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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 North Covington Historic District
other names/site number Midway

2. Location

street & number North Emory and Odum streets and Georgia (CSX) Railroad
city, town Covington (N/A) vicinity of
county Newton **code** GA 217
state Georgia **code** GA **zip code** 30209

(N/A) not for publication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:

Contributing

Noncontributing

buildings	46	10
sites	0	0
structures	1	0
objects	0	0
total	47	10

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.

R. Raymond Leaves
Signature of certifying official

4.20.00
Date

W. Ray Luce, Division Director and
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 5/26/00

() determined eligible for the National Register _____

() determined not eligible for the National Register _____

() removed from the National Register _____

() other, explain: _____

() see continuation sheet

Keeper of the National Register

Date

6. Function or Use

Historic Functions:

DOMESTIC/single dwelling
RELIGION/religious facility
TRANSPORTATION/rail-related
COMMERCE/TRADE/warehouse
AGRICULTURE/SUBSISTENCE/storage

Current Functions:

DOMESTIC/single dwelling
RELIGION/religious facility
TRANSPORTATION/rail-related
COMMERCE/TRADE/warehouse

7. Description

Architectural Classification:

MID-19th CENTURY/Greek Revival
LATE VICTORIAN/Queen Anne
LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS/Bungalow/Craftsman
OTHER: Folk Victorian
OTHER: Minimal Traditional

Materials:

foundation BRICK, STONE, CONCRETE
walls WOOD: weatherboard, BRICK, METAL: aluminum and tin, SYNTHETICS: vinyl
roof ASPHALT, METAL: tin
other N/A

Description of present and historic physical appearance:

Summary Description

The North Covington Historic District is a small, primarily residential area located three-quarters of a mile northwest of downtown Covington, the county seat of Newton County, just north of U.S. Highway 278. Architectural influences found within the district are Greek Revival, Queen Anne, Folk Victorian, Craftsman, and Minimal Traditional. House types include Georgian house, Georgian cottage, Queen Anne house, I-house, Queen Anne cottage, New South cottage, gabled-ell cottage, and bungalow. The oldest residence within the district is the two-story, Greek Revival-style Zachery-Echols House (c.1855). In the northern part of the district, there are houses which were constructed in the late 1940s representing the Minimal Traditional style. Also within in the district are the Georgia Railroad Depot (1885), two cotton warehouses (c.1900 and c.1920), and the North

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Section 7--Description

Covington United Methodist Church (1889, formerly Midway Methodist Church). The two main streets are Emory Street and Odum Street which run north-south. The Georgia Railroad (now CSX Railroad) tracks run east-west in the southern portion of the district where the depot and warehouses are located. The district occupies primarily level land and features an irregular street plan. Most of the building lots are rectangular and fairly small in size with the exception of several large, irregularly shaped lots facing North Emory Street. Residential landscaping is typical of the late 19th and early 20th centuries and is characterized by informal or picturesque garden and yard design.

Residential Buildings

The Greek Revival-style Zachery-Echols House was constructed c.1855 and is the oldest house in the district (photograph 3). The two-story, five-bay, frame building has a truncated hipped roof. The Georgian-type house is symmetrical with one-story, flat-roof, side-entrance porches with Tuscan columns on the west and east sides. The one-story, hipped-roof entrance portico also has Tuscan columns, and the entrance has a transom and sidelights. The siting of the house is unusual because it faces the intersection of North Emory and Echols Streets at an angle and is not perpendicular to either street.

Late 19th and early 20th century styles and types are well-represented in the district. Located at 4190 North Emory Street is an example of a Queen Anne-type and -style house. The frame, two-story house features a wrap porch with spindlework, turned posts, sawn brackets, and sawn ornamentation in the projecting gables. An example of the Folk Victorian style in the district is the frame I-house (photograph 12) located on Old Atlanta Road with its elaborate spindlework on the one-story porch. The Queen Anne cottage (photograph 13) located on North Emory Road has a wrap porch with square posts on brick piers, sidelights, and decorative shinglework and sawn ornamentation in the projecting front gable. A rather unusual example of Victorian-era styling is the brick house at 4250 Herring Street (photograph 18). The L-shaped, one-story house features a corner entrance with a semi-circular porch and elaborate brick corbeling in the gable ends and along the cornice line. There are several examples of the New South cottage type including 4154 Odum Street (photograph 8) and 4156 Herring Street (photograph 19). Located at 5185 Odum Street is an example of the gabled-ell cottage (photograph 5).

Popular in all regions of Georgia in the early 20th century, there are a few examples of the Craftsman style in the North Covington Historic District. An example of a front-gable bungalow is located at 5143 Odum Street. Craftsman-style details on this house include knee braces, square posts on brick piers, exposed rafters, and decorative shingles in the gable ends. Another example of the Craftsman style is the temple front cottage located on North Emory Street (photograph 11). The building features knee braces, square posts, and decorative shingles in the front gable.

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Within the district are a few example of the Minimal Traditional style, a precursor to the ranch houses of the 1950s and 1960s. An example of a Minimal Traditional house constructed in the 1940s is located at 5144 Echols Street and is characterized by a prominent front gable and long form.

Non-residential Buildings

The North Covington Historic District also includes several non-residential properties, most of which are located in the vicinity of the Georgia Railroad Depot. The Georgia Railroad Depot (photographs 14 and 15) was constructed in 1885 to replace the 1855 frame passenger and freight depot that had burned in 1884. The depot is a one-story, brick building with a long, narrow, rectangular form with a wide-eaved side-gable roof with triangular roof brackets and was used for passengers and freight. North Covington's remaining cotton warehouses exemplify the industrial area located around the depot. The c.1900 and c.1920 brick cotton warehouses retain their utilitarian long, wide form (photograph 16 on the right and photograph 15 on the left, respectively). The portion of the Georgia Railroad right-of-way that runs through the district is also a contributing property.

Located on North Emory Street, the North Covington United Methodist Church (formerly the Midway Methodist Church) was constructed in 1889 (photograph 1). The High Victorian Eclectic-style brick church is a symmetrical, front-gabled building with two projecting, hipped-roof anterooms on the front facade. Decorative detailing includes Gothic Revival-style buttresses, modillions, a gable truss, and brick corbeling. The paired, flat-arched windows have Queen Anne-style sashes with colored glass. Both of the two entrances on the front facade have a fanlight and paired, paneled doors. There are two compatible, nonhistoric additions at the rear of the 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
Transportation
Community Planning and Development

Period of Significance:

c.1844-1950

Significant Dates:

1844-Georgia Railroad constructed to Covington
1876-Midway Methodist Church (now North Covington United Methodist Church) founded
1888-Covington and Oxford Street Railroad completed

Significant Person(s):

N/A

Cultural Affiliation:

N/A

Architect(s)/Builder(s):

N/A

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Section 8--Statement of Significance

Narrative statement of significance (areas of significance)

The North Covington Historic District is significant as the historic core of North Covington which developed from c.1855 through the 1940s. North Covington was originally known as Midway, a community halfway between Covington and Oxford that developed soon after the arrival of the Georgia Railroad in 1844 and the construction of the first Georgia Railroad Depot in 1854. The North Covington Historic District is significant in the areas of architecture, transportation, and community planning and development.

The North Covington Historic District is significant in terms of architecture for its good, intact, and historic collection of a variety of house types and styles which have been identified as important in the historic context Georgia's Living Places: Historic Houses in their Landscaped Settings. The house types include Georgian house, Georgian cottage, Queen Anne house, I-house, New South cottage, gabled-ell cottage, bungalow, and side-gable cottage with hipped roof. The styles include Greek Revival, Queen Anne, Gothic Revival, Folk Victorian, Colonial Revival, Craftsman, and Minimal Traditional. The district is also significant for its transportation-related architecture. The Georgia Railroad Depot is an excellent and intact example of a late-19th century depot, and the two early-20th-century cotton warehouses retain their simple design and form. The district is also significant for the High Victorian Eclectic-style North Covington United Methodist Church, which has elements of the Gothic Revival, Italianate, and Queen Anne styles.

The North Covington Historic District is significant in the area of transportation for its association with the Georgia Railroad (now CSX Railroad). The railroad played a significant part in the development of North Covington. The rail line was constructed from Madison to the Chattahoochee River and reached North Covington in 1844. With the construction of the first passenger and freight depot in 1854, the area, known as Midway at the time, became the center of rail transportation for nearby Covington. Numerous warehouses, cotton processing resources, and other industrial buildings were constructed near the depot and served as an important part of Covington's economy during the late 19th and early 20th centuries. The rail line itself as well as the depot and warehouses reflect the community's transportation history.

The district is significant in the area of community planning and development as the center of transportation and cotton processing for nearby Covington. The arrival of the Georgia Railroad during the mid-century stimulated the development of North Covington and led to North Covington being an agri-industrial section with many cotton warehouses, compresses, cotton oil mills, and fertilizer plants. Because the low-lying areas along the Alcovy River to the east of Covington would require the construction of several trestles, Georgia Railroad officials wanted the railroad to run farther north through Oxford. However, residents of Covington convinced the railroad to construct the line along the city's northern outskirts. The establishment of the Covington and Oxford Street

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Railroad mule-drawn streetcar service in 1888 from downtown Covington to the depot and northwest to Oxford provided a convenient access to downtown and led to an increase in residential development in North Covington. The path of the railroad through Covington's outskirts precipitated the development of the Midway (North Covington) community, the railroad corridor, and the streetcar line to connect Covington and the main line railroad.

National Register Criteria

The North Covington Historic District is eligible for the National Register of Historic Places under Criterion A for its significance in the transportation and developmental history of the area north of downtown Covington known as North Covington (formerly the community of Midway). The district is eligible under Criterion C for its variety of good and intact examples of architectural styles and types of residential, community landmark, and transportation-related resources.

Criteria Considerations (if applicable)

N/A

Period of significance (justification)

The period of significance begins with the construction date of the oldest extant resource associated with the development of the community of North Covington (formerly known as Midway)--the 1844 Georgia Railroad (now CSX Railroad) right-of-way with its tracks--and ends with the end of the historic period, 1950.

Contributing/Noncontributing Resources (explanation, if necessary)

The contributing resources within the North Covington Historic District were constructed during the period of significance and retain their historic integrity. The noncontributing resources either have lost their integrity through severe alterations or were constructed after the period of significance. The one contributing structure is the Georgia Railroad (now CSX Railroad) right-of-way with its tracks.

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Developmental history/historic context (if appropriate)

NOTE: The following historical narrative was prepared by historic preservation consultant John A. Kissane, Athens, Georgia. "North Covington Historic District," Historic District Information Form, September 1997. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia.

First known as Midway, the community of North Covington originated in the 1840s upon completion of the Georgia Railroad through Newton County. Prior to that time, however, the land that now makes up the North Covington Historic District was occupied by several large farm properties that included houses constructed during the 1820s and 1830s. No houses dating from this early period exist within the proposed boundary of the North Covington Historic District. The c.1855, two-story, Greek Revival-style Zachery-Echols House, located at 5160 Echols Street, is the oldest residence within the district.

The sequence of events leading to construction of the Georgia Railroad through the Covington area of Newton County is somewhat complicated. One of the early plans was for the railroad line to pass through extreme northern Newton County in an almost straight line from its crossing point over the Alcovy River in the east toward the DeKalb County town of Lithonia in the west. Negotiations between officials of the Georgia Railroad and Banking Company and the Middle Branch Railroad Company eventually resulted in the selection of a different route. These companies were two of the earliest railroads to become established in Georgia in the 1830s. The Middle Branch Railroad Company was organized by a group of Newton County residents who wanted to establish a line from the Chattahoochee River to Covington and further east to Madison. Officials of the Georgia Railroad and Banking Company had a similar route in mind but wanted it placed five or six miles north of Covington. The situation was first resolved 1838 when the board of the Middle Branch agreed to give up plans to build a line on the condition that the Georgia Railroad be planned to pass near Covington. When the actual surveying and route planning began in 1842, however, the Georgia Railroad determined that the swampy area along the Alcovy River should be avoided. Constructing the line through this area would require building several trestles at considerable extra expense. Therefore, Georgia Railroad officials proposed that the line be moved north of Oxford, but this was not acceptable to most residents of Newton County. A compromise was finally made to construct the line just north of the Covington, roughly midway between Covington and Oxford. In 1844, the new line reached the Covington vicinity at the present location of the Georgia Railroad Depot.

The origin of the name "Midway" is not known for certain, nor is the year when this name first became common. It seems likely that for at least a decade there was no name given to the vicinity. It is possible the community was first called Midway as early as the 1850s or 1860s, due to its physical

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location between Covington and Oxford. No records have been found describing a Georgia Railroad depot in Covington prior to the completion of the first freight and passenger depot in 1855 at a cost of \$3,555.54. It is assumed, however, that at least a temporary structure was utilized during the preceding eleven years.

The oldest residence in the district, commonly known as the Zachery-Echols House (photograph 3) is located at 5160 North Emory Street and is believed to have been built about the same time as the first permanent railroad depot in 1855. Deeds do not specifically mention a building on the property until 1874, when Sara Jane Echols purchased it at the estate auction of Lewis Zachery. Lewis Zachery was elected sheriff of Newton County in 1850 and served on a committee appointed to oversee construction of a new courthouse in Covington in 1855-1856. He acquired seven acres of land from Thomas Franklin Jones in 1854. Jones was a local attorney and builder who constructed the second Newton County Courthouse in 1856. Although it has not been substantiated by any documentation, it seems quite possible that Thomas F. Jones constructed the house for Lewis Zachery shortly after selling the land to him.

Although no Civil War battles were fought in the Covington vicinity, people in the area were witness to the wrath of war during the summer and fall of 1864. During much of the war, the Georgia Railroad was an important link between Atlanta and Richmond and was utilized for the moving troops, weapons, clothing, food and other supplies, all of which passed through North Covington. In July 1864 with the Battle of Atlanta about to get underway, General William Tecumseh Sherman directed his Union forces to cut off transportation routes between Georgia's capital city and the rest of the state. On July 20, 1864, Sherman instructed Brigadier General Kenner Garrard to lead his three brigades from Decatur to Covington by way of Lithonia. The primary purpose of this assignment was the destruction of the railroad between Lithonia and Covington, and Garrard's raiders reached Covington on July 22, the same day that the Battle of Atlanta began. Two days later Garrard filed a report detailing the destruction, which included burning "the depot and considerable quantity of quartermaster and commissary stores at Covington." Local citizens also reported that a great deal of private property was destroyed. The depot was not burned to the ground but was heavily damaged and had to be virtually reconstructed following the war. It was not until 1868 that the Georgia Railroad was repaired enough for regular passenger service to resume between Atlanta and Augusta. In 1884, the depot was destroyed by fire and was rebuilt in its present form.

Midway Methodist Church was established in the early or mid-1870s. For more than a decade, services and other functions were held in several residences near the tracks of the Georgia Railroad. In 1888, Mrs. A. D. Echols, a member of the church, donated land for construction of a church building, and the present church was completed the following year. Before Emory University moved from Oxford to Atlanta, many theological students from the institution received training at Midway Church. In the 1920s, the name of the church was changed to North Covington Methodist Church

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and later to North Covington United Methodist Church. It is believed that the community as a whole became known simply as North Covington at this same time.

Little is known about the extent of development around the Georgia Railroad Depot prior to the Civil War. In the decades that followed, however, the area became quite an important commercial and industrial center. By the turn-of-the-century, activities in the vicinity of the depot included a cotton gin, the production of various cotton-related products such as cotton oil, and the transport of cotton and cotton-related products to other locations. The establishment of Porterdale Mills southwest of Covington in 1890 and the opening of Covington Cotton Mills a short distance to the east of North Covington in 1901 were important developments. The Covington and Oxford Street Railroad was established in 1888 and provided mule-drawn streetcar transportation between downtown Covington and the Georgia Railroad Depot and on to Oxford. This service increased activity at the depot and also gave North Covington residents a convenient way to get to downtown Covington. The mule-drawn streetcars operated until 1917.

Early 20th century Sanborn Fire Insurance Maps provide some important information about North Covington, particularly the area near the depot. In 1901, establishments such as W.C. Clark & Company Cotton Warehouse (photograph 15), Conyers Compress Company Cotton Compress (no longer extant), Dearing and Shields Railroad Mills Flour and Corn Meal and Cotton Gin, Farmers Alliance Cotton Warehouse (photograph 16 on the left), Gate City Oil Company Ginnery, A.N. Hays Fertilizer and Cotton Warehouse (no longer extant), and Thompson and Farmer Planing Mill and Lumber Warehouse. There were also at least two grocery stores on the east side of Railroad Avenue (now North Emory Street) in 1901.

The 1909, 1916, and 1923 Sanborn Maps indicate that some changes were taking place near the depot in the early 20th century, but the area apparently continued to thrive through this period. Most significant on the 1909 map is the presence of the N.S. Turner Cotton Compress and Warehouse on the west side of Railroad Avenue. (This building, though no longer standing, survived until the early 1990s.) The Briscoe Marble & Granite Company appears on the 1909 map. The Conyers Compress and Dearing and Shields Railroad Mills had both gone out of business and one grocery store had been removed.

By 1916, the Newton County Oil Mills had become established east of Railroad Avenue, but otherwise there was little change from 1909. The 1923 maps indicate the addition of the Nixon & Porter Cotton Gin and a grist mill and seed house. A portion of North Covington's residential development is shown on the 1923 maps as well. Until 1923, there was no Sanborn Map coverage of the residential portion of North Covington.

The decades of the 1920s and 1930s brought change to Covington and Newton County, including North Covington. The agricultural crisis caused by the boll weevil was felt by nearly everyone, and

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Section 8--Statement of Significance

since most of North Covington's businesses were in some way related to cotton, this was especially true in the small community. The Great Depression of the 1930s was just an extension of the difficult times, and almost no new houses were built in North Covington during the 1920s and 1930s.

Since the Second World War, some of the most significant developments in North Covington have been related to transportation changes and improvements. The construction of U.S. Highway 278 just south of the depot area resulted in a major barrier between North Covington and the rest of the town. In addition, the commercial development that sprang up along U.S. 278 eventually took away most business from the few stores and restaurants in operation near the depot, and all have since closed. Construction of Interstate 20 between North Covington and Oxford has also brought change, including an increase in traffic utilizing North Emory Street to gain access to the highway. In 1983, the last passenger train passed through North Covington, but freight trains continue to pass through the community on a regular basis. Regardless of these changes, North Covington remains a desirable place in which to live and has experienced growth in recent years. The historic integrity of the community is largely intact, and several rehabilitation and restoration projects have been completed recently. One of the most significant of these was the rehabilitation of the Georgia Railroad Depot for use as a restaurant in the early 1980s. The building had fallen into disrepair but is once again serving a useful function for the community and people of the surrounding area.

9. Major Bibliographic References

Brookin, James. Interview with John A. Kissane. Spring 1997.

Covington News. Various issues.

Covington Star. Various issues.

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

King, Charles. Interview with John A. Kissane. Winter 1997.

Kissane, John. "North Covington Historic District," Historic District Information Form, September 1997. On file at the Historic Preservation Division, Georgia Department of Natural Resources, Atlanta, Georgia.

Lamberson, Peggy. Main Street Covington: From its Creation to Modern Times. Dexter, Michigan: Thomson-Shore, Inc., 1995.

Newton County Deed Records.

Newton County Tax Records.

Newton County Historical Society. History of Newton County, Georgia. Covington: Newton County Historical Society, 1988.

Sanborn Fire Insurance Maps (City of Covington, Georgia). New York, NY: Sanborn Insurance Company. 1901, 1909, 1916, 1923.

Williford, William B. The Glory of Covington. Second edition. Atlanta: Cherokee Publishing Company, 1988.

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 #**

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Section 9--Major Bibliographic References

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):

- Ne-C-1220
- Ne-C-1222 - Ne-C-1226
- Ne-C-1231
- Ne-C-1322 - Ne-C-1333
- Ne-C-1346
- Ne-C-1373 - Ne-C-1376
- Ne-C-1379 - Ne-C-1381
- Ne-C-1384
- Ne-C-1392
- Ne-C-1397 - Ne-C-1398
- Ne-C-1413
- Ne-C-1454 - Ne-C-1455

10. Geographical Data

Acreege of Property Approximately 32 acres.

UTM References

A)	Zone 17	Easting 234370	Northing 3722380
B)	Zone 17	Easting 234500	Northing 3721980
C)	Zone 17	Easting 234380	Northing 3721750
D)	Zone 17	Easting 234040	Northing 3722180

Verbal Boundary Description

The boundaries of the North Covington Historic District are indicated on the attached tax maps with a heavy black line, drawn to scale.

Boundary Justification

The boundary includes the intact, contiguous, historic resources associated with the development of North Covington. Interstate Highway 20 runs north of the district. The area west of the district is non-historic residential. The area east of the district is undeveloped land and industrial. Non-historic commercial development is located south of the district along U.S. Highway 278 which separates North Covington from Covington.

11. Form Prepared By

State Historic Preservation Office

name/title Gretchen B. Kinnard/National Register Coordinator
organization Historic Preservation Division, Georgia Department of Natural Resources
street & number 500 The Healey Building, 57 Forsyth Street
city or town Atlanta **state** Georgia **zip code** 30303
telephone (404) 656-2840 **date** April 18, 2000

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

name/title John Kissane
organization N/A
street and number 310 Three Oaks Drive
city or town Athens **state** Georgia **zip code** 30607
telephone (706) 613-7307

consultant
 regional development center preservation planner
 other:

(HPD form version 02-24-97)

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Photographs

Name of Property: North Covington Historic District
City or Vicinity: Covington
County: Newton
State: Georgia
Photographer: James R. Lockhart
Negative Filed: Georgia Department of Natural Resources
Date Photographed: July 1998

Description of Photograph(s):

- 1 of 20: North Covington United Methodist Church (formerly Midway Methodist Church), North Emory Street; photographer facing southeast.
- 2 of 20: Northwest corner of North Emory and Echols streets; photographer facing north.
- 3 of 20: Zachery-Echols House, northeast corner of North Emory and Echols streets; photographer facing north.
- 4 of 20: Northwest corner of Echols Street and Hillcrest Drive; photographer facing northwest.
- 5 of 20: Odum Street; photographer facing southwest.
- 6 of 20: Odum Street; photographer facing southwest.
- 7 of 20: Odum Street; photographer facing northwest.
- 8 of 20: Odum Street; photographer facing northeast.
- 9 of 20: North Emory Street; photographer facing northwest.
- 10 of 20: North Emory Street; photographer facing northwest.
- 11 of 20: North Emory Street; photographer facing northeast.
- 12 of 20: Old Atlanta Road; photographer facing southwest.
- 13 of 20: North Emory Street; photographer facing northwest.

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Photographs

- 14 of 20: Georgia Railroad Depot and tracks, North Emory Street; photographer facing southeast.
- 15 of 20: Georgia Railroad Depot, North Emory Street; photographer facing northwest.
- 16 of 20: Warehouses, Guinn Street; photographer facing west.
- 17 of 20: Herring Street; photographer facing northwest.
- 18 of 20: Northeast corner of Herring and Odum streets; photographer facing northeast.
- 19 of 20: Herring Street; photographer facing northwest.
- 20 of 20: Southwest corner of Odum and Echols streets; photographer facing northwest.