
THE HISTORY GROUP INC.

RESEARCH • DOCUMENTATION • PRESERVATION • EXHIBITS • ORAL HISTORY • ARCHIVES

EAST POINT, GEORGIA

PRELIMINARY CASE REPORT
PROJECT CS 520,
CS 540

MARTA PURCHASE ORDER NUMBER 340041

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April 1983

Methodologies

During February and March 1983, Roth Associates (The History Group) undertook cultural resource investigations which would identify and determine the impact of MARTA rapid rail line construction upon architectural and historical resources in East Point. Potential archaeological resources were also identified from archival searches and so incorporated into the surveys.

The project area was defined by MARTA to be that property which bordered any rail or related road construction within one block on either side of proposed construction and within the city limits of East Point. The archaeological impact area was restricted to those parcels to be acquired by MARTA.

Investigations proceeded with literature searches through bibliographies and indices to local government documents, to court and legislative records, manuscript collections, through standard histories of Atlanta, to historical fire insurance maps, railroad records and real estate plats. Research was conducted at the following locations: the Fulton County Courthouse, the East Point Planning Department and East Point Historical Society, Emory University, the

Atlanta Historical Society, the Georgia Department of Archives and History, the Georgia Institute of Technology and the State Historic Preservation Office. Simultaneously, a comprehensive windshield/walking tour of the area was conducted in order to complement the literature search and to forecast architecturally significant districts and individual properties which might come under National Register consideration.

As a result of the preliminary architectural reconnaissance, four areas in East Point were identified as targets for site-specific research and potential eligibility for the National Register. The evaluation of these areas as focal points for the investigation was based on three considerations: 1) the extent of impact in the areas identifies; b) the historical relationship of these buildings and properties to East Point's physical development; and--to a lesser degree--c) the architectural value of these structures individually and collectively. The four areas identified for study will be hereafter referred to as 1) Early Jefferson Park, including Wadley Avenue, Bryan Avenue and Jefferson Avenue; 2) Main Street between Ware and Cleveland Avenues; 3) Colonial Hills, a subdivision in northern East Point; and 4) Martin Street at the Station Area, site of an Atlanta and West Point Railroad freight and passenger depot and other 19th and early 20th century factory buildings.

The primary aim of the literature search was to produce a historiographic understanding of East Point's physical development, that is, its social, political and economic past as related to its physical growth and change. This brief account was intended to reinforce architectural findings and pinpoint potential archaeological sites. As a second objective the search was aimed at confirming or denying the National Register potential of the four above named areas of East Point so that, if necessary, MARTA might prepare to comply with Federal regulations 36 CFR 800 concerning federally funded impact of historic and cultural properties.

Several physical and historical givens affected the literature search and the methodologies of investigation. One, East Point has traditionally been viewed as a part of Atlanta and, as a result, specific references to it in standard histories and industrial accounts are rare. Secondly, the physical development of East Point experienced intermittent starts and stops, and more or less constant redevelopment and reconstruction on its original land lots. None of this change has been well documented, therefore, an understanding of architectural and city development was difficult to reach. In fact, in 1979 when consultants first viewed the city in order to reach a preliminary understanding of its resources, it was suggested that no significant resources would be impacted

by MARTA construction. With this current survey report comes a first and firmer understanding of East Point's cultural resources and its changing character as dictated by transportation and industrial developments there.

As they affected local settlement and economic strength, these transportation and industrial elements were found to be as follows: the c. 1849 completion of the junction of the Atlanta and La Grange Railroad (Atlanta and West Point) and the Macon and Western Railroad (later the Central of Georgia); the location of New South industries in East Point between 1880 and c. 1920; the construction of the Georgia Electric and Railway Company's trolley through East Point in 1899; and the failure of industries in East Point beginning in the late 1920s.

The most reliable and significant source of information came from a 1971 Georgia State University masters thesis, "East Point, Georgia: A History, 1821-1930" by Rebecca Foltz Dodd. The East Point Historical Society furnished two other sources which were also important but less scholarly in their approach. These were one, Samuel N. Thompson, "History of East Point, Georgia," a series of typed and incomplete articles written for Atlanta's Suburban Reporter in 1933 and 1934. Thompson was an active and civic-minded resident of East Point who, having moved there in 1869, observed East Point's development

from a farming community to a large industrial town by 1900, and Atlanta suburb by his death in 1948. The collection of articles by Thompson recount all phases of life in East Point before 1900 and constitute an informal, but extensive local tradition. Lastly, the Pictorial History of East Point, Ga., 1982, published by the East Point Historical Society served to provide early views of the city, its industrial and residential structures.

Other sources were valuable in studying East Point. The Atlanta Historical Society and University of Georgia's map collections yielded 1911 and 1931 Sanborn Maps which helped to document the growth of the city between those years. The Atlanta Public Library provided real estate maps and tax lists as well as 1928 USGS maps. The Fulton County Courthouse yielded real estate plats for residential developments in East Point and railroad companies provided information on the Central of Georgia and A & W P Railroads. Other information was gathered from interviews with East Point residents, members of the historical society, city officials and building owners.

The lack of good previous historical studies relating to East Point hampered efforts to pinpoint the town's development in relation to Atlanta and within its own right. Histories of Fulton County and state industrial statistics give only a few sentences or paragraphs to the town.

Coverage in Garrett's Atlanta and Environs is equally slight. The East Point Historical Society is a very new organization; it has compiled a picture book of East Point history but no reliable narrative as yet. Its efforts in architectural preservation are equally new and inexperienced, however, enthusiastic and committed. While the East Point Planning Office was able to provide current information on planning objectives, their awareness of information concerning the city's past and the cultural value of MARTA-impacted properties was low. Again, the single most important source was the Dodd thesis; however, this work was primarily concerned with social and political history as opposed to physical development, neighborhood character, industrial building or other cultural elements bearing on the study of impacted resources in East Point.

The architectural survey proceeded over a period of approximately two months of windshield and sidewalk surveying as the physical resources of East Point slowly emerged from obscuring layers of redevelopment. A preliminary windshield survey of the impact area was conducted, followed by a second windshield survey in which notations were made on MARTA parcel maps. From the notated maps, the four previously mentioned areas were identified for further investigation. After photographic surveying of these sections--Early Jefferson Park,

Main Street, Colonial Hills and the Martin Street industrial sector--and after consultation with State Historic Preservation and MARTA officials, and a preliminary review by the HPS, DNR, it was decided that only the Early Jefferson Park and Martin Street industrial areas appeared potentially eligible and should receive Determinations of Eligibility for National Register listing. As part of this case study report Georgia inventory forms were completed for structures in both of these districts. Complete DOE reports on the districts will be developed separately in accordance with SHPO and MARTA decisions.

Since MARTA design work proceeded under the 1979 assumption that no significant resources existed in East Point, it became inevitable that some potentially eligible structures were to be either destroyed or otherwise directly impacted by construction. These were found to be 1) the A & W P Freight and Passenger Depot (demolished by the Railroad), 2) the Dixie Culvert Co., 3) buildings on Main Street between Cleveland and Ware Avenues, and 4) residences on Wadley Avenue of Early Jefferson Park. Georgia inventory forms were completed for all of these sites. Mitigation for these properties will be determined in the Memorandum of Agreement (s800.6 (c) as set forth in the Code of

Federal Regulations.

The State, MARTA and its consultants have determined that "there are no feasible and prudent alternatives that could avoid or satisfactorily mitigate the adverse effects" on these properties. There, the Memorandum will be executed in order to acknowledge that this action is in the public interest, and in order to specify "any recording, salvage, or other measures to minimize the adverse effects that shall be taken before the undertaking proceeds." As mentioned above, Determinations of Eligibility will be executed for other East Point Properties which will receive indirect impact, namely, the Early Jefferson Park and Martin Street industrial areas. It was determined in an on-site inspection by State Architectural Historian, Richard Cloues, that the Colonial Hills subdivision was not eligible for National Register consideration. As a result, photography, but not completed inventory forms, was executed for this area. We recommend copies of all such remaining photography of sites or other architectural information which might affect future significant sites will be deposited at the East Point Historical Society. In this way the city can begin its own cultural custodian efforts and enhance local appreciation of East Point resources.

The potential for archeological investigations in East Point is complicated by the extensive surface impact on potential sites. Consultants were responsible only for the identification of potential sites through documentary sources, but a walkover of those sites was undertaken to clarify both the potential for archeological recovery and its difficulties. The literature search showed East Point to be a site of extensive Civil War fortifications: Six cannon forts and lines of breastworks were constructed around the intersecting railroads, the last open supply channel for Atlanta during Sherman's seige. Remains and artifacts from a Confederate hospital and burial yard were disturbed during the construction of industrial works along Martin Street in the late 19th century. Other instances of artifact discoveries and disturbance occurred during recent power line construction, building foundations and the like. In short, from maps and other documents it was determined that Civil War artifacts in East Point were or, at least, had been present in some numbers, but that construction had disturbed the sites and so had persons picking over the areas for Civil War souvenirs. Results of the walkover of these sites is discussed in the section on archeological findings.

Historical Findings

The history of East Point can be divided into four developmental periods, with a highpoint in each marking a significant demographic, physical or economic event. The first period, 1821 to 1849, includes the years of earliest white settlement and the construction of the juncture of the two railroads which would govern the city's future growth. The second period, 1849 to 1887, is highlighted by the incorporation of the town in 1887 and the erection of East Point's first major industrial concern in 1880. If it can be said that East Point experienced a boom, that economic highpoint occurred in the third historical period, twenty years before and after 1900. For its excellent rail connections, East Point became a mecca for New South transportation and agricultural industries. Like the neighboring train town, Oakland City, East Point developed into something more than a stop on the railroad during this period. A commercial Main Street developed; automobile and landscaped suburbs were built for laborers and white collar workers in East Point's factories. The last historical period, from the late 1920s to the present, is characterized by the loss of nearly all industry in the area and the depression of both population and economic growth. As agricultural markets failed in the Great Depression, and as the transportation revolution rendered East Point's buggy and wagon factories obsolete, the town faced bleak years of little or no stability.

The future and character of East Point today is dependent on Atlanta and Airport commuters. As it began, a railroad junction six miles south of Atlanta, so East Point remains a suburban community of Atlanta with its own light industry and, soon, a significant transportational feature: a MARTA station.

White settlement and Railroad Construction

Originally occupied by Creek Indians, the land on which East Point was built was purchased by the United States in the 1821 Indian Springs treaty.¹ The earliest white settlers of this land established a pattern of farming and mill working which was to characterize the economy of the East Point until the late nineteenth century. For example, David Connally and his family began operation of a plantation in the area c. 1825. On several hundred acres, Connally's slaves cultivated cotton and wheat for the Atlanta market. Further, he operated a grist mill, saw mill, a school and church for the local residents.² By 1860, sixteen other families had joined Connally in this self-sufficient, land-oriented existence on the land that was to become East Point.

Except for its proximity to Atlanta and that city's need for railroad connections south and west, East Point might easily have remained a rural village. In tandem with the national railroad boom of the 1840s and 1850s, the Georgia legislature sought to extend the lines from Atlanta to points west, through LaGrange, and south, through Macon. The Macon

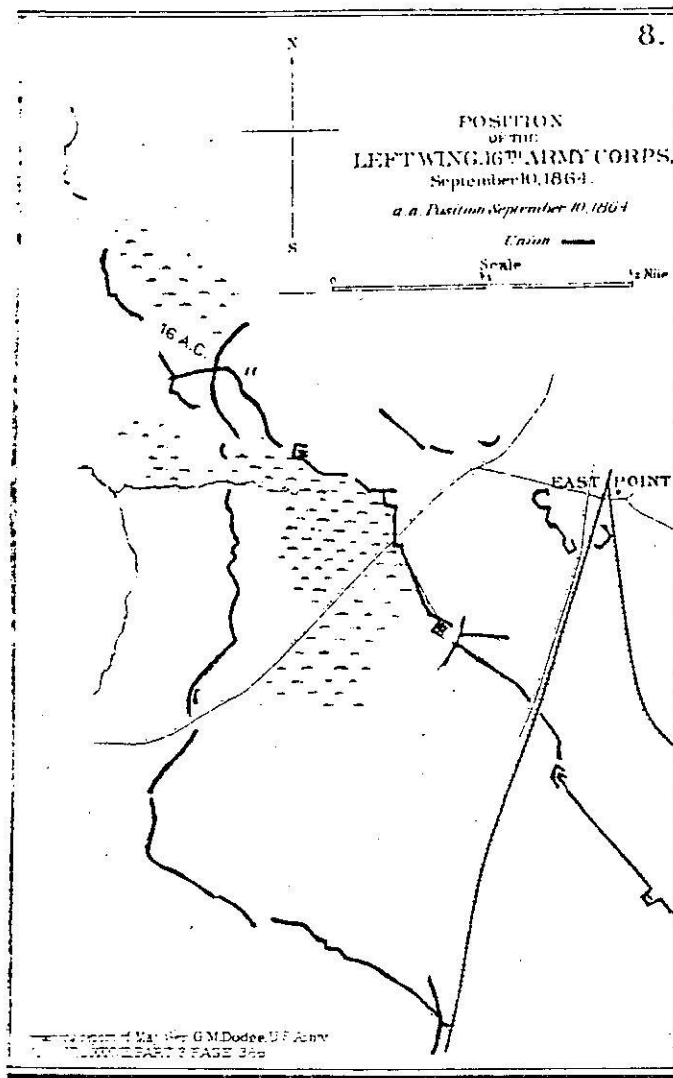
and Western Railroad (later the Central of Georgia) laid rail to Macon by 1846. By 1849, the Atlanta and LaGrange (later Atlanta and West Point) constructed its westward line from the point, south of Atlanta, where the Macon line turned southward. This transportation feature became East Point. The Macon and Western Railroad controlled the "most direct and cheapest route"³ from Atlanta. Thus, after negotiating the mutual use of the Macon and Western rail from a distance six-and-one-half miles below Atlanta, the A & W P's chief engineer selected the future site of East Point to begin construction of the LaGrange line. The spot was known for many years as the geographical location, East Point, that is, the eastern end of the Atlanta and LaGrange tracks. The first formal recorded use of the name East Point came in 1851 when a United States Post Office was established there.⁴

Incorporation and Industrial Growth

East Point did not immediately develop the industrial base that might have been predicted for the propitious intersection of railroads in the town. The junction first attracted attention during the Civil War as the last and primary supply line to the city of Atlanta from points south as Sherman closed off other supply routes from the north. Confederate forces constructed lines of earthen breastworks and six canon forts to protect the railroad intersection of East Point.⁵

The position of Federal troops after penetrating these Confederate forces is outlined on the map below. (No map was found depicting precise Confederate positions.) The 16th Army Corps remained in East Point about three months, until November 1864, when Sherman began his campaign toward Savannah. During the occupation of East Point, most buildings and fields were destroyed. Tradition holds that only the railroads, water and wood tanks remained. In Thompson's "History of East Point" there is mentioned a Confederate hospital and burial yard, an arsenal, canon forts and lines of breastworks built within the city.⁶ Thompson goes on to describe the many finds and citizen interest in the Civil War relics into the mid-twentieth century. However, the only evidence of East Point before the Civil War and during its occupation remains in such literary accounts. If any physical evidence exists of ante-bellum or War time East Point, it has been obscured by Reconstruction and twentieth century development and might only be recovered in archeology or construction excavations.

A farm economy revived in East Point in the 1860s and 1870s, but East Point's stability remained subservient to Atlanta. All farm output was trained to Atlanta for processing or sale. In the 1880s East Point's economic make-up began to convert to a suburban industrial base. The suburbanization of American cities flourished in the



From: Official Records of the Union and
Confederate Armies, 1880-1901

1880s, as roads, railways and streetcars brought workers and services in and out of cities. The Central of Georgia and Atlanta and West Point Railroads found their commuter traffic increasing yearly between Atlanta and its growing factory suburb, East Point. The Newnan Road, had been the only, and often impassable, trace between Atlanta and East Point. In the 1880s Main Street was built parallel to the railroad opening better street transportation between the two locales. Simultaneous to these improvements came the incorporation of the town and the promotion of East Point as a convenient suburb to Atlanta, a prime industrial and residential location.

As described by the Act of Legislature, approved August 10, 1887, East Point's town limits were specified to be extending

from the junction of the rights-of-way of the Central and Atlanta & West Point Railways, north from said point three-fourths of a mile, north from said point three-fourths of a mile and south five-eighths of a mile, and east and west one-half mile from said point, forming a parallelogram one and three-eighths miles long (north and south) and one mile wide (east and west).⁷

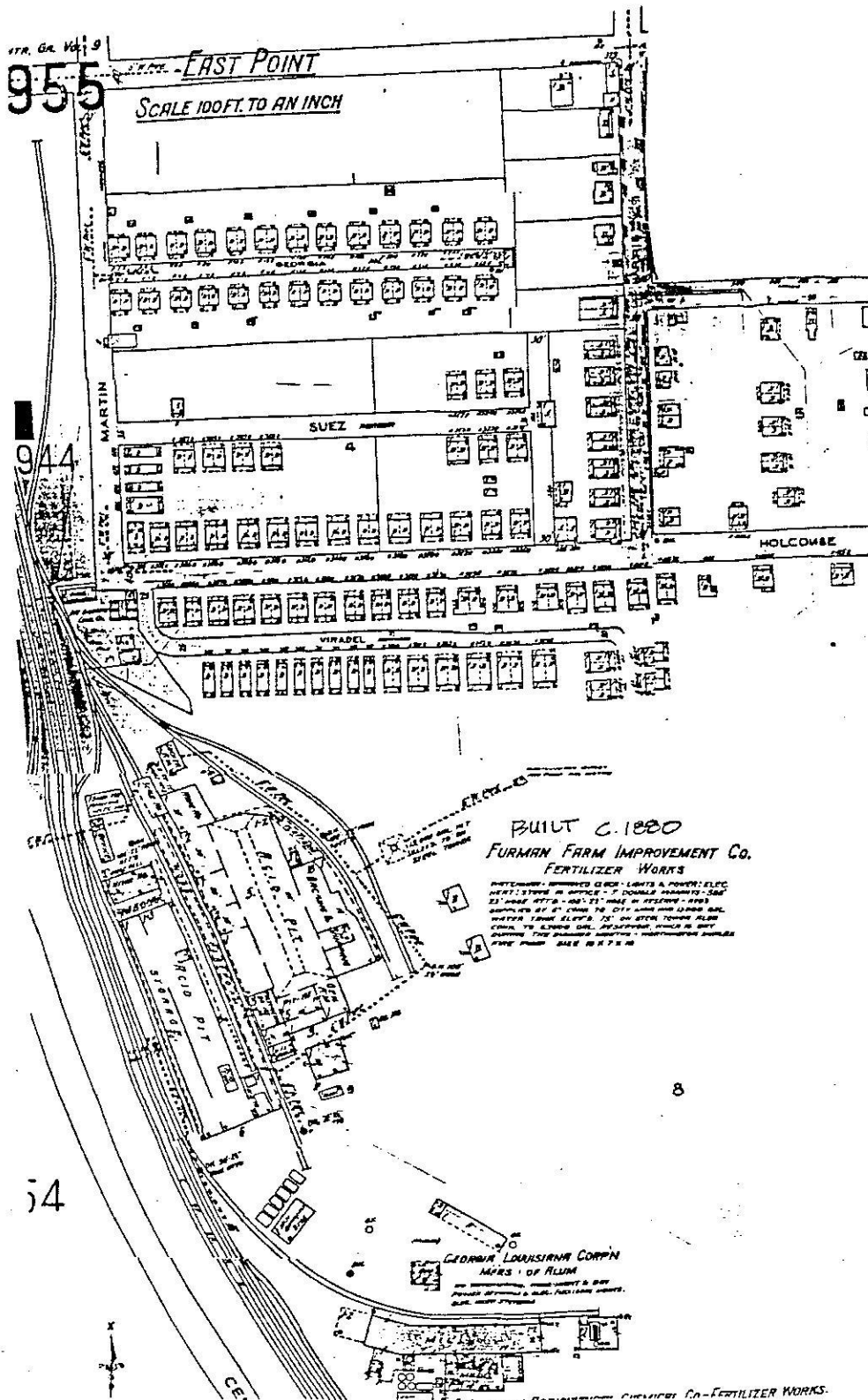
In the seven years leading up to its incorporation, East Point had succeeded in attracting the Furman Fertilizer Works (1880) and the White Hickory Wagon Works (1884).⁸ These two substantial industries employed hundreds of workers and quickly led to the attraction of both other industries and residents to East Point. A physical pattern of industrial works surrounded by laborer housing marked the early growth

of the town. In the accompanying reproduction of a 1911 Sanborn Map the relationship of railroad to factory, and factory to worker housing is graphically demonstrated in the site of the Furman Fertilizer Works. Similar patterns of industrial and residential expansion were to be repeated as other important factories and real estate companies sought land in East Point at the dawn of its heyday.

East Point's Boom Years

East Point is six miles from Atlanta, a self-sustaining town with factories, energy, a bright future, everything to make investments there pay handsome profits. Two railroads pass through it with suburban trains every few minutes . . . One and one-half miles from College Park, where the schools are unsurpassed. East Point is an excellent town for a home, a splendid location for a business or manufacturing. A mistake cannot be made in a town so close to Atlanta with so many advantages.⁹

In 1897, when Green and Matthews advertised East Point's attractions above, they were seeking buyers for building lots and hoping to participate in East Point's real estate boom. With the growth of industry in the town, population figures multiplied and the need for housing with it. In 1880, 195 people resided in East Point; in 1890 738; by 1900 1,315 citizens lived in East Point.¹⁰ Real estate developers were quickly buying up farmlands in East Point and converting them into building lots for the growing town populace.



1911 Sanborn Map
 Furman Farm Improvement Company

Between 1900 and 1917, many changes were to take place in accordance with the developer's and the city's desires to see the town prosper. In 1899 the Atlanta Railway and Power Company extended its electric trolley streetcar to East Point from the West End section of Atlanta. The inexpensive trolley fare allowed more East Point residents to afford living in the town and commuting to Atlanta for work. Conversely, residents of south Atlanta could easily reach East Point's factories and, in this way, a large pool of workers was garnered for the growth of industry in East Point.

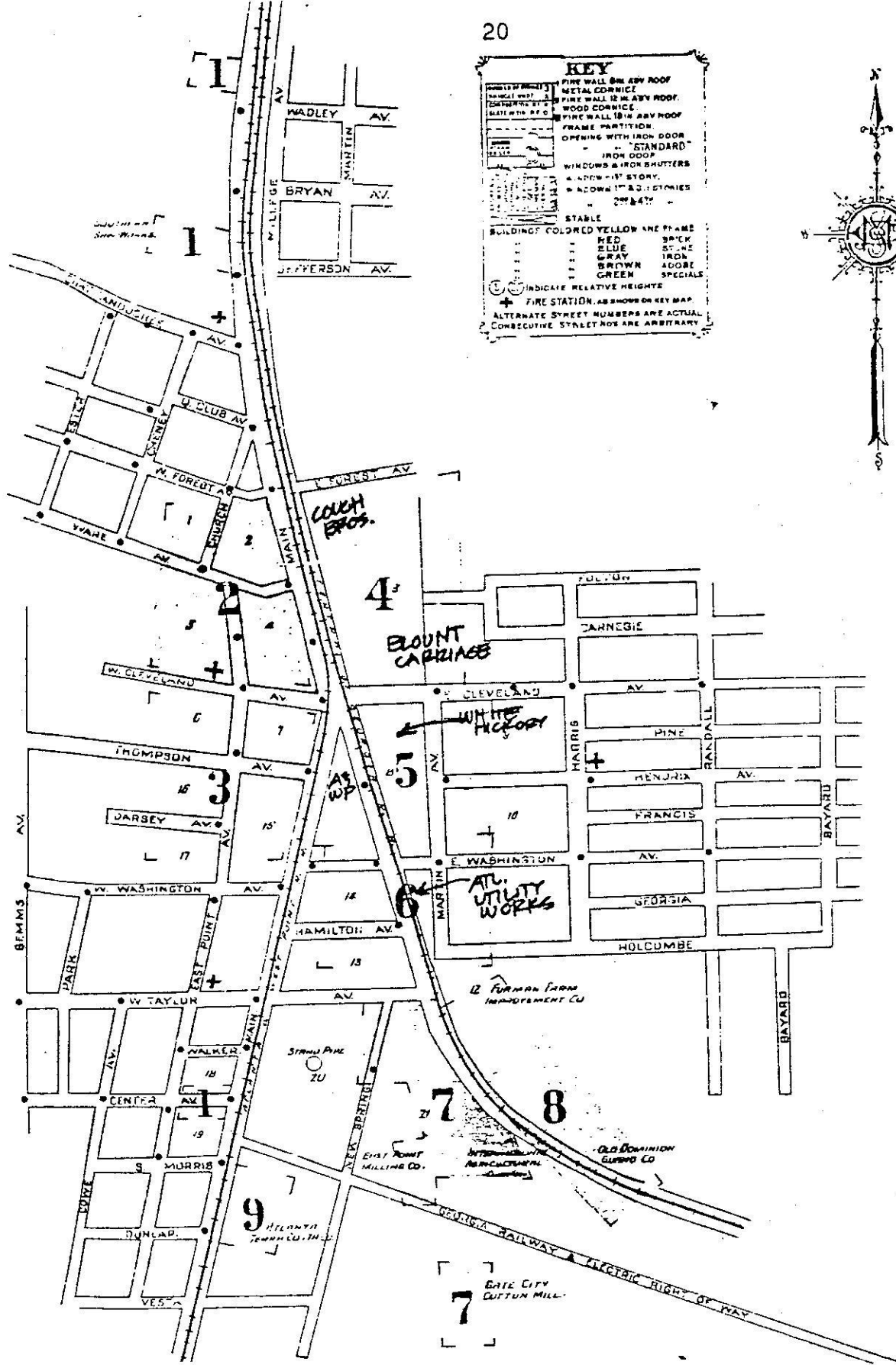
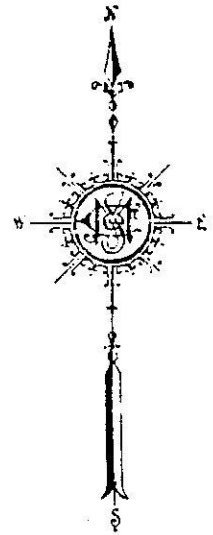
Opposite the trolley and train tracks, a commercial Main Street developed which would follow behind industrial growth in East Point. Even though East Point residents now took the trolley into Atlanta to shop, retail businesses continued to be built along Main Street in the early twentieth century. Prior to World War I, stores along Main Street included meat markets, feed stores, dry good stores and groceries--exactly the type of retail concerns one would expect to find in a railroad market town. Three banks and two newspapers operated in the commercial district of the town before World War I. Although renovation, demolition and City efforts to conserve the downtown have altered the Main Street district, something of the commercial strip's character remains in the one and two story brick buildings still facing the train tracks. Always, these

commercial storefronts operated as the handmaiden of the factories; manufacturing remained the economic mainstay of East Point throughout this third period of development.

By 1907, over a dozen industries had erected factories in East Point. As listed in the East Point telephone directory, the names of some of these companies were Atlanta Fertilizer and Turp Company; Furman Farm Improvement Fertilizer Company; Old Dominion Guano Works; Piedmont Cotton Mills; Gate City Cotton Mills; Couch Brothers' Manufacturing Company; East Point Lumber Company; Atlanta Utility Works; East Point Bottling Works; Southern Saw Works; and White Hickory Wagon Manufacturing Company. Of these firms, a few buildings remain standing, some unoccupied, others occupied by different industries. For example, the White Hickory Wagon Works is now a textile firm, and the Couch Brothers Manufacturing plant which made horse collars now operates as a paint factory. Of the first East Point industry, Furman Fertilizer, no known architectural evidence survives. The same can be said of many of the other companies; however, within the project area for this study a number of buildings remaining from this industrial district were identified: White Hickory Wagon, Couch Brothers, Blount Buggy and Carriage, Atlanta Utility Works and the Atlanta and West Point Railroad Freight and Passenger Depot which serviced these industries. The 1911 Sanborn Map for East Point illustrates

KEY

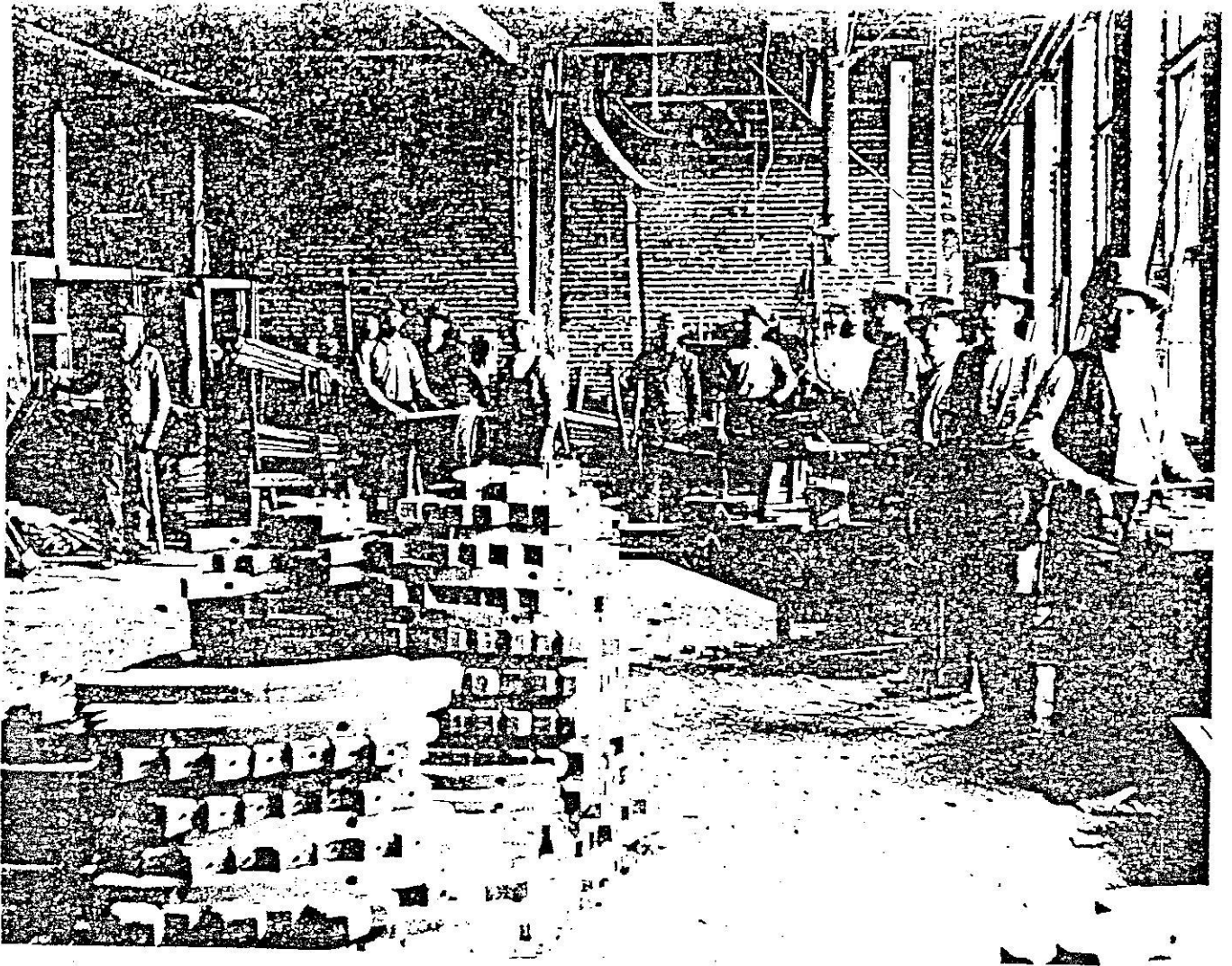
	FIRE WALL 8 IN 8 FT ROOF
	METAL CORNICIE
	FIRE WALL 12 IN 8 FT ROOF
	WOOD CORNICIE
	FIRE WALL 18 IN 8 FT ROOF
	FRAME PARTITION
	OPENING WITH IRON DOOR
	"STANDARD" IRON DOOR
	WINDOWS & IRON SHUTTERS
	4 STORY
	3 STORY
	2 STORY
	STABLE
	BUILDING COLORED YELLOW AND FRAME
	RED BRICK
	BLUE STONE
	GRAY IRON
	BROWN ADOBE
	GREEN SPECIALS
	INDICATE RELATIVE HEIGHTS
	FIRE STATION, AS SHOWN ON KEY MAP
	ALTERNATE STREET NUMBERS ARE ACTUAL
	CONSECUTIVE STREET NOS ARE ARBITRARY



1911 Sanborn Fire Insurance May
East Point

the location of these buildings and their relationships to the railroad and growth of the town. These factories and others which do not physically survive formed an industrial core for East Point around which commercial and residential sectors were built. The buildings which do remain constitute a culturally significant district, a physical document of East Point's New South heyday. Because this district is large, geographically contiguous and relatively intact, it represents perhaps one of the largest concentrations of New South industry in the state. As interpreted in the Preliminary Case Study, the area is potentially eligible * for the National Register. In accordance with agreements reached between MARTA, the Georgia HPS and in keeping with CFR 36 p.800, a Determination of Eligibility for National Register listing of the district will be executed by MARTA.

A brief historical account of the activities of some of these industries will serve to underline the cultural significance of these buildings and their importance to East Point. The White Hickory Wagon Manufacturing Company opened its doors in 1884 and for about 40 years after that date, the factory was an economic mainstay of East Point. Two to three hundred men produced 15,000 wagons per year at White Hickory.¹² However, White Hickory failed in the 1920s, when motorized farm vehicles replaced the wagon as the primary farm vehicle. On the 1931 Sanborn Map, the First National



Interior of the White Hickory Wagon Works 1909

From: A Pictorial History of East Point

Bank is listed as owner of its buildings. Despite its shortlived success, White Hickory supplied wagons to much of the southeast and procured for its developer, B. M. Blount, reknown as a manufacturer of horse-drawn vehicles.

Blount, seeing the early success of White Hickory Wagon, built a second factory opposite his first East Point endeavor. The Blount Carriage & Buggy Company also employed hundreds of men in the production of horse-drawn vehicles, but, like White Hickory, the Buggy Works was doomed by advances in transportation technology.¹³ The enormous, three story, mill type factory also went under during the depression.

The Couch Brothers erected a complimentary factory to Blount's businesses just north of the Buggy Works. The Horse Collar and Farm Implement Factory produced horse collars, backbands and machines for their manufacture. Fifteen patents were executed for the Couch Brothers machines and processes between 1901 and 1915 in both the U.S. and Canada.¹⁴ However bright the future may have looked for the Couch firm, the factory was converted for use as the Atlanta Tent & Awning Company between 1911 and 1931. Their attempt to hedge the firm's dependency on failing agricultural and outmoded transportation industry was ultimately unsuccessful. Today, Prismo Universal operates a paint manufacturing plant there.

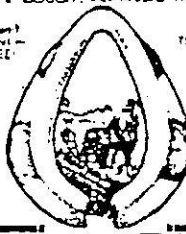
A fourth concern, the Atlanta Utility works was built

COUCH, A. & SONS

W. D. COUCH, Vice-Pres. & Treas.

L. J. POMERIS, Secy

COLLARS and
FOR MAKING
IN UNITED
MAY 9 1907
MAY 15 1907
MAY 22 1907
MAY 29 1907
JUN 5 1907
JUN 12 1907
JUN 19 1907
JUN 26 1907
JUL 3 1907
JUL 10 1907
JUL 17 1907
JUL 24 1907



MACHINES
THEM PATENTED
STATES
FEB 5 1907
APR 13 1907
MAY 22 1907
JUN 19 1907
SEPT 29 1907
NOV 16 1907
DEC 14 1907
IN CANADA
OCT 20 1907

COUCH BROS. MANUFACTURING CO.

MANUFACTURERS OF
LANKFORD COTTON COLLARS AND BACKBANDS

ATLANTA, GA.

EAST POINT, GA.
MEMPHIS, TENN.
CINCINNATI, OHIO
SANTO DOMINGO, DOM.
SANTA ANA, CAL.
FORT WORTH, TEX.

CABLE ADDRESS
"COBROCO"

TRADE MARK

Couch Brothers Letterhead, c1915

From: A Pictorial History of East Point

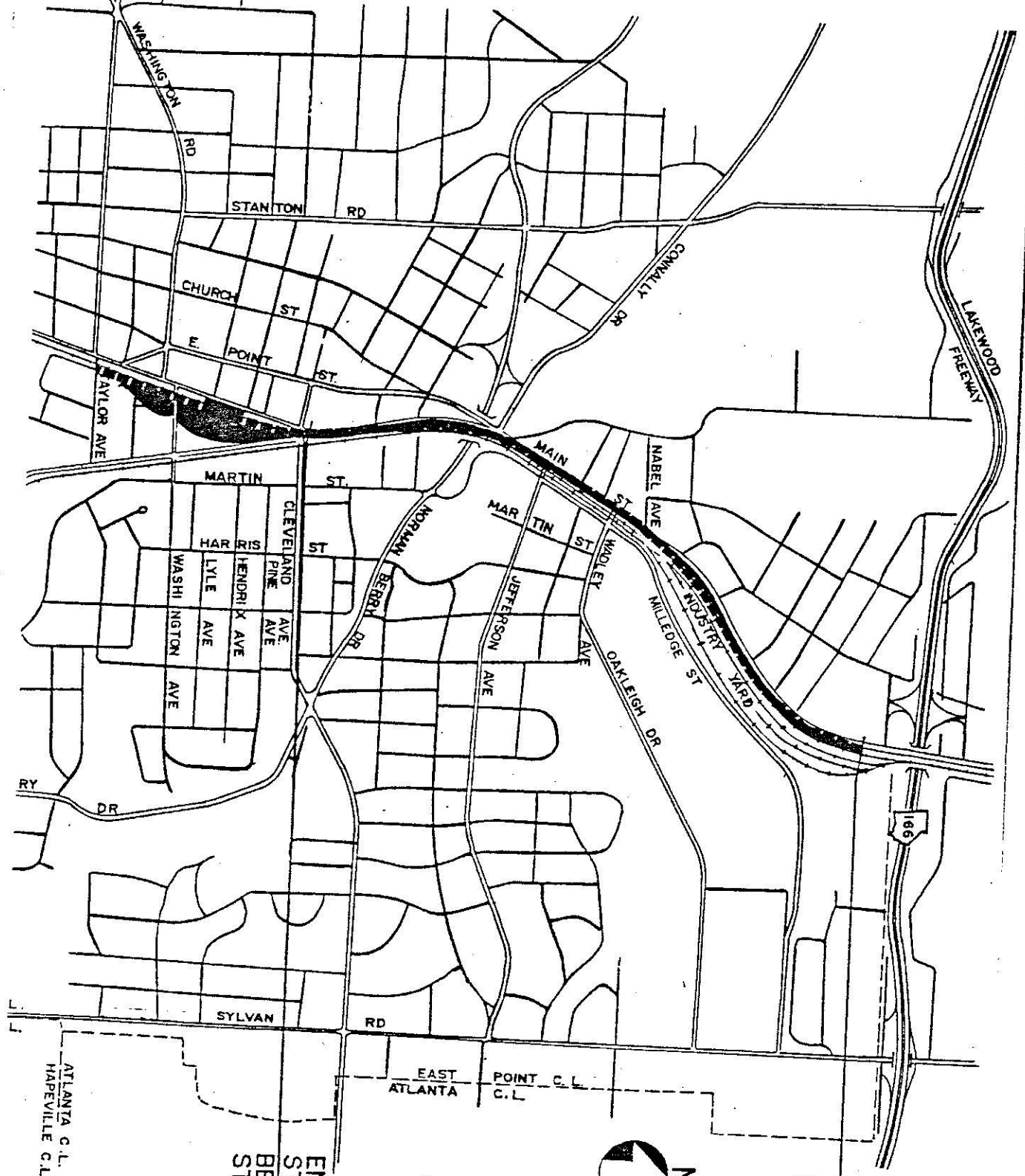
in the same railroad right of way near the end of the nineteenth century. The long, gable and monitor roofed building was the site of cotton oil, fertilizer and farm machinery production until it too failed in the 1920s.¹⁵

The brief economic history of these factories underscores the frailty of the South's recovery from the Civil War, its dependence on agriculture and reluctance to develop an economic base independent of the land. The so-called New South was unable to keep abreast of transportation and technological advances and was readily susceptible to the threat of the Depression. East Point developed as an 'agricultural Allentown' and so folded with its industries. Other Georgia towns experienced similar fates during the Depression, but East Point retains much of the original character of its New South industrial base. Collectively, these mill, warehouse and manufacturing properties constitute one of the largest remaining concentrations of post Reconstruction industries in Georgia. Although only a fraction of the original factories remain in East Point, they physically document the preeminence of agricultural industry in late 19th century Georgia and as such are potentially eligible for National Register.

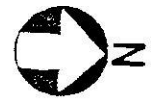
The blossoming of these enterprises in the last twenty years of the nineteenth century brought Green and Matthews and many other developers to East Point. The "nine beautiful

and valuable lots in East Point, Atlanta's best suburban town" advertised by Green and Matthews were a few of the multi-lot and subdivision developments which cropped up in the 1890s.¹⁶ As the need for workers' housing rose, developers became more sophisticated in their street designs. Rows of cottages surrounding factories was a pattern which held no attraction to 'modern' homeowners. Just after 1900, East Point developers countered this problem with East Point's first garden suburb, Jefferson Park.

A slightly curving, eleven-block grid, Jefferson Park was probably the first suburban subdivision in East Point, the first conscious effort to remove housing from the immediate area of the factories. This innovation was made possible by the completion of the electric car line in 1900 through East Point.¹⁷ Workers living outside the industrial district could catch the trolley into work for a nickel. The slight expense wrought by the commute was far outweighed by the desirability of living in Jefferson Park's gently rolling hills. Originally, Jefferson Park was the site of an immense dairy farm, Hilldale. Although prosperous for a time, the dairy folded when its owner, L. J. Hill lost all personal property to the failure of the Gate City Bank which he directed.¹⁸ The next owner, a Dr. Cheney demolished the dairy barn and silo and "erected houses in place."¹⁹ Although the date of their construction is unknown, these



END PROJECT CS 380
 STA SR 264+18.14 BK.
 BEGIN PROJECT CS 520
 STA SR 265+18.14 AHD.



MARTA RAIL LINE
 CONSTRUCTION IN
 EAST POINT

(station site repre-
 sented by black
 shading)

END PROJECT CS 520
 STA SR 334+00 BK
 BEGIN PROJECT CS 540
 STA SR 335+00 AHD

ATLANTA C.L.
 HAPEVILLE C.L.

EAST POINT C.L.
 ATLANTA C.L.

houses may have been the precursors to Jefferson Park. The earliest plat for the subdivision does not show up until 1907. As depicted on the 1907 plat its streets were: Wadley, Bryan and Jefferson Avenues running east and west; Martin, Harris, Randall and Bayard Streets running south and north. The demand for building sites in Jefferson Park must have been great after the Depression since in 1928 developers envisioned more than doubling the size of the neighborhood. The plat for this expansion demonstrates how the grid set up by Wadley, Bryan and Jefferson was extended and curved in a picturesque fashion. Revised in 1940, the plan attracted World War II tract houses and Period Houses, schools and stores were built along Jefferson Avenue to meet the demands of the burgeoning suburb.

The popularity of Jefferson Park brought another Atlanta speculator to East Point. The Leake Realty Company sought to reproduce Jefferson Park on the opposite side of Main Street. The 1924 plat for this competitor, Colonial Hills, reveals a combination of curved and gridlike street layouts all emptying into Main Street and the electric car line. Development in Colonial Hills proceeded rapidly, for, as the 1928 USGS map illustrates, the majority of lots in the district were occupied by houses within four years of land subdivision. Generally speaking, the houses in Colonial Hills are neither as old nor as

MAP
OF PART OF
JEFFERSON PARK
FULTON COUNTY
GEORGIA

Scale 1" = 100'

S. Z. Ross, C.E.

May 15, 1900



distinctive as those in Jefferson Park. Nevertheless, the intent and success of Colonial Hills was equal to Jefferson Park. Workers' housing convenient to commuter lines, designed and landscaped to insure the desirability of the property was the formula which worked for both of these northern East Point subdivisions.

Like Jefferson Park, Colonial Hills was developed from farmlands and had several houses on the site before a formal plat was filed for the subdivision. The farm belonged to Mrs. Julia Ann Ratteree, who exchanged her inherited lands for dry goods.²⁰ Mr. Leake, who would eventually develop the property, paid Mrs. Ratteree with the stock of his store in order to enter the real estate business. Thompson recounts the swap in his East Point history.

We have a slight recollection of the immensity of the dry goods she took over, and sold out to the whole community or anybody who needed such goods at a reduced price. However, she did not realize very much for her land. Mr. Leake got decidedly the best of the trade.²¹

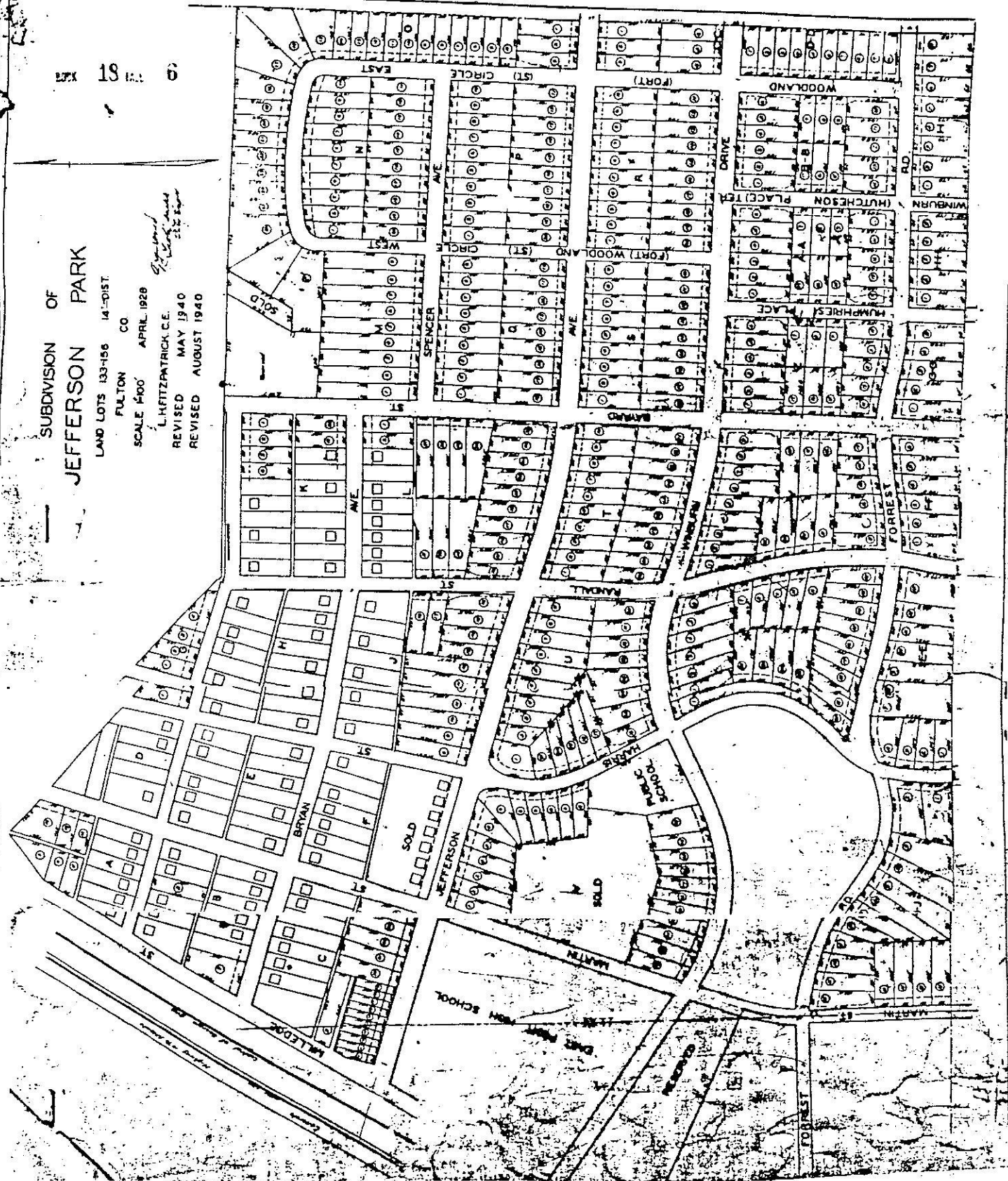
Mr. Leake's profit seems decidedly lopsided, especially in consideration of the houses which had already been built along the old Newnan Road. By 1909 there may have been as many as five houses along this road²²; Leake included them in his Newnan , the major thoroughfare for Colonial Hills.

SUBDIVISION OF
JEFFERSON PARK

LAND LOTS 133-156 14-DIST.
FULTON CO

SCALE 1/8"=1'
L. HETZPATRICK C.E.
REVISED MAY 1940
REVISED AUGUST 1940

19 62



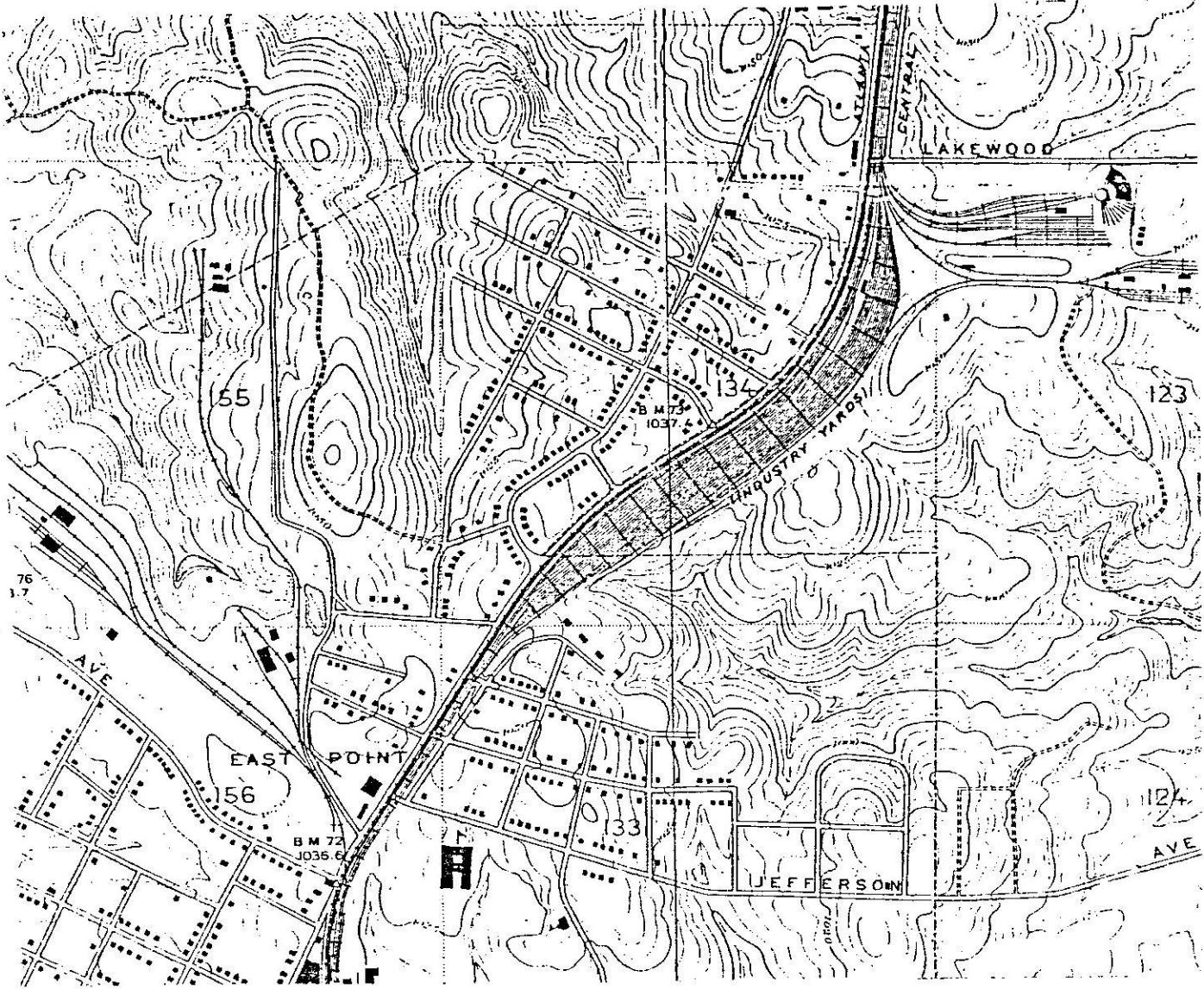


PLAT OF
COLONIAL HILLS
 -SUBDIVISION-

LAND LOT 134 - 14TH DISTRICT
 FULTON COUNTY

SCALE 1" = 100'
 PREPARED BY
 J. H. MILLER & CO.
 1914

FILED 8/15/14
 J. H. Miller



1928 United States Geological Survey
Topographical Map for East Point suburbs

Transitions

Colonial Hills was most likely the last significant development in East Point before the Depression hit. The neighborhood appears to have been nearly completed by 1928 when the USGS map depicts rows of houses along its streets. However, new growth came to a halt in East Point in 1929 and 1930 when over 200 farmers suffered losses in the area and the Bank of East Point sought voluntary liquidation.²³ Industrial production slowed and in some instances ceased--East Point's heyday had come to an end.

At the same time that East Pointers were fighting for their economic well-being, they were also faced with a fight for their community identity. Between 1923 and 1928, East Point resisted several attempts by the General Assembly to annex the town to Atlanta.²⁴ In the end, city officials were able to stave off the annexation campaign, but it would be many years before East Point would again realize the independency and prosperity of its turn-of-the-century years.

Throughout its history, East Point's social and economic structure became increasingly complex and diversified. Its transitions can be traced from its origins as a white plantation society, to a railroad intersection and incorporated municipality, to a New South industrial center and now an industrial satellite and bedroom suburb of Atlanta.

The physical impact of the MARTA rail construction through East Point will significantly alter the cityscape as it has been known since the turn of the century; however, the rail's social and economic impact will be in keeping with the city's history of flux and growth as interpreted here.

FOOTNOTES.

¹Rebecca Foltz Dodd, "East Point, Georgia: A History, 1821-1930, "Masters Thesis, GSU, 1971, p-1

²Ibid; p. 3

The Connally name has survived in East Point as the street name of a major thoroughfare.

³Reports of the President and Chief Engineer of the Atlanta and LaGrange Railroad Company to the stockholders in convention, May 25, 1850 (Augusta: Office of the Constitutionalist, 1850), p.7, as cited in Dodd.

⁴Franklin Garrett, Atlanta and Environs: A Chronicle of its People and Events. Vol. 1 (Athens: UGA Press. 1969), p.333

⁵The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies (130 Vols.; Washington, D. C.: Government Printing Office, 1880-1901), Ser. 1, Vol. XXXVIII, p. 579, as cited in Dodd pp 8-9.

⁶Samuel N. Tho. Georgia, "Atlanta's Suburban Reporter, 1933-34, Typescript, p.6.

⁷Garrett, pp. 134-5.

⁸Dodd, p.24.

⁹Green and Mat of Nine Lots in East Point, October 6, 1897 (Engineering Department, East Point City Hall Annex, East Point), as cited in Dodd, p.23.

¹⁰Ibid

¹¹Ibid., p.24

¹²Thompson, p.36

¹³Ibid.

¹⁴Couch Bros. letterhead from East Point Historical Society, "A Pictorial History of East Point, Georgia 1982", p.132.

¹⁵Dodd, p.39

¹⁶Ibid., p.23.

¹⁷Thompson, p.40.

¹⁸Ibid.

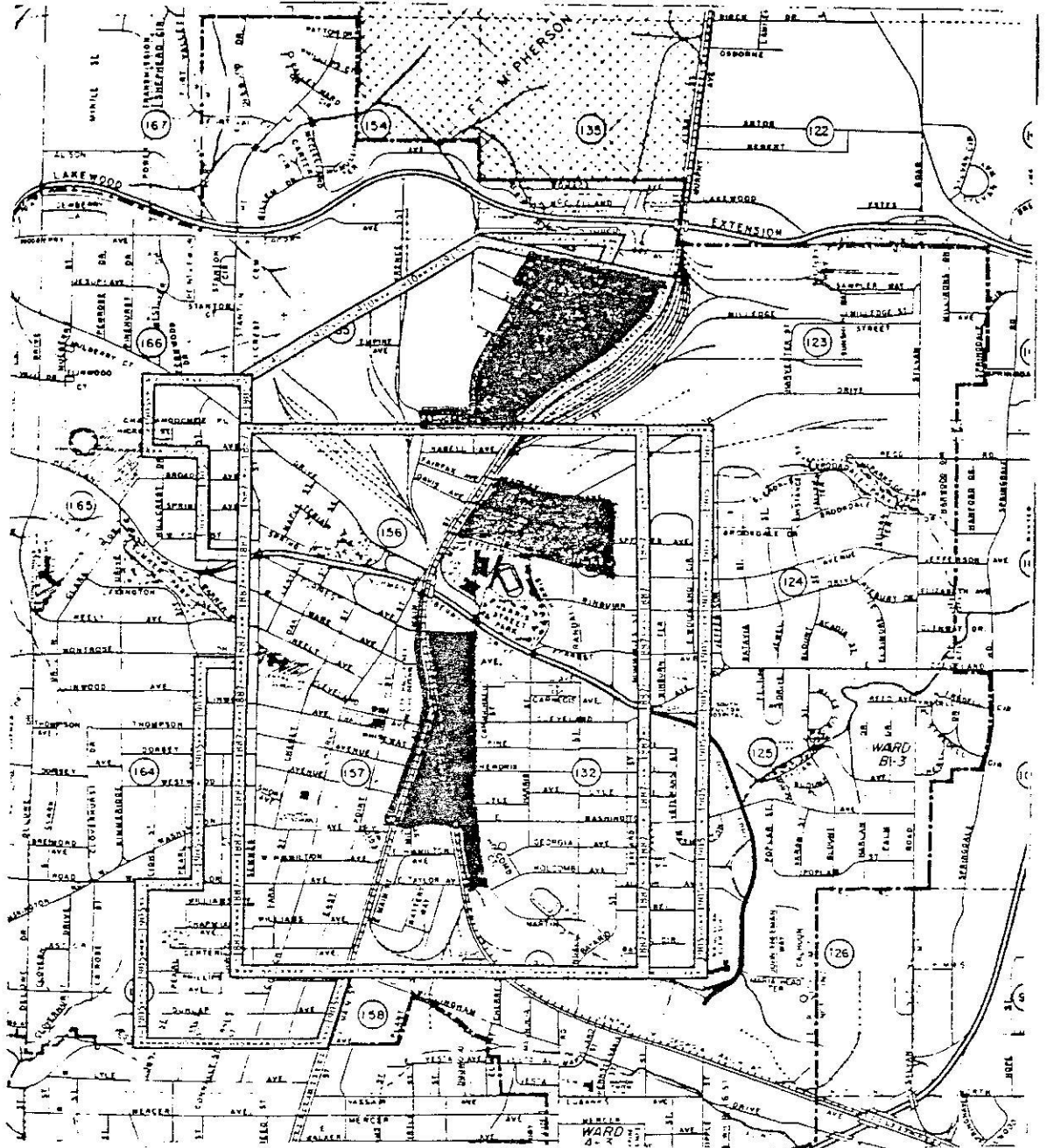
¹⁹Ibid., p.38.

²⁰Ibid.





²¹East Point Historical Society, p.189.

²²Dodd, p.89

²³Ibid. pp.85-88



AREAS OF POTENTIAL ARCHITECTURAL SIGNIFICANCE

-  COLONIAL HILLS
-  JEFFERSON PARK
-  MARTIN STREET INDUSTRIAL
-  MAIN STREET CORRIDOR

Architectural Findings

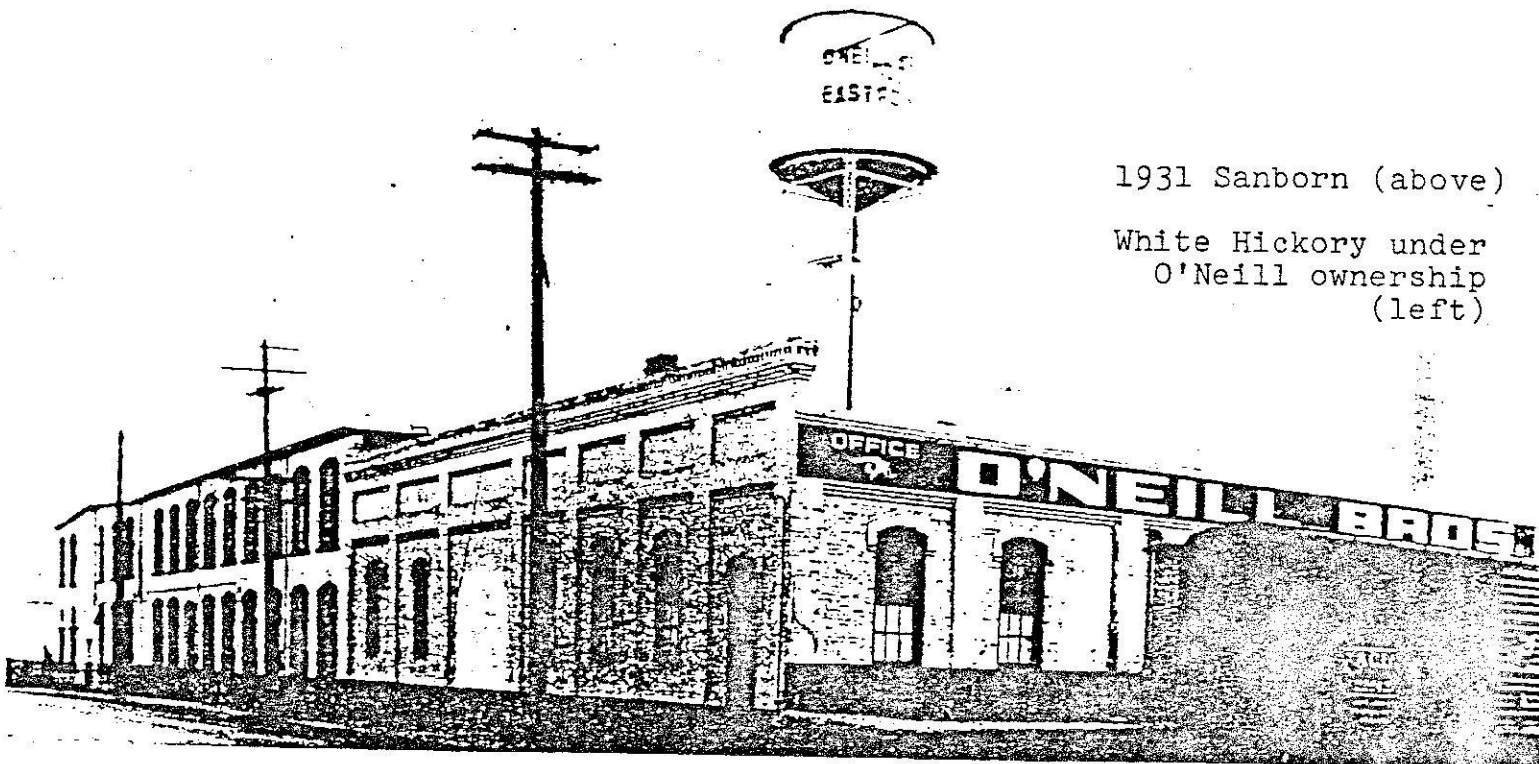
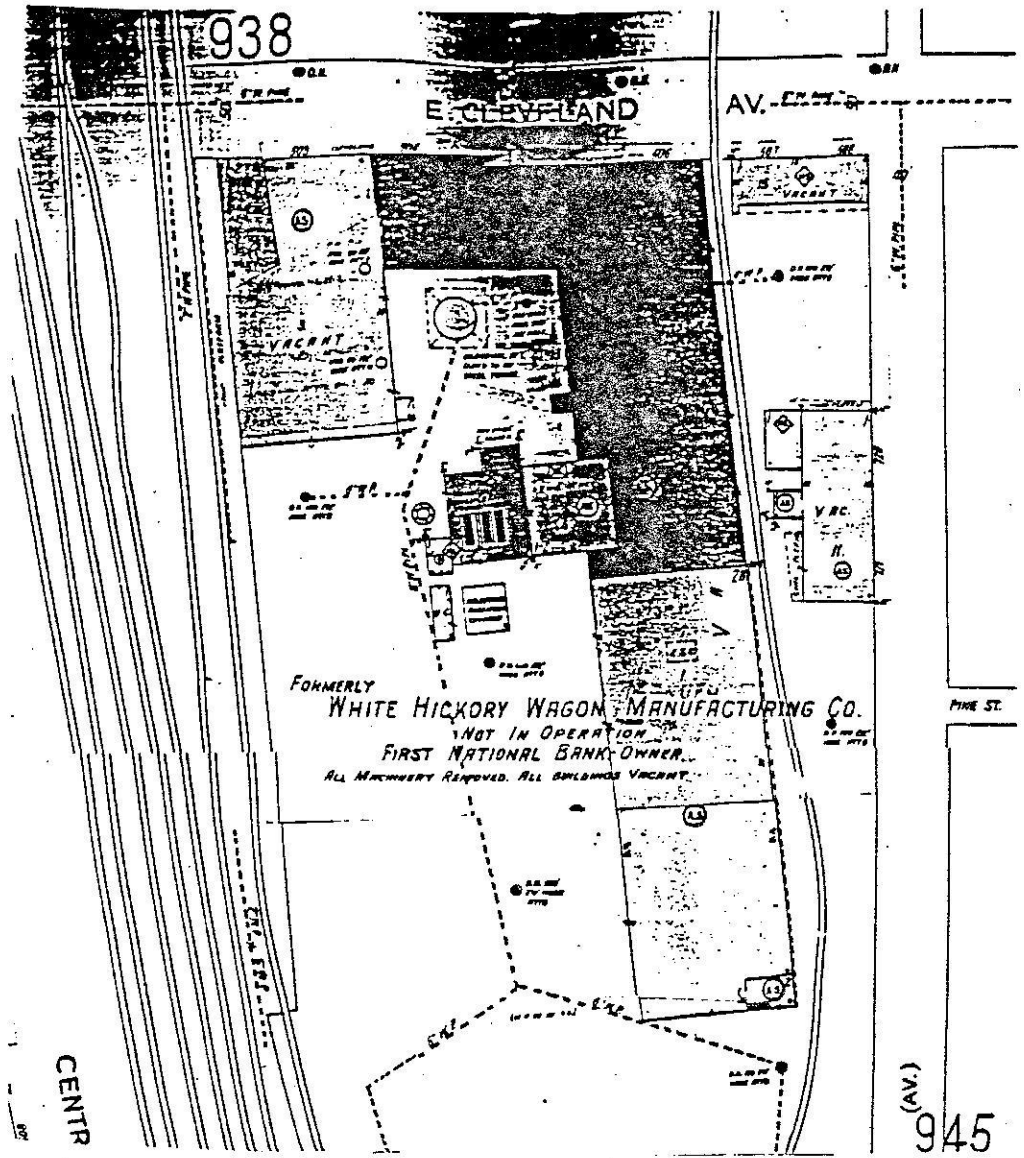
Generally speaking, East Point's architecture is undistinguished. However, in the context of this cultural resources survey, four areas were identified where potential National Register sites existed. After study and consultation with the Georgia HPS, it was found that two areas warranted Determinations of Eligibility. The four areas described in the methodologies section were Jefferson Park, Main Street, Colonial Hills and the Martin Street industrial corridor. The potentially eligible areas are Jefferson Park and Martin Street. The architectural discussion of this Preliminary Case Study will focus on the two DOE sectors and discuss Main Street and Colonial Hills in comparison to and in support of the identity of Jefferson Park and Martin Street as architecturally significant sites.

In terms of chronological development, the Martin Street industrial corridor is the earliest but it is also the most important district in terms of influencing the construction of attendant residential and commercial sections in East Point. As illustrated on the city limits map of East Point, this industrial compound was built virtually

at the center of the 1887 incorporated limits and along the railroad right of ways for both the A & W P and the Central of Georgia Railroads. Some of these industrial sites are lost, victims of the depression, perhaps, or urban renewal. However, four major sites remain: White Hickory Wagon, Blount Carriage & Buggy, Couch Bros., and Atlanta Utility Works. All built after 1884 and before 1911, these factories represent groups of mill construction, brick structures where East Point's most viable businesses operated. With Martin Street as their physical link, the four factories remain as a distillation of the larger industrial district, a cohesive architectural sector.

White Hickory Wagon was built in 1884 and established a model after which both the Blount Buggy Works and the Couch Bros. firm would be built. White Hickory's first structure was most likely the long, multi-bay structure with segmental arched windows which faces Martin Street. As depicted on the 1931 Sanborn Map and as can be seen today, a number of smaller structures were added to the building and to the site before its financial demise about 1930. The repetitive bays, brick surfaces and details such as cornices, rowlock lintels, and recessed panels, all express a nineteenth century industrial aesthetic common to northern factories and to other firms which were to be built in East Point.

B. M. Blount modeled his Buggy Works after his first factory, White Hickory. Three stories in height

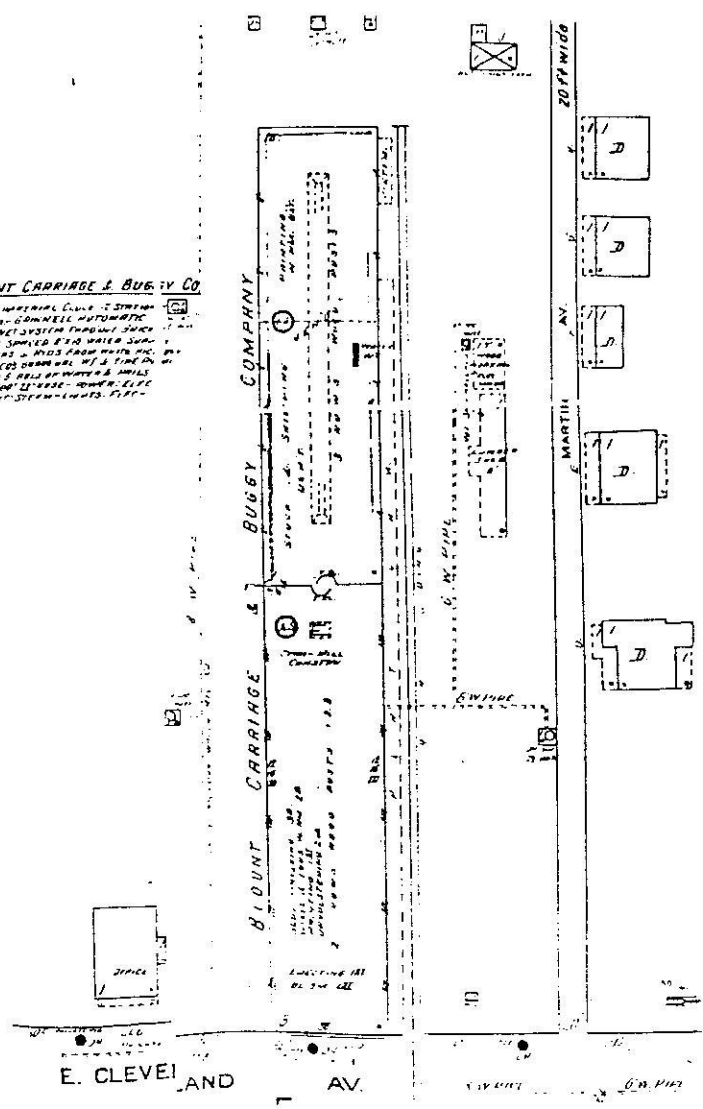


1931 Sanborn (above)

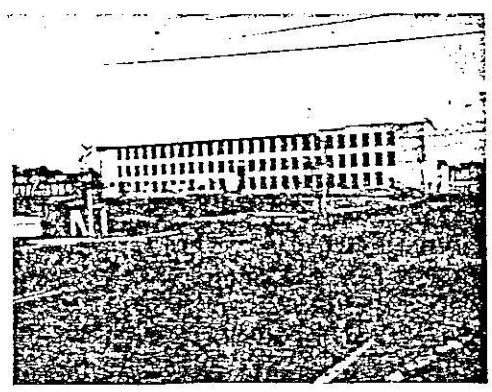
White Hickory under
O'Neill ownership
(left)

11

BLOUNT CARRIAGE & BUGGY CO
 SPECIAL MATERIALS - CLOTH - STEEL -
 RUBBER - BRASS - COPPER - ZINC -
 LEAD - TIN - SOLDER - WAX -
 GLASS - PAPER - OIL - PAINT -
 AND ALL KINDS OF HARDWARE -
 AND ALSO REPAIRS ALL KINDS OF
 CARRIAGES - BUGGIES - AND
 WAGGONS - AND ALL KINDS OF
 WHEELS - AXLES - AND TRUCKS -
 AND ALL KINDS OF MACHINERY -
 AND ALL KINDS OF BLACKSMITHING -



1911 Sanborn Insurance Map

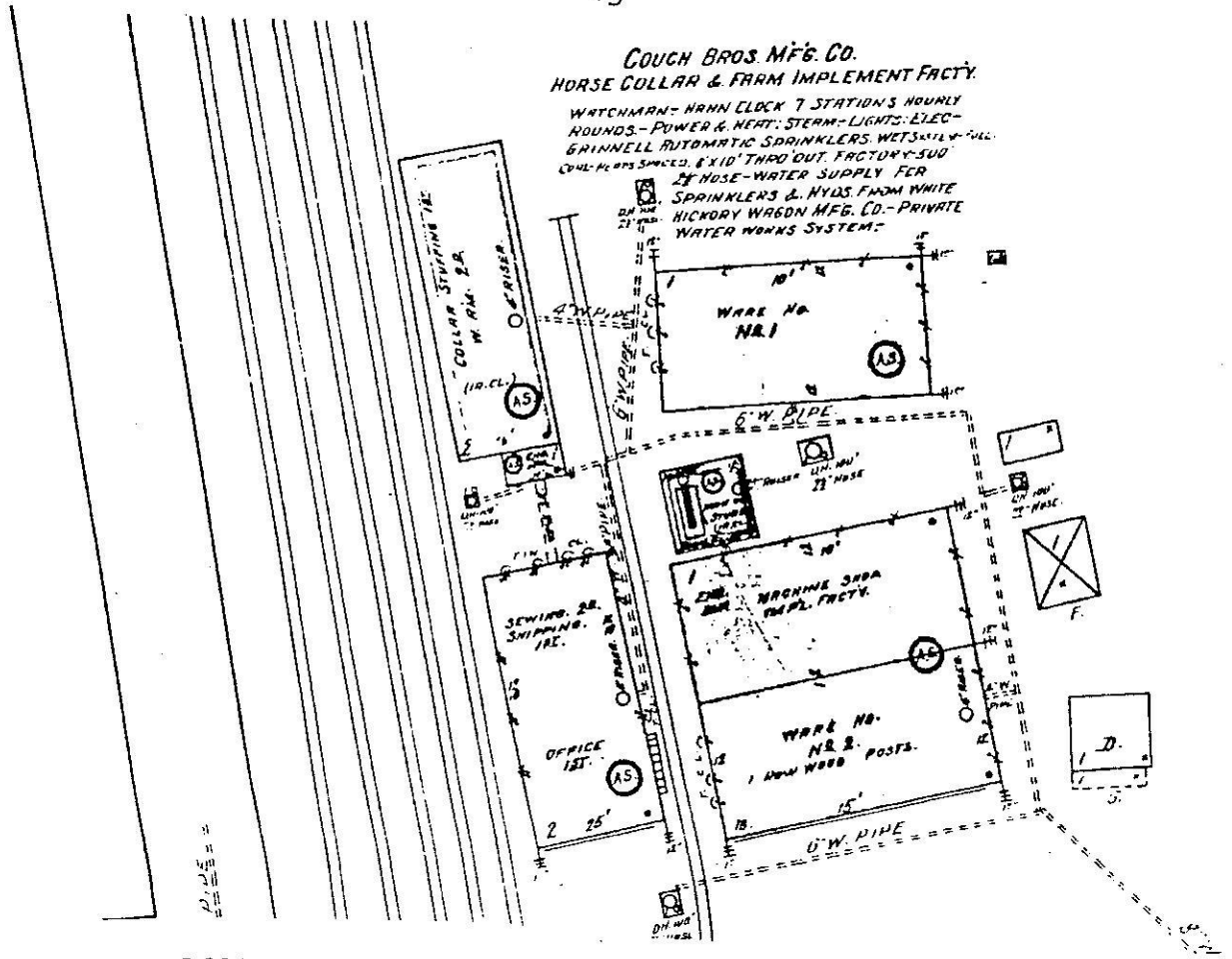


View of Blount Carriage and Buggy Works
 From: "A Pictorial History of East Point. . ."

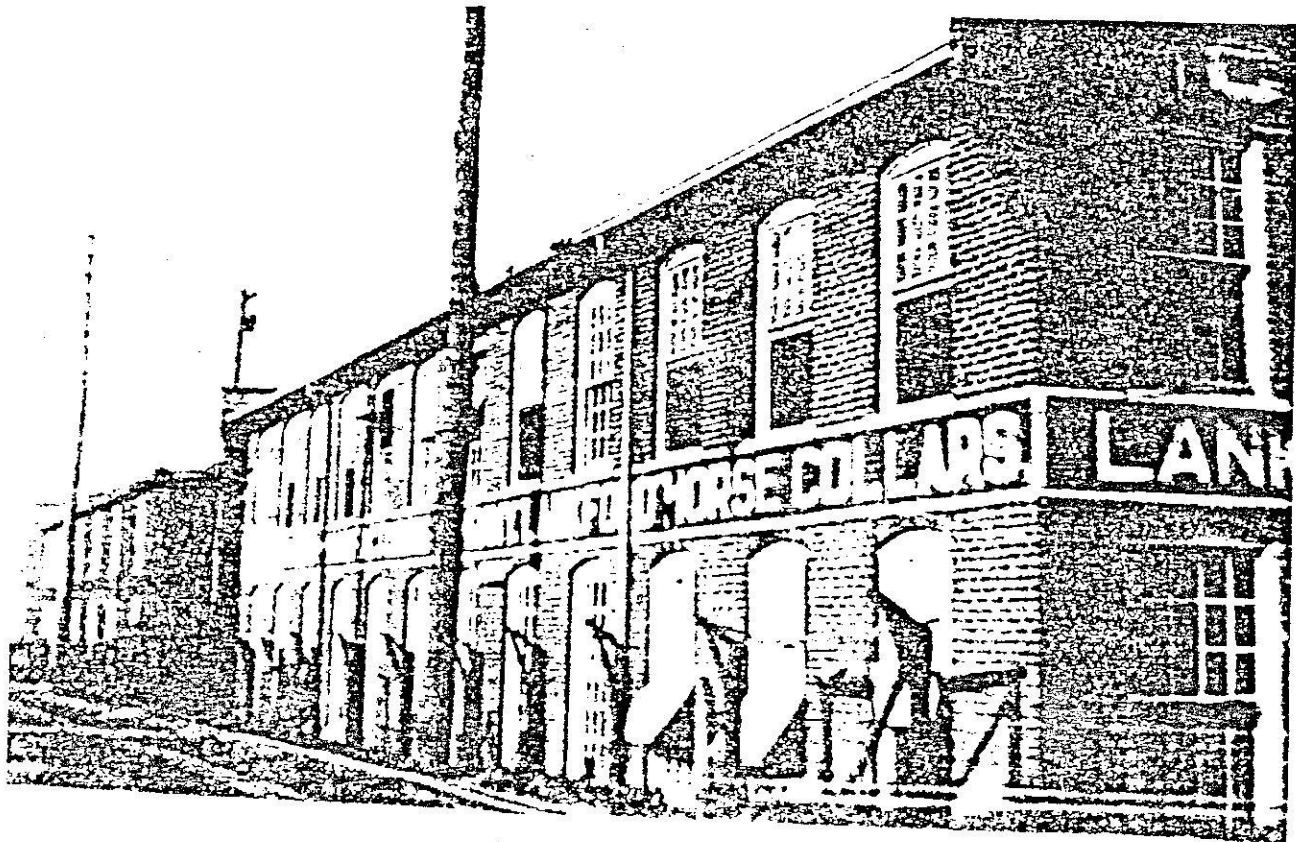
with similar, segmental arched windows, Blount's Buggy Works appeared as a stretched out rectangle on the 1911 Sanborn Map. A lumber shed, an office and a few workder's houses were built on or adjacent to the property at this time. Essentially, the brick mill structure mirrored the earliest building of White Hickory both in location and form.

Couch Bros. Manufacturing Company had erected four sizeable structures just north of Blount Buggy probably at the turn of the century. Like Blount's earlier mill structures, the horse collar factory featured two story, brick construction with segmental arched windows. For ventilation and lighting the windows had a combination of double hung and pivoting sashes. Prominent painted signage on the building's exterior, as well as the common bond brick walls have recently been coated by rough cast stucco, a negative alteration to the original character of the buildings. The present occupants, including Prismo Universal, have executed other alterations to the site. Such alterations, as well as precise information concerning building dates, builders and building history can only be documented through another level of research.

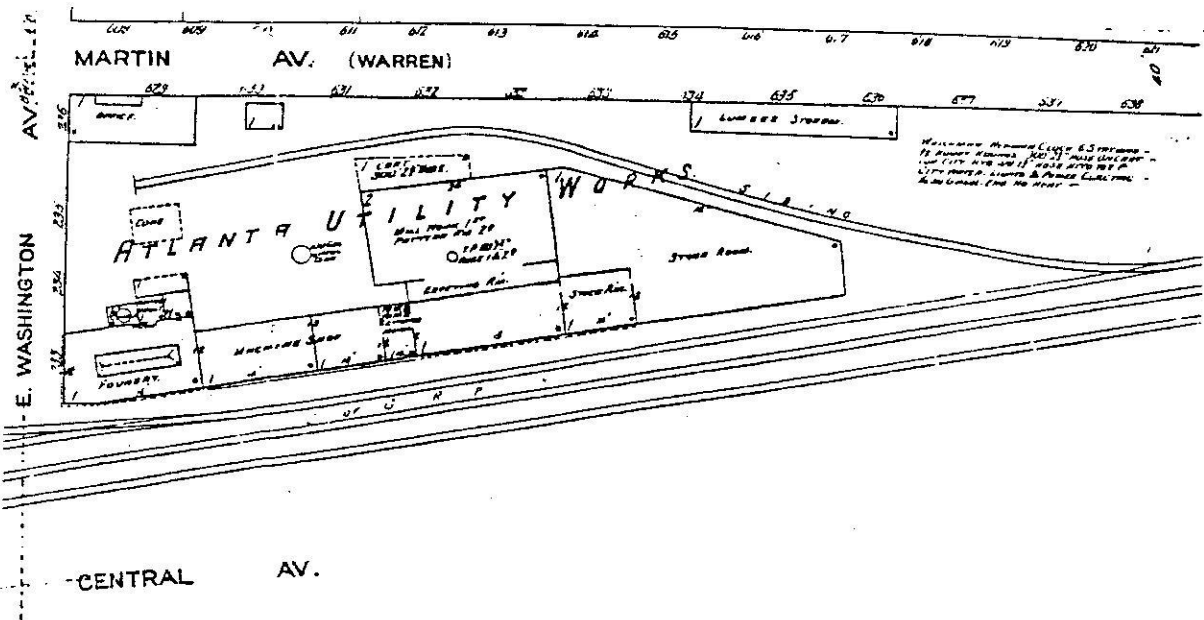
The last remaining factory, the Atlanta Utility Works, is another long, rectangular structure built in the railroad right of way. Rather than two stories, the Utility Works is one and a half with clearestory monitor lighting along its gable ridge. Segmental arched windows are repeated



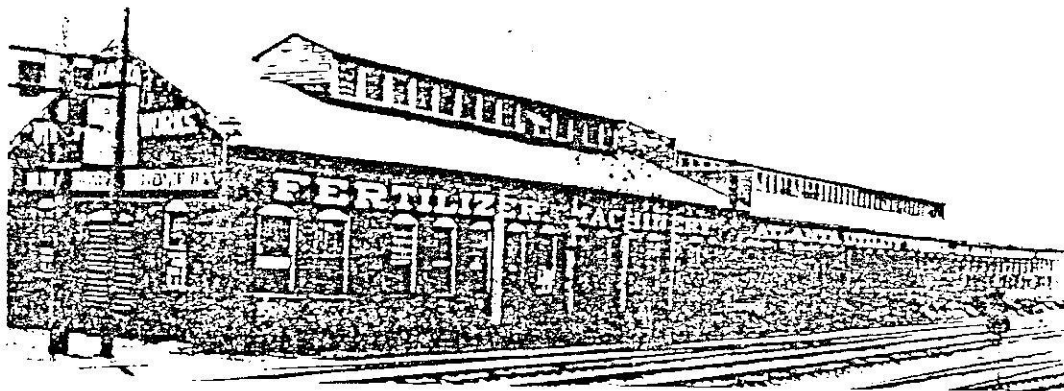
1911 Sanborn Insurance Map



View of Couch Bros. From: "A Pictorial History . . ."



1911 Sanborn Insurance Map



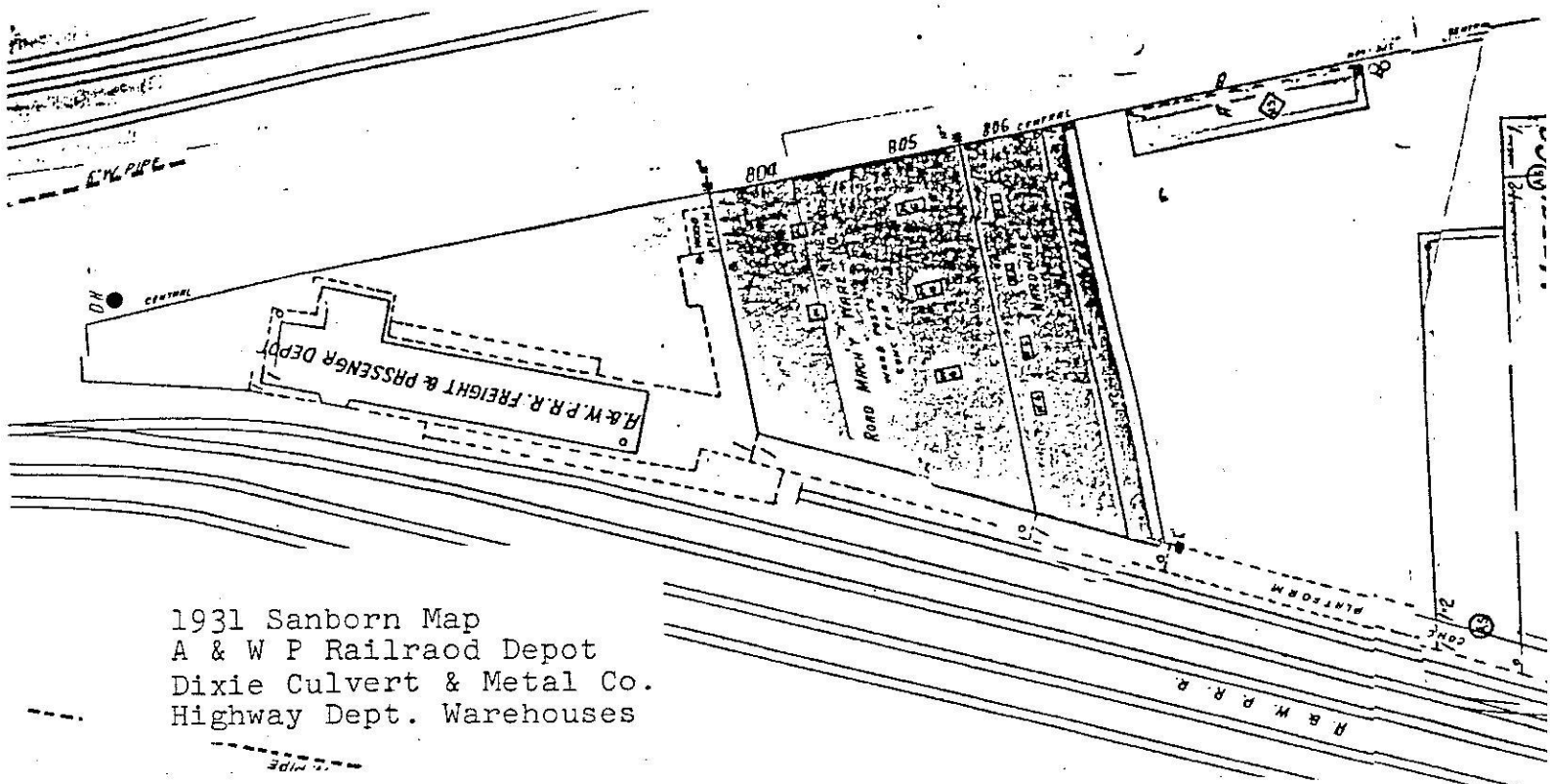
View of Atlanta Utility Works

From: "A Pictorial History of East Point, Georgia"

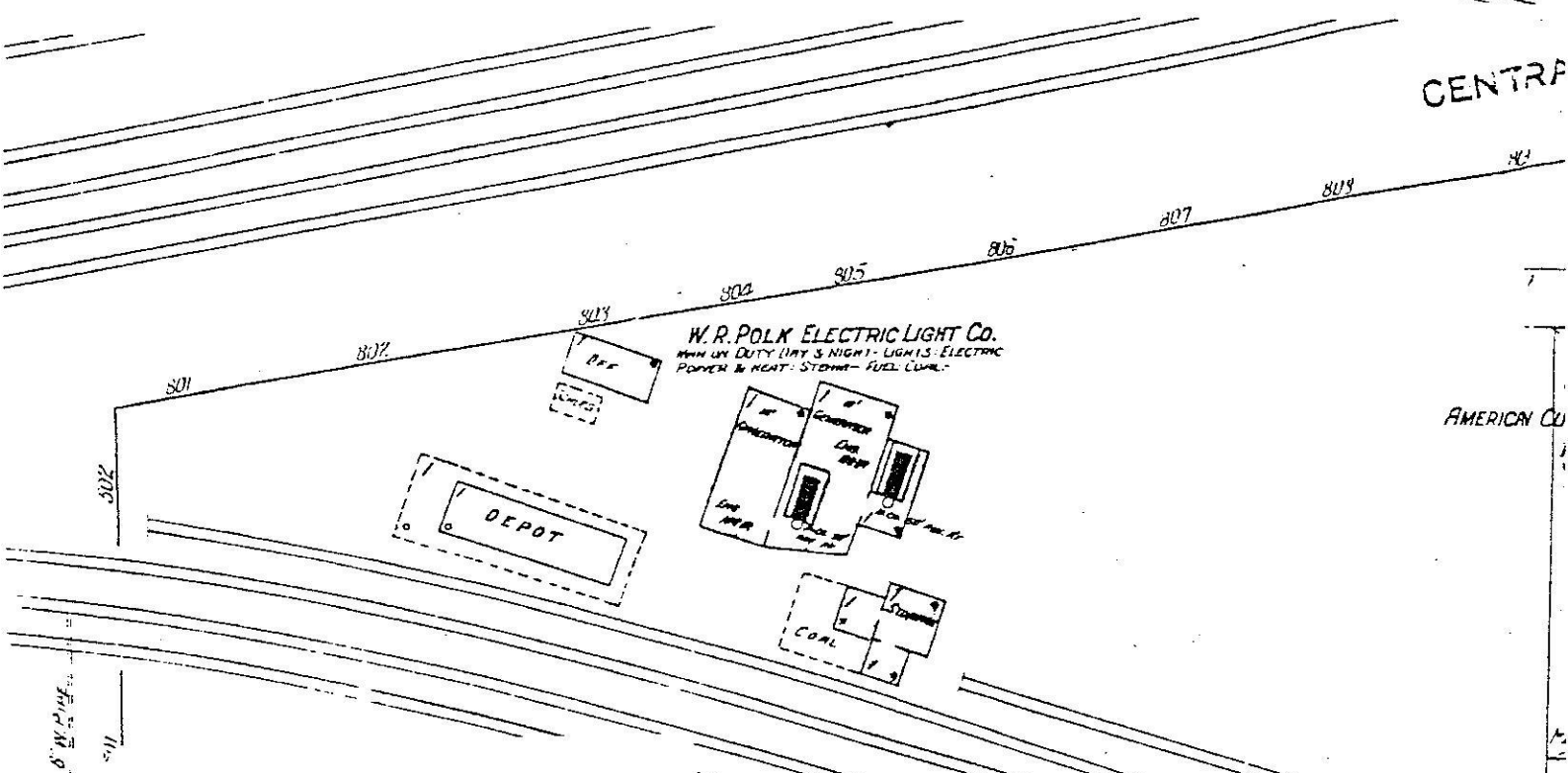
on the brick exterior walls, as is prominent painted signage announcing the firm name. A foundry, machine shop, mill work and storage rooms are depicted in the 1911 Sanborn plan for the Utility Works. Although altered, much of this original configuration remains on the site along with machinery parts and other effects from the firm's period of production.

In the triangular parcel northwest of the Atlanta Utility Works stand the A & W P Depot and Dixie Culvert structures. Bordered by the two rail lines, these buildings occupy the site where the MARTA East Point station is to be constructed. Before its recent demolition by the railroad, the depot stood as a one story brick structure with covered platforms facing Main Street. Segmental arched windows and freight doors were placed at irregular intervals, in paired and single configurations. Five panel doors and diagonal boarded freight doors date the building to the turn of the century, but further research is required in order to confirm this.

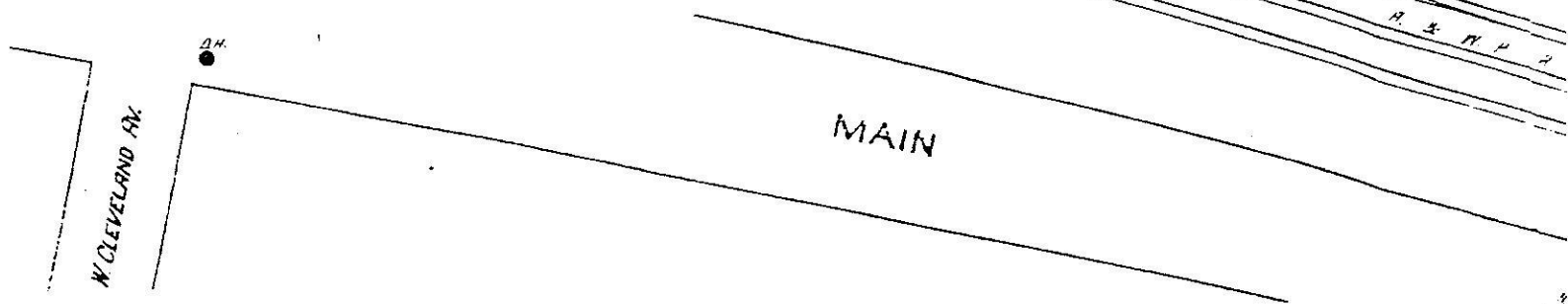
Several other smaller industrial sites were identified in windshield surveying of this district: a packing plant, a corn meal mill (recently demolished), and a city utility shed, for example. More intensive site work and research than was possible for this study might be undertaken in the future in order to determine the dates, uses and significance of such structures to the industrial district and East Point.



1931 Sanborn Map
 A & W P Railroad Depot
 Dixie Culvert & Metal Co.
 Highway Dept. Warehouses



1911 Sanborn Map
 A & W P Railroad Depot
 American Culvert Co.



Opposite these industrial structures and across the tracks, a Main Street commercial district developed late in the nineteenth century which served the needs of laborers and managers of the factories. In approximately three blocks north and south of the intersection of the railroads, one and two story storefronts were built in brick. The earliest remaining structure, the c.1870 brick building on the northwest corner of Cleveland and Main, is due to be destroyed for street widening of Cleveland. Paint shadows around the windows of the store indicate that some Italianate consoles and lintels once framed the sashes, and on the Cleveland elevation, some physical evidence of this ornament remains.

The city has sought to conserve the block south of Cleveland by renovating and stuccoing some buildings, tearing another down and building a brick park. Street lighting and parking have been improved, but, in general, these alterations have permanently masked much of the original character of the Main Street commercial district. In blocks north of this area, corrugated metal, obtrusive signage and new building have also subtracted from the original integrity of the corridor. As a result, the area does not stand together as a cohesive, readable district. Road widening will further remove structures from the strip. Plans to incorporate Neoclassical details from buildings slated for removal into the MARTA station will serve to remind East Pointers and rail passengers of the sense of

place, however vague, that once existed along Main Street.

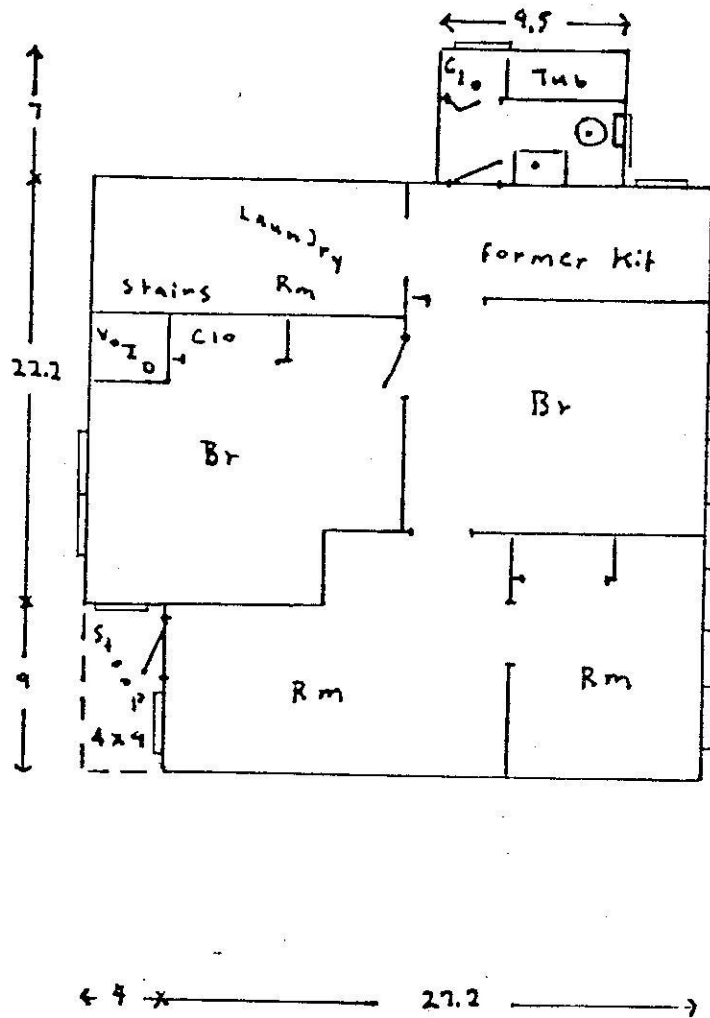
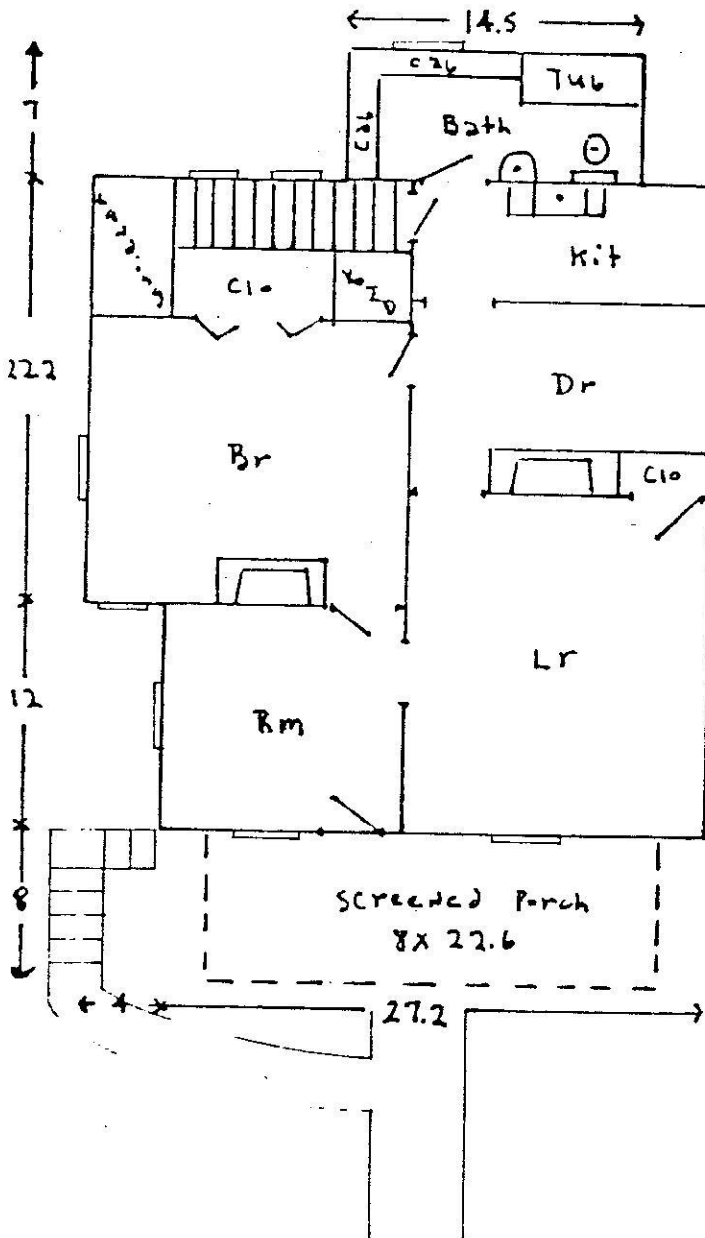
In tandem with industrial and commercial development in East Point, Jefferson Park was developed in the early twentieth century to provide suburban residences for industrial workers. Modest Queen Anne cottages with Neoclassical details, bungalows, pyramidal hip roof houses and later Period Houses proliferate in the neighborhood. Often, these were rental properties and divided into duplexes in some instances. For example, the floor plan of 1409 Wadley Avenue reveals two units of four rooms each on street and basement levels. Frame construction with occasional examples of face brick are the usual types of building in Jefferson Park. Asymmetrical massing is typical both Queen Anne and Craftsman houses in the district. Modest moldings such as blind friezes, bracketed eaves, balustered porches and window lintels are frequently seen as well. Landscaping consists of narrow lawns, foundation plantings and, in some cases, porch gardens. Although not as yet documented, it might be assumed that the more vernacular house forms, for example at the end of Wadley, may have been constructed from the barn and silo which occupied the site.

Colonial Hills, opposite Main Street and north of Jefferson Park, developed later than the Wadley Avenue area. As a result, its houses are less detailed, more modest in character. A 1909 illustration of one of the first five houses on Newnan Street shows the Queen Anne Neoclassical house type which was common to both Jefferson



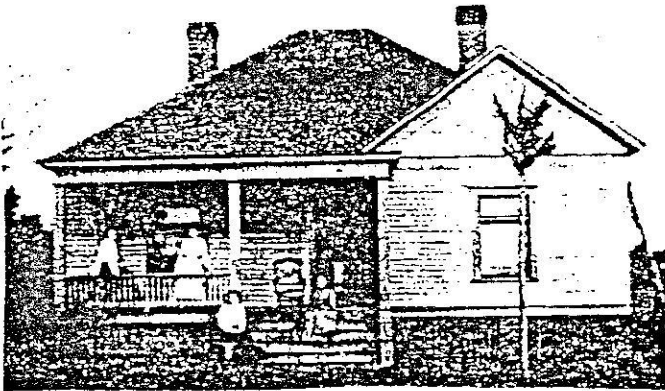
Main Level

Bsmf. Level



1409 Wadley Avenue
 Jefferson Park Neighborhood
 Floor Plan - 1983

Park and Colonial Hills. A pyramidal roof with intersecting facade gable was infilled by a two bay entrance porch. Raking cornice, blind frieze and picket balusters were ornamental details of the first houses there. Transomed windows and balanced chimney stacks were typical as well. Bungalows superceded the Neoclassical cottages and became the predominant house type in Colonial Hills. A few shotguns and pyramidal houses could be found there as well. State Architectural Historian, Richard Cloues determined in an on site visit that Colonial Hills did not qualify for National Register investigation. The area does represent the last suburban development from East Point's heyday. The pattern of single family homes and picturesque streets found there testify to the suburban ideal East Pointers sought before the Depression.



1909 House on Newnan Rd. in Colonial Hills

Archeological Findings

From the literature search, a number of sites were identified in East Point which could have archeological potential. These are enumerated on the accompanying map according to the specific finds or literary evidence by which they have been disclosed. After a walkover of these areas, the archeologist determined that several sites warranted monitoring during MARTA construction.

Almost nothing was visible on the surface of these sites since they had received modern construction impacts of excavating or regrading, though some porcelain fragments and abundant metal pieces were discovered on some of the sites.

The potential for archeological recovery in East Point maybe great because of the Civil War activity which centered around the intersection of the rail lines. These were the last supply lines open to Atlanta during Sherman's siege along which the Confederate Army constructed extensive fortifications as well as a hospital. In the walkover, two sensitive areas were identified.

- 1) Sites 3 and 5 on the archeology map
Locations of a Confederate hospital, burial ground and arsenal, that is, the graded and graveled areas in front of O'Neill Bros. and Blount Carriage.
- 2) Site 4B
Possible location of a canon fort, that is, the two story brick store at the corner of Cleveland and Main.

The discovery of bones and Confederate clothing articles during the late turn-of-the-century excavation of the Blount Carriage Works is evidence that more material might be uncovered when the gravel yard in front of the Carriage Works is regraded for Cleveland Avenue's cul de sac. The cul de sac, which is being undertaken as part of the road improvements surrounding the station site, will involve the removal of approximately one foot of topsoil. Artifacts are likely to be three to six feet below grade; however, it is recommended that an archeologist be on site to monitor grading of this site in order to recover any artifacts which might be uncovered at the one foot level. Likewise, the removal of the brick store at Cleveland and Main and subsequent road construction on the site should also be monitored by an archeologist during excavation and construction.

POTENTIAL ARCHEOLOGICAL SITES

Sources: Official Records of the Union and Confederate Armies, 1880-1901

Thompson, "History of East Point, Georgia," 1934

N Dodd, "East Point, Georgia, A History," 1971.



- 1 - Civil War canon ball (found 1981)
- 2 - Bullet and minne ball barrel (found pre-1934)
- 3 - Arsenal(found pre-1934)
- 4 - Canon forts A thru D

A Harris Street School site

B Site of J.D. Adams Co. (?)

C Dr. Trimble's Brick Stores site

D City Hall site

Two other unidentified canon fort sites

5 - Confederate Hospital and burial ground

6 - Atlanta Utility Works

