." The annual appropriation was set at \$360,000, \$60,000 of which was for surveying and locating the road. Colonel Stephen Harriman Long was hired to survey and build the road on May 12, 1837. He had previously taught mathematics, surveyed the Baltimore and Ohio Railroad and written Railroad Manual.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Garrett, Franklin M., Atlanta and Environs, Vol. I, Lewis Historical Publishing Co., Inc., New York, 1954.
 Georgia Historical Marker, Georgia Historical Commission, Atlanta, 1958.
 Wimbush, W.A., Western and Atlantic Right of Way Case, 1895, Testimony of Bodwell E. Wells, C.E.
 Cooper, Walter G., Official History of Fulton County, Walter G. Cooper, 1934.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1 acre

UTM REFERENCES

| | | | | | | | | | | |
|---|------|---------|----------|-----|-----|-------|---|------|---------|----------|
| A | 1,6 | 7,4,1 | 880 | 3,7 | 3,7 | 5,7,0 | B | | | |
| | ZONE | EASTING | NORTHING | | | | | ZONE | EASTING | NORTHING |
| C | | | | | | | D | | | |

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | CODE | COUNTY | CODE |
|-------|------|--------|------|
| STATE | CODE | COUNTY | CODE |

11 FORM PREPARED BY

NAME / TITLE

Martha F. Norwood, Research Associate

ORGANIZATION

Ga. Dept. of Natural Resources, Historic Preservation Section 1/4/77

STREET & NUMBER

270 Washington St., Room 703

TELEPHONE

(404) 656-2840

CITY OR TOWN

Atlanta

STATE

Georgia 30334

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

DAVID M. SHERMAN

DATE

3-16-77

TITLE

Chief, Historic Preservation Section

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

KEEPER OF THE NATIONAL REGISTER

DATE

2/19/77

DATE

9.16.77

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED MAR 23 1977

DATE ENTERED SEP 19 1977

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

The southeastern terminus was originally located at Pittman's Ferry in Gwinnett County but it was soon found to be unfeasible and the point was relocated at Montgomery's Ferry at Old Fort Gilmer and the Standing Peachtree. It was then decided that the line should extend south of the river in order to provide a better location for lines to Athens, Madison, Milledgeville and Forsyth to connect with the Western and Atlantic. This provision was in an amendment to the 1836 Act and was passed in December of 1837. It stated that the line would continue "to some point not exceeding eight miles, as shall be most eligible for running branch roads..." The southeastern terminus was then moved to Land Lot 78, District 14, DeKalb County. [This area became Fulton County on December 17, 1853.] This point would be between the present Forsyth and Magnolia Streets. After construction began in 1838, discussion continued on the location of the southeastern terminus. Then, in 1842, a new and final point was established, only 1200 feet from the previous point, in the northeast corner of Land Lot 77, 14th District, DeKalb, later Fulton, County. This point was located at Loyd Street, now Central Avenue, between Alabama and Decatur Streets by surveys by C.F.M. Garnett and F.C. Arms. In 1850 the zero milepost was implanted at this location. Today it stands on this same point but is under the Central Avenue viaduct between Wall Street and Railroad Avenue. (See Vincent's Map of Atlanta, 1853, Attached) The mileposts were placed in 1850 by Bodwell E. Wells, Civil Engineer for the railroad, who later testified that he "...began locating mile posts sometime in the fall of 1850. I ascertained the initial point by measuring and obtaining the center of the south line of the State Square, which was the north line of Loyd Street, and using a map furnished me by the Chief Engineer that was made by F.C. Armes..."

A five acre tract including the point was donated to the state by Samuel Mitchell in 1842 which allowed for the erection of the depot buildings. A small settlement had already appeared as early as 1836 and was known as Terminus. When the final point was located, a town was laid out and named Marthasville in honor of Governor Lumpkin's youngest daughter. The five acre tract was called State Square. The first train ran from Marthasville to Marietta on December 24, 1842 but regular service did not begin until 1845. By 1845, Marthasville had grown significantly. The railroad officials thought the name unfitting and began calling their depot Atlanta. In December of 1845, the name was officially changed to Atlanta and the city limits defined as one mile in every direction from the state depot.

From this small, straggling railroad town of 1845 has grown one of the largest metropolitan cities in the country. Zero Milepost stands as a reminder of these early railroad days and the birth of a city.

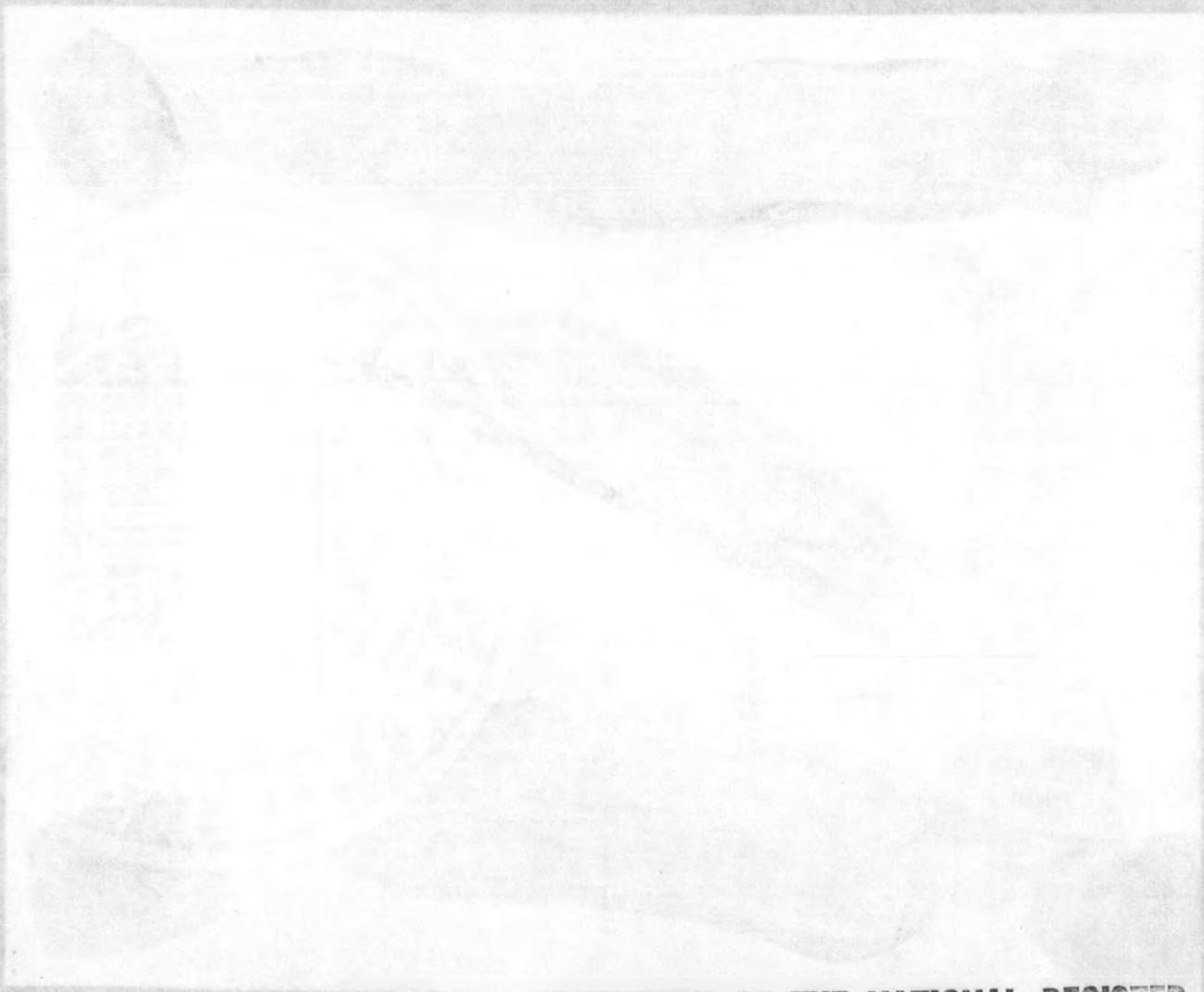


ZERO
MILEPOST

(Collection of Franklin M. Garrett)

Vincent's old (1853) map of Atlanta as reprinted in Hopkins' Atlas of Atlanta, 1878. This is the earliest extant complete map of the city. The "Note" and "N.B." were added upon republication in the 1878 Atlas. Explanation at top added by the writer of this history





PROPERTY OF THE NATIONAL REGISTER

PROPERTY OF THE NATIONAL REGISTER

1776

SECRET
NO FOREIGN DISSEM
NO UNCLASSIFIED
NO UNCLASSIFIED



ZERO MILE POST

This Zero Mile Post marks the Southeastern Terminus of the Western and Atlantic Railroad, about which a settlement grew and eventually became Atlanta. This railroad, to Chattanooga, Tennessee, was built, and still is owned by the State of Georgia. It was authorized by the State Legislature December 21, 1836. The route was surveyed by Colonel Stephen Harriman Long, Chief Engineer, May 12, 1837 to November 3, 1840. Construction began March, 1838.

The original terminus was between the present Forsyth and Magnolia Streets. It was moved here in 1842. The settlement which sprang up was called Terminus. It was incorporated as the town of Marthasville, December 23, 1843. The name was changed to Atlanta, December 26, 1845. It was incorporated as the City of Atlanta, December 29, 1847, with corporate limits extending one mile in every direction from the State Depot which was between here and what is now Pryor Street.

The railroad placed mile posts beginning here in 1850. A new City Charter approved February 28, 1874 redefined the corporate limits as a circle one mile and a half in every direction from this mile post.

940-153

GEORGIA HISTORICAL COMMISSION

1952

NO
PARKING
ANY
TIME

NO
PARKING
ANY
TIME
CITY OF
ATLANTA
DEPT. 23
VEHICLES
ONLY

W&A
R R
1838

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM**

FOR NPS USE ONLY

RECEIVED MAR 23 1977

DATE ENTERED SEP 19 1977

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC Western and Atlantic Railroad Zero Milepost

AND/OR COMMON Western and Atlantic Railroad Zero Milepost

2 LOCATION

CITY, TOWN Atlanta VICINITY OF COUNTY Fulton STATE Georgia

3 PHOTO REFERENCE

PHOTO CREDIT David J. Kaminsky DATE OF PHOTO 12/76

NEGATIVE FILED AT Georgia Department of Natural Resources

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET

Photographer facing southwest

PHOTO NO.

1

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM**

FOR NPS USE ONLY

RECEIVED MAR 23 1977

DATE ENTERED SEP 19 1977

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC Western and Atlantic Railroad Zero Milepost

AND/OR COMMON

2 LOCATION

CITY, TOWN Atlanta

—VICINITY OF Fulton

COUNTY

Georgia

STATE

3 MAP REFERENCE

SOURCE U.S.G.S. Northwest Atlanta Quadrangle

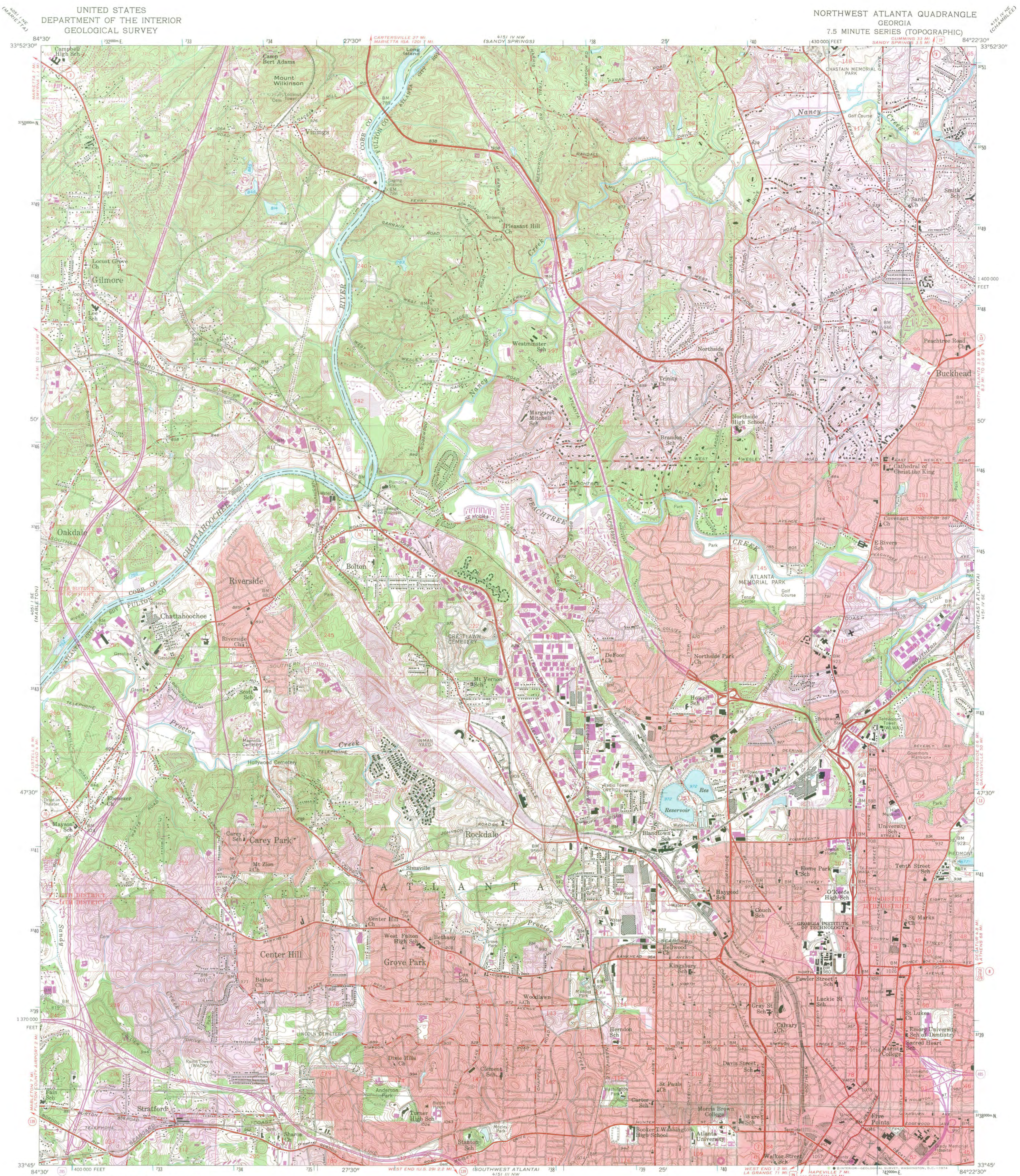
SCALE 1:24,000

DATE 1954

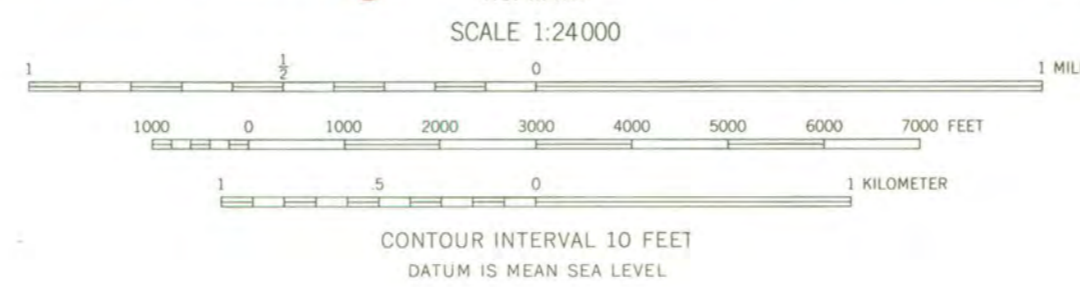
4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES



Mapped, edited, and published by the Geological Survey
Control by USGS, USCGS, Georgia Geodetic Survey, and City of Atlanta
Topography from aerial photographs by photogrammetric methods. Aerial photographs taken 1952. Field check 1954
Polyconic projection. 1927 North American datum
10,000-foot grid based on Georgia coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks,
zone 16, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Land lines from information supplied by
Cobb County Roads and Revenues Commission and
Atlanta-Fulton County Joint Planning Board
Revisions shown in purple compiled from aerial photographs
taken 1968 and 1973. This information is field checked
Purple tint indicates extension of urban areas



NORTHWEST ATLANTA, GA.
(FORMERLY BOLTON)
N3345-W8422.5/7.5
1954
PHOTOREVISED 1968 AND 1973
AMS 4151 IV SW-SERIES V845

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

SEP 19 1977

10.
NW

National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

Property Western and Atlantic Railroad Zero Milepost

State Ga. Working Number 3.23.77.469

Yulston
Ref 77000435

TECHNICAL

Photos 1
Maps 1 sketch

Easting inserted

6.9.77 CONTROL
OK 3.23.77

HISTORIAN

Accept
LB Franklin
5.11.77

ARCHITECTURAL HISTORIAN

Accept
Leborich
5.11.77

ARCHEOLOGIST

OTHER

HAER

Inventory _____
Review _____

REVIEW UNIT CHIEF

ACCEPT
Jande for Cole
6/8/77

BRANCH CHIEF

Kunig
9.16.77

KEEPER

W
9/19/77

National Register Write-up _____ Send-back _____ Entered SEP 19 1977

Federal Register Entry 11-1-77 Re-submit _____ INT:2106-74



Department of Natural Resources

OFFICE OF PLANNING AND RESEARCH
270 WASHINGTON ST., S.W.
ATLANTA, GEORGIA 30334
(404) 656-5160

Joe A. Tanner
COMMISSIONER

Charles H. Parrish, III
DIVISION DIRECTOR



RECEIVED

NOV 22 1976

HISTORIC PRESERVATION

State Historic Preservation Officer
Department of Natural Resources
270 Washington Street, S.W.
Atlanta, Georgia 30334

Gentlemen:

I understand that you intend to nominate Zero Milepost, Atlanta, Fulton County to the National Register of Historic Places which includes or effects property in my ownership. By my signature below I hereby give you permission to proceed with this nomination.

Sincerely,

Ray Crawford
Signature
Asst. Dir. State Prop. Comm.
Nov. 22, 1976
Date

I do or I do not request a public hearing be held regarding the proposed nomination. (Please check the appropriate block).





Department of Transportation

State of Georgia

No. 2 Capitol Square

Atlanta, Georgia 30334

THOMAS D. MORELAND
COMMISSIONER
STATE HIGHWAY ENGINEER
EMORY C. PARRISH
DEPUTY COMMISSIONER

HAL RIVES
ASST. STATE HIGHWAY ENGINEER
DANIEL O. KELLY
TREASURER

December 2, 1976

Mr. David M. Sherman, Chief
Historic Preservation Section
Department of Natural Resources
270 Washington Street, S. W.
Atlanta, Georgia 30334

Dear Mr. Sherman:

In reference to your Notice of November 17, 1976, we have reviewed the information on the proposed nomination of the Zero Milepost in Fulton County to the National Register of Historic Places.

We find no approved transportation plan or proposed project which would have an affect on the site. However, it is requested that the highway rights of way not be included in the nomination.

Yours very truly,

Russell L. Chapman, Jr.

Russell L. Chapman, Jr., P. E.
Director of Preconstruction

RLC/bl

cc: Mr. Floyd E. Hardy

RECEIVED

HISTORIC PRESERVATION



1300 Equitable Building
100 Peachtree Street, N.W.
Atlanta, Georgia 30303

January 24, 1977

L12

Mr. David Sherman, Chief
Historic Preservation Section
Office of Planning and Research
Department of Natural Resources
270 Washington Street, Southwest
Atlanta, Georgia 30334

Subject: Zero Milepost, Underground Atlanta (SD271)

Dear Mr. Sherman:

There will be construction work in the area around the Zero Milepost monument, but none of this activity will directly affect it. Precautions will be taken so as not to disturb the site.

Sincerely yours,

Richard M. Stanger
Manager of Urban Design

RMS:EAG:etc

RECEIVED

JAN 25 1977

HISTORIC PRESERVATION SECTION

ENTRIES IN THE NATIONAL REGISTER

STATE **GEORGIA**

Date Entered **SEP 19 1977**

Name

Location

**Western and Atlantic Railroad
Zero Milepost**

**Atlanta
Fulton County**

Also Notified

**Hon. Sam Nunn
Hon. Herman E. Talmadge
Hon. Wyche Fowler, Jr.
Regional Director, Southeast Region**

**State Historic Preservation Officer
Dr. Elizabeth A. Lyon
Acting State Historic Preservation Officer
Department of Natural Resources
270 Washington Street SW., Room 703 C
Atlanta, Georgia 30334**

880

Mott/js

9/27/77

TO: Jim Setser (EPD), Claude Hastings (C&F), Bill Clark (ESW),
Lonice Barrett (P&HS), Bruce MacGregor (OPR), Holly Miller,
James Talley, Patricia Barmeyer

FROM: Ray Siewert (404) 656-4810

DATE: 11/17/76

SUBJECT: Request for Review of Attached Project
Notification # L-76-11-23-03

Applicant: HPS

Project: Zero Milepost

Federal Agency:

Your comments are due no later than 12/22/76

Special Notes: See also Project # _____

REVIEWER RESPONSE: Division P&HS Date 12-2-76
(Check one, use extra sheet if necessary)

There is no divisional involvement in this project. If yes, explain? _____

There are are no additional requirements the applicant must meet with this division. If yes, explain? _____

(Check one)

This division will not comment due to inadequate staff time available. _____

This proposal does not fall within the scope of interest or mission of this division. _____

This proposal is considered to be consistent with those State goals, policies, objectives, plans, programs and fiscal resources with which this division is concerned.

Specific comments are attached. _____

This project should receive the attention of the Commissioner _____
or his Executive Assistant _____ because _____

BHS:esd

TO: Jim Setser (EPD), Claude Hastings (C&F), Bill Clark (ESW),
Lonice Barrett (P&HS), Bruce MacGregor (OPR), Holly Miller,
James Talley, Patricia Barmeyer

FROM: Ray Siewert (404) 656-4810

DATE: 11/17/76

SUBJECT: Request for Review of Attached Project
Notification # I-76-11-23-03

Applicant: HPS

Project: Zero Milepost

RECEIVED 11/17/76

Federal Agency:

Your comments are due no later than 12/22/76

Special Notes: See also Project # _____

REVIEWER RESPONSE: Division _____ Date _____
(Check one, use extra sheet if necessary)

There is _____ no _____ divisional involvement in this project. If yes,
explain? _____

There are _____ are no _____ additional requirements the applicant must meet
with this division. If yes, explain? _____

(Check one)

This division will not comment due to inadequate staff time available. _____

This proposal does not fall within the scope of interest or mission of
this division. X

This proposal is considered to be consistent with those State goals,
policies, objectives, plans, programs and fiscal resources with
which this division is concerned. _____

Specific comments are attached. _____

This project should receive the attention of the Commissioner _____
or his Executive Assistant _____ because _____

RHS:esd

TO: Jim Setser (EPD), Claude Hastings (G&F), Bill Clark (ESW),
Lonice Barrett (P&HS), Bruce MacGregor (OPR), Holly Miller,
James Talley, Patricia Barmeyer

FROM: Ray Siewert (404) 656-4810

DATE: 11/17/76

SUBJECT: Request for Review of Attached Project
Notification # L-76-11-23-03

Applicant: HPS

Project: Zero Milepost

Federal Agency:

Your comments are due no later than 12/22/76

Special Notes: See also Project # _____

REVIEWER RESPONSE: Division ESWR Date 11/15/76
(Check one, use extra sheet if necessary)

There is no divisional involvement in this project. If yes, explain? _____

There are are no additional requirements the applicant must meet with this division. If yes, explain? _____

(Check one)

This division will not comment due to inadequate staff time available. _____

This proposal does not fall within the scope of interest or mission of this division. _____

This proposal is considered to be consistent with those State goals, policies, objectives, plans, programs and fiscal resources with which this division is concerned. X

Specific comments are attached. _____

This project should receive the attention of the Commissioner _____ or his Executive Assistant _____ because _____

TO: Jim Setser (EPD), Claude Hastings (GGF), Bill Clark (FSW),
Lonice Barrett (P&HS), Bruce MacGregor (OPR), Holly Miller,
James Talley, Patricia Barmeyer

FROM: Ray Siewert (404) 656-4810

DATE: 11/17/76

SUBJECT: Request for Review of Attached Project,
Notification # L-76-11-23-03

NOV 29 1976

Applicant: HPS

Project: Zero Milepost

Federal Agency:

Your comments are due no later than 12/22/76

Special Notes: See also Project # _____

REVIEWER RESPONSE: Division Game and Fish Div. Date 12/21/76
(Check one, use extra sheet if necessary)

There is no divisional involvement in this project. If yes, explain? _____

There are are no additional requirements the applicant must meet with this division. If yes, explain? _____

(Check one)

This division will not comment due to inadequate staff time available. _____

This proposal does not fall within the scope of interest or mission of this division. _____

This proposal is considered to be consistent with those State goals, policies, objectives, plans, programs and fiscal resources with which this division is concerned. _____

Specific comments are attached. The Game and Fish Division has no objections to this nomination. _____

This project should receive the attention of the Commissioner _____
or his Executive Assistant _____

0314

TO: Jim Setser (EPD), Claude Hastings (C&F), Bill Clark (ESW),
Lonice Barrett (P&HS), Bruce MacGregor (OPR), Holly Miller,
James Talley, Patricia Barmeyer

FROM: Ray Siewert (404) 656-4810

DATE: 11/17/76

SUBJECT: Request for Review of Attached Project
Notification # I-76-11-23-03

NOV 29 1976

Applicant: HPS

RECEIVED NOV 29 1976

Project: Zero Milepost

Federal Agency:

Your comments are due no later than

12/22/76

Special Notes: See also Project # _____

REVIEWER RESPONSE: Division Game and Fish Div. Date 12/21/76
(Check one, use extra sheet if necessary)

There is no no divisional involvement in this project. If yes, explain? _____

There are no are no additional requirements the applicant must meet with this division. If yes, explain? _____

(Check one)

This division will not comment due to inadequate staff time available. _____

This proposal does not fall within the scope of interest or mission of this division. _____

This proposal is considered to be consistent with those State goals, policies, objectives, plans, programs and fiscal resources with which this division is concerned. _____

Specific comments are attached. The Game and Fish Division has X no objections to this nomination.

This project should receive the attention of the Commissioner _____ or his Executive Assistant _____ because _____

RHS:esd

0221A

NR Data Sheet

DATE: Reviewer INITIALS:

NR DOE SEP 19 1977

NAME AS IT APPEARS IN FEDERAL REGISTER: Western and Atlantic Railroad Zero Milepost

OTHER NAMES:

LOCATION:

STREET & NUMBER

Central Ave. between Wall St. and Railroad Ave.

CITY, TOWN

Atlanta

CONGRESSIONAL DISTRICT

5th

STATE

Georgia 13

VICINITY OF

COUNTY

code

Fulton

121

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY OTHER

ADMINISTRATOR (underline)

FEDERAL (AGENCY NAME):

NPS REGION: (CIRCLE) N. ATLANTIC MID ATLANTIC SOUTHEAST MIDWEST

SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

FEATURES:

INTERIOR

Substantially intact-1
 unknown - 4
 not applicable - 7

EXTERIOR

Substantially intact-2
 unknown - 5
 not applicable - 8

ENVIRONS

Substantially intact-3
 unknown - 6
 Not applicable-9

Interior, exterior, environs not intact-0

CONDITION -

EXCELLENT
 GOOD
 FAIR

DETERIORATED
 RUINS
 UNEXPOSED
 Unexcavated

UNALTERED
 ALTERED
 Reconstructed
 Excavated

ORIGINAL SITE
 MOVED
 Unknown

ACCESS -

Yes-restricted

Yes-unrestricted

No access

Unknown

historic district?

YES

NO

WITHIN NATIONAL REGISTER HISTORIC DISTRICT?
IF YES, NAME:

YES

NO

WITHIN NATIONAL HISTORIC LANDMARK?
IF YES, NAME:

YES

NO

ADAPTIVE USE:

YES

NO

Saved?

YES

NO

FUNCTION(S): (use vocabulary words)

then-

now-

SIGNIFICANCE:

ARCHEOLOGY-PREHISTORIC

ARCHEOLOGY-HISTORIC

AGRICULTURE

ARCHITECTURE

ART

COMMERCE

COMMUNICATIONS

CONSERVATION

ECONOMICS

EDUCATION

ENGINEERING

EXPLORATION

INDUSTRY

INVENTION

LANDSCAPE ARCHITECTURE

LAW/Gov't/politics

LITERATURE

MILITARY

MUSIC

PHILOSOPHY

POLITICS/GOVERNMENT

RELIGION

SCIENCE

SOCIAL/HUMANITARIAN

TRANSPORTATION

OTHER (SPECIFY)

History

entertainment

health

recreation

settlement

socio/cultural

urban & commun

planning

Claims

"first?" YES NO

"oldest?" YES NO

"only?" YES NO

ARCHITECTURAL STYLE:

architect/m.builder:

landscape/garden designer:

interior decorator:

engineer:

artist/artisan:

builder/contractor:

ETHNIC GROUP:

NAMES:

(label role
&
appropriate date)

personal

events

institutional

DATES:

DATE OF CONSTRUCTION (Specific date or 1/4 of century): 1842-1850

DATE(S) OF "MAJOR" ALTERATIONS:

HISTORICALLY SIGNIFICANT DATE(S):

SOURCE:

(OF NOMINATION)

PRIVATE

STATE

LOCAL GOV'T

MUNICIPAL

COUNTY

OTHER

FEDERAL AGENCY:

ACREAGE:

(to nearest tenth of an acre) less than one

COMMENTS: (include architectural information here)

4 sided stone marker with inscription

SIGNIFICANCE: (maximum two sentences)

marks center of Atlanta, terminus of Western + Atlantic Railroad.



HISTORIC PRESERVATION DIVISION

MARK WILLIAMS
COMMISSIONER

DR. DAVID CRASS
DIVISION DIRECTOR

February 27, 2019

National Park Service
Attn: Alexis Abernathy
National Register of Historic Places
1849 C St, NW, Mail Stop 7228
Washington, D.C. 20240



RE: Western and Atlantic Railroad Zero Milepost; Atlanta, Fulton County

Dear Ms. Abernathy:

We are requesting removal from the National Register of Historic Places of the above-referenced object in Fulton County, Georgia. The object was listed in the National Register of Historic Places in 1977. Please see the enclosed newspaper article and press release referencing its removal from its historic location. The property owner and city officials have been notified and did not comment.

Thank you for your attention to this matter.

V/r

Dr. David Crass
Historic Preservation Division Director/Deputy SHPO

Cc: Lisa Deline, NPS

Enclosures: Ruch, John. "Zero Mile Post Moves to Atlanta History Center." *Reporter Newspapers*, 10 Nov. 2018.
Press Release, Atlanta History Center, "Zero Mile Post, One of Atlanta's Most Significant Artifacts, Relocated to the Atlanta History Center." 29 Oct. 2018

MEDIA CONTACT:

Howard Pousner, 404.814.4033

HPousner@AtlantaHistoryCenter.com

Interviews Available Upon Request

ZERO MILE POST, ONE OF ATLANTA'S MOST SIGNIFICANT ARTIFACTS, RELOCATED TO THE ATLANTA HISTORY CENTER

--1850s Western & Atlantic Railroad marker around which Atlanta grew will be paired with the restored 1856 Texas locomotive in a new exhibition designed to tell the city's origin story --

ATLANTA, GA, October 29, 2018 – The Zero Mile Post, an irreplaceable artifact of Atlanta's railroad history, has a new home: the Atlanta History Center.

The Georgia Building Authority has agreed to a five-year renewable license agreement with the Atlanta History Center to preserve and interpret the Zero Mile Post, which was installed in the 1850s to mark the Southern terminus of the Western & Atlantic Railroad. The site, near the Georgia Freight Depot, was used to determine the city center of Atlanta in 1842.

The Georgia Building Authority and the Atlanta History Center share the same goals in the relocation of the Zero Mile Post: to protect it for the future and to secure it in a safer place; to increase the visibility of and access to the Zero Mile Post for all citizens, especially school children, allowing the History Center to tangibly illustrate Atlanta's origin story; and to preserve the original downtown site.

The Zero Mile Post has been carefully and successfully relocated to the History Center from the Georgia Building Authority's property located underneath the Central Avenue Bridge. It will go on public view when the 1856 *Texas* locomotive and its accompanying exhibition, *Locomotion: Railroads and the Making of Atlanta*, debut on Saturday, November 17, 2018. The new Rollins Gallery at the Atlanta History Center features a wall of glass windows facing West Paces Ferry Road, allowing the Zero Mile Post and the *Texas* locomotive to be viewed day and night, when it is dramatically illuminated.

"The Atlanta History Center is honored to have the opportunity to preserve, protect, and present the Zero Mile Post in an environment that can offer meaningful interpretation of the artifact's significance," said Atlanta History Center President and CEO Sheffield Hale. "Positioning the Zero Mile Post beside the recently restored *Texas* locomotive, one of the two remaining Western & Atlantic locomotives [the other being the *General*] that would have passed by that very mile post scores of times during its service offers valuable interpretive possibilities. Railroads built and created Atlanta, and these two objects tell Atlanta's origin story like no others."

Usually placed along rail lines at each mile, markers informed train crews where they were along a specific route. The Zero Mile Post's crown is pyramidal, and one side of the marker is engraved with "W&A RR 00" – the W & A indicating the Western & Atlantic Railroad and the double-zero designating the beginning of the rail line. The other side of the marker is engraved "W&A RR 138."

When removed from the ground, entirely exposed, the marker measures 7 feet 5 inches, and weighs approximately 800 pounds. And that is how the Atlanta History Center will display it. Original plans were to dig a hole to place the Zero Mile Marker post as it originally was, with only 42 inches exposed. However, once the post was safely transferred to the Rollins Gallery, and rolled up beside the *Texas* locomotive, the History Center saw an opportunity to present the full scale of Atlanta's origin artifact.

One of the opportunities guests have in the new *Locomotion* exhibition is to climb aboard the cab of the *Texas*, and view the 7-plus foot artifact from the cab, providing a whole new large-scale perspective to these Atlanta icons.

Secured inside a building behind a locked fence, Zero Mile Post was last accessible to the public in 1994 when the structure served as a passenger depot for the New Georgia Railroad, a tourist rail line that ceased operation. Access to the Zero Mile Post was limited in recent years to appointments approved by the Georgia Building Authority. The original marble marker is fragile -- any outdoor location would expose it to the elements and potential for vandalism, and endanger its survival.

To mark the Zero Mile Post's original site, the Georgia Building Authority had a surveyor mark the exact GPS coordinates of the old marker's location, and will install a replica of the Zero Mile Post there that has long been displayed at the Atlanta History Center. The Georgia Historical Society will provide an interpretive marker to accompany the replica post downtown. The marker and replica post will be positioned along sidewalks that will be constructed around the original site, increasing the visibility and awareness of this preserved historic spot on a daily basis, something that could not be done previously. The building that housed the Zero Mile Post is slated for demolition before the end of 2018, leaving the location and the replica easily accessible to the public.

"Working with the Atlanta History Center to secure an option that protects the Zero Mile Post for generations to come and puts it with a trusted guardian that will utilize the artifact daily to tell the history of Atlanta's beginning is a win-win for Georgians," said Steve Stancil, State Property Officer, serving as Executive Director of the Georgia Building Authority and State Properties Commission. "We are also grateful to the History Center for being excellent partners and providing us with a replica that preserves and highlights the significance of the spot where the original Zero Mile Post once stood."

Relocating original artifacts for protection and preservation and replacing them with replicas is a common practice, particularly in cases where they are subject to outdoor elements. Museums throughout Europe engage in the practice of moving historically significant but fragile artifacts, such as Michelangelo's *David*, to indoor sites and placing replicas in the original location, Hale noted. By doing this, the artifact is preserved, but the historical significance of the location is also acknowledged.

In addition to viewing the Zero Mile Post and *Texas* locomotive, guests will be able to view the Solomon Luckie Lamppost on display in the adjacent gallery as part of the exhibition *Cyclorama: The Big Picture*, opening February 22, 2019.

Originally placed downtown to provide gas lighting during the same 1850s time period as the Zero Mile Post, the Luckie Lamppost was preserved because of its scarred metal from shelling during the *Battle of Atlanta*. It is called the Luckie Lamppost in remembrance of Solomon Luckie, a free African-American barber who, according to various accounts, was fatally injured while standing nearby during the shelling by shrapnel from the shell or a broken-off piece of the lamppost.

"These are the three great Atlanta icons, period," Hale said. "The Zero Mile Post, the Solomon Luckie Lamppost, and *Texas* locomotive, present a triad of iconic artifacts indicative of the founding of Atlanta and its expansion during the Civil War and beyond. At the Atlanta History Center, they will prompt a rich discussion for generations to come about the many facets of our collective history."

ABOUT THE ATLANTA HISTORY CENTER

Founded in 1926, the Atlanta History Center is an all-inclusive, 33-acre destination featuring the Atlanta History Museum, one of the nation's largest history museums; three historic houses -- the 1920s Swan House, the 1860s Smith Family Farm, and the 1830s Wood Family Cabin; Goizueta Gardens; the Kenan Research Center; the Grand Overlook event space; a museum shop; a Souper Jenny café; and a BRASH coffee shop. In addition, the History Center welcomes visitors to Margaret Mitchell House at Atlanta History Center Midtown. The Atlanta History Center is open 10 am-5:30 pm Mondays-Saturdays and noon-5:30 pm Sundays (ticket sales until 4:30 pm daily). Parking is free. For more information, please call 404.814.4000 or visit AtlantaHistoryCenter.com.

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History Center

Posted by John Ruch | Nov 10, 2018

The Zero Mile Post, a historic stone railroad marker of the city's center since the 1850s, has been moved to the Atlanta History Center from its long-inaccessible downtown site. The marker will join the famous locomotive the "Texas" in its long-awaited exhibit debut on Nov. 17.

Whether the Zero Mile Post will remain at the History Center permanently or return to its downtown spot is still an open question, according to the Georgia Building Authority, which owns the marker. Meanwhile, the agency is doing a swap with the History Center, loaning the original marker in exchange for a replica that will be installed in the downtown spot, which is being reconfigured for public accessibility.

"Some different things are in play, so we'll see if it makes more sense for it to remain at the History Center," said Building Authority spokesperson Morgan Smith-Williams. But under the current five-year loan agreement, she said, the center "will do a great job of connecting [the Zero Mile Post] to the larger story" of Atlanta's railroad past.

The Zero Mile Post move cements the History Center's status as a repository for key artifacts left homeless by Atlanta's redevelopment. The gigantic "Battle of Atlanta" cyclorama



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A publicity photo of the Zero Mile Post, removed from the ground and laid on its side, at the Atlanta History Center. (Special)

painting was moved from Grant Park to the center last year, and will go on display in a custom circular building starting on Feb. 22. The "Texas," an 1856 locomotive, came from Grant Park, too. And recently the center acquired the Civil

War-scarred Solomon Luckie lamppost, which long stood in Underground Atlanta downtown.

"These are the three great Atlanta icons, period," said Sheffield Hale, the History Center's president and CEO, in a press release. "The Zero Mile Post, the Solomon Luckie Lamppost and 'Texas' locomotive present a triad of iconic artifacts indicative of the founding of Atlanta and its expansion during the Civil War and beyond. At the Atlanta History Center, they will prompt a rich discussion for generations to come about the many facets of our collective history."

Not everyone is happy with the move. Jeff Morrison, an architect who occasionally leads history tours in downtown, complained about the move's secrecy and said that the marker did not need to be relocated to be saved, noting it survived the Civil War, among other massive changes.

"The Atlanta History Center has done more to damage the milepost than even General Sherman," Morrison said in an email. "...If the Georgia Building Authority had made any effort to engage the community for input, any number of better solutions could have been imagined. The fact that the Atlanta History Center insisted on keeping the agreement secret until the deed was done illustrates that they knew there would be significant criticism."

Dunwoody honors two men for separate heroic actions

Jan 14, 2019 | Dunwoody Reporter, News



Sandy Springs resident to premiere film at Springs Cinema

Jan 14, 2019 | Arts & Entertainment, Sandy Springs Reporter



Millar, EEP Events honored by Dunwoody Homeowners Association

Jan 14, 2019 | Dunwoody Reporter



Atlanta to propose short-term rental rules after Super Bowl boom

The Zero Mile Post was a mile marker for the Western & Atlantic Railroad, the line that the city of Atlanta developed around. Specifically, it marked the start of the line, and was used to mark the city's geographical center. The marker was moved a few times, but had been on its downtown spot since the 1850s, Smith-Williams said.

It stood for so long that development happened around it. Eventually it was shrouded by parking decks around 90 Central Avenue and the street's bridge. In the 1990s, the state constructed a building around it as part of its long-gone New Georgia Railroad, a tourist-trip train. The building later became a Georgia State Patrol precinct and then was vacant for many years. That left the Zero Mile Post virtually inaccessible, with the general public only being able to see it through a window.



The Zero Mile Post in its current location in 2012.
(Jimhodgson/Wikimedia Commons)

The opportunity for a move has come as the state plans to demolish the building by year's end. Moving the Zero Mile Post ensured its safety and preservation. The state and the History Center cut a deal earlier this year and dug up the marker last month under the signed agreement, which swore the state to secrecy until after the marker was moved.

At the History Center, the marker will be on view in a public gallery — and in a way it has never been seen since the 1850s. While standing about 42 inches above ground, the post is actually 7-foot-5-inches long, with its bulk buried securely in the earth at its downtown spot. For the move, the History Center had it excavated, and decided to display it at full length rather than reburying it. The marker is being installed upright, but unburied, according to the History Center.

The marker will be displayed alongside the "Texas," which is also an artifact from the Western & Atlantic.

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The Zero Mile Post being arranged for display at the Atlanta History Center. (Special)

“Positioning the Zero Mile Post beside the recently restored Texas locomotive, one of the two remaining Western & Atlantic locomotives that would have

passed by that very mile post scores of times during its service, offers valuable interpretive possibilities,” said Hale in the press release. “Railroads built and created Atlanta, and these two objects tell Atlanta’s origin story like no others.”

Meanwhile, back at the original Central Avenue spot, the replica Zero Mile Post will be set up around January. With the old building gone, it will be far more accessible, with sidewalks added to make it so. The replica marker — which the History Center will deliver once the site is ready — will be given some kind of protective cover and an official Georgia Historical Society explanatory sign, said Smith-Williams.

The five-year lease agreement appears to be done at no cost to the History Center, according to a copy of the contract provided by the Building Authority. The deal can be renewed as well as canceled. The big question, said Smith-Williams, is whether there is “adequate funding” to return the marker to its original location and with suitable protection.

Correction: A previous version of this story incorrectly reported that the Zero Mile Post would be displayed at the Atlanta History Center laid on its side, as shown in one publicity photo, rather than vertically.

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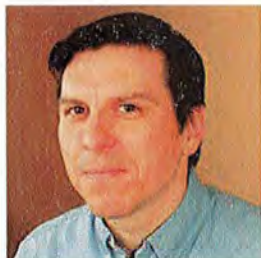
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ABOUT THE AUTHOR



John Ruch

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