

ATLANTA & WEST POINT RAIL ROAD

APPENDIX B



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APPENDIX B

Atlanta & West Point (AWP)

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ATLANTA & WEST POINT RAIL ROAD (AWP)

The 1847 charter of the Atlanta & LaGrange Rail Road was the genesis of the Atlanta & West Point Rail Road (AWP). Construction began in 1849 or 1850, and the line was completed from East Point, about six miles southwest of Atlanta, to LaGrange in May of 1854. It thus constituted the fourth major railroad to provide service to the new and rapidly growing railroad hub city of Atlanta, after the Western & Atlantic and the Georgia Railroad entered in 1846, and the Macon & Western followed in 1847.

Soon thereafter, in 1857, the railroad enterprise was renamed the Atlanta & West Point to reflect the new expansion from LaGrange farther westward to the Chattahoochee River at the Alabama state line. However, unlike East Point, Georgia, which was named for its position at the line's east end, the town of West Point was incorporated as such at the end of 1832, long before the railroad's development. West Point was presumably named either for its location along the state's western edge or for its position at the Chattahoochee River's turn from a southwestern to a southern course.

Moreover, West Point was truly a junction point more than a terminal point, for it became the place of connection to the Montgomery & West Point Railroad (M&WP). This successor to Alabama's Montgomery Railroad, first chartered in 1832 and renamed the M&WP in 1842, predated the Atlanta & West Point by achieving completion between its two namesake termini in 1851.

Other Names: N/A

NR Recommendation: Eligible

Period of Significance: 1847-1983

Physical Status: Mixed (Active, Inactive, or Abandoned, some sections adapted or planned for use as rail-trails, and some segments repurposed as right-of-way for surface streets)

Current Owner: CSX Transportation

Predecessors: Atlanta & LaGrange Rail Road

Successors: Atlantic Coast Line; Seaboard Coast Line; Seaboard System; CSX Transportation

Mainline: Atlanta to West Point, via Newnan and LaGrange

Atlanta Belt Railway Line: Oakland City to Reynoldstown (East Atlanta) via Ormewood Park

Unfortunately, as was common to Georgia railroads of the period, the AWP's 80 miles of track were laid using a 5'-0" width, whereas the M&WP utilized the 4'-8" gauge that would eventually become the industry standard. As a consequence, the trains of the two companies could only operate over their own respective tracks. All passengers and goods had to be offloaded from the arriving train and reloaded onto the departing train in West Point, which soon featured a large train shed, erected out of the need to provide weather protection during the transfers. This inconvenient discrepancy in gauge would not be corrected until after the Civil War, and the conversion of the M&WP to the Western Railway of Alabama.

The AWP was one of the four major antebellum railroads in Georgia that provided direct service to Atlanta at the Civil War's outbreak. Throughout the war, the AWP was a critical route for distributing goods and materials, supplying rations and ordnance, and troop transport. Perhaps most importantly, it was, along with the Macon & Western, one of two railroads that connected the railroad hub city of Atlanta to the richly productive agricultural region of southwest Georgia. The AWP was the only direct line to connect northern Georgia to Alabama, and its similarly fertile and prolific farming regions. In part because they were not subjected to many incursions of Federal troops during most of the war, these areas of southwest Georgia



Bridge over Metropolitan Parkway, Atlanta

and southeast Alabama were generally spared from pillage and destruction. As a result, their agricultural productivity was relied upon to provide food for the other parts of their states and the rest of the Confederate States. The AWP was a primary rail route by which to export this crucially important sustenance from these “breadbasket” regions to the embattled areas. Just as importantly, it was part of the principal rail route used to transport soldiers and munitions back and forth between Georgia and the western theater in Mississippi, and to and from the Gulf Coast ports of Mobile and New Orleans. The AWP also was able to avoid significant damage for the majority of the war, and the simple maintenance of its operational status added all the more value to its aforementioned functions..

However, the northern section of the line did come under attack during the Atlanta campaign of the summer of 1864. During and after the capture of Atlanta, Union General William T. Sherman’s forces ultimately uprooted



College Park depot

and destroyed almost all of the existing AWP track between Atlanta and Fairburn, as reported by historian Robert C. Black III in *The Railroads of Georgia in the Confederate War Effort*. The railroad line was also the focal point for several military actions or battles along its length, most notably the Battle of Brown’s Mill near Newnan on July 30, 1864, and the Battle of Fort Tyler, fought in West Point on April 16, 1865. The Battle of Brown’s Mill resulted from a Union cavalry raid that aimed to disrupt or sever the railroad’s supply and communications capabilities. The attack on Fort Tyler, conducted seven days after the surrender at Appomattox and thus one of the last battles of the war, was a mission by Union General James Wilson’s raiders to take the fortifications in place to defend the AWP’s rail bridge over the Chattahoochee River.

The AWP’s segments damaged during the Civil War were quickly repaired after its end. Then, in 1870, the Western Railway of Alabama finally closed



Madras depot

an unfinished gap between Montgomery and Selma to the west, thereby traversing the entire width of middle Alabama, from West Point to Meridian, Mississippi. With this post-war development, the AWP thus became a key link in the South's 1200-mile through route from the

Potomac River at Alexandria, Virginia to the Gulf of Mexico at Mobile and New Orleans, and a major contributor to Atlanta's continued emergence as a regional and even national rail center. Yet, until the construction of a final six miles of its own track beyond East Point in 1889, AWP trains entered Atlanta on the tracks of the Macon & Western Railroad (later acquired and merged into the Central of Georgia). When the AWP did build its own track set north to Oakland City, West End, and into Atlanta, they simply ran parallel to the Macon & Western's tracks, thus employing a shared rail corridor.

Much of the early investment and stock ownership in the AWP had come from the Georgia Railroad & Banking Company, an Augusta company whose railroads between Augusta, Athens, and Atlanta were among the earliest in the state and, as described above, into Atlanta. Later, the AWP was controlled indirectly by the Atlantic Coast Line (ACL) through the ACL's lease of the Georgia Railroad's properties. This lease was originally obtained by William Wadley, president of the Central of Georgia (COG), in 1881. After some maneuvering, Wadley split the lease equally between the COG and the Louisville & Nashville Railroad (LAN). In 1898-99, the LAN briefly held the entire lease, before selling a half-interest to the ACL. In 1902, the ACL gained control of the LAN (although the LAN was allowed to operate separately), and hence control of the AWP, as well.



Water Tower at Hogansville

Further complicating the organizational structure was the Western Railway of Alabama (WofA), which was another railroad property held by the Georgia Railroad & Banking Company. Beginning in 1883, it was brought under the same management as the AWP, but continued to operate under its own name. The AWP operated 87 miles of railroad, and the WofA operated 138. In the 1894 *Official Railway List*, the AWP and WofA together reported operating 39 locomotives, 33 passenger cars, and 692 freight and miscellaneous cars. After 1903, the AWP and the WofA operated jointly under the marketing name "West Point Route." An earlier such name was "Atlanta & New Orleans Short Line."

At the turn of the twentieth century, the AWP began building a belt line in Atlanta to enable a new connection from its mainline near East Point to the Georgia Railroad mainline in East Atlanta, thereby circumventing the congestion at their existing connection point in downtown Atlanta. After a restraining order stopped the work, based on limitations in the AWP's



Hogansville depot



Tunnel below McDonough Blvd. and Southern Railway, Atlanta

charter, the AWP formed the separate but affiliated Atlanta Belt Railway Company to complete the 5.5-mile line.

The Atlanta & West Point name lasted until 1983, when it and the Georgia Railroad were both absorbed into the Seaboard System Railroad. Seaboard System was itself the successor to the amalgamated Seaboard Coast Line, the result of a 1967 merger of the Atlantic Coast Line and Seaboard Air Line. In 1986, the Seaboard System, already a holding of the new CSX Corporation, was fully integrated into CSX Transportation.

SYSTEM DESCRIPTION

The former AWP has always constituted the principal and most direct rail route between Atlanta and Montgomery, Alabama, and on to other connections in Meridian, Mississippi. However, due to the many consolidations and abandonments throughout the railroad industry during the second half of the twentieth century, it has become a critical component piece of CSX Transportation's only through route connecting Atlanta to New Orleans and, in fact, all the Gulf Coast cities and towns between New Orleans and Pensacola, Florida.

The AWP follows a diagonal route along a general northeast-to-southwest orientation across Georgia's west central region. It stretches from downtown Atlanta across Georgia's western Piedmont to the Chattahoochee River, at a point only a relatively short distance (about 35 miles) above Columbus. As is characteristic of the Piedmont region, the land forms across which the route travels undulate, with hills and ridges rolling into valleys; this terrain necessitates some cuts and embankments, but the changes in topography are typically not especially steep.

The AWP's long-standing importance to travel and commerce through this part of the state is perhaps best exemplified by the fact that the designers of Interstate 85 practically copied the alignment of the AWP between Atlanta and West Point, placing it parallel and in close proximity to the railroad for almost the route's full length. Interstate 85 between Atlanta and Alabama provides direct access to all the same cities, towns, and communities as has the AWP throughout its existence. Many of these same places, such as Moreland, Grantville, and Hogansville, were founded as station stops along the AWP mainline.

The AWP once operated rail yards at its eastern and western termini, East Point and West Point, although the size and importance of the West Point yard was diminished once the gauges of the AWP and the WofA were standardized and train transfers were no longer necessary. Nonetheless,

a small yard of parallel sidings remains in downtown West Point, along the Chattahoochee River's west bank. The East Point yard is now called Industry Yard and is shared by CSX and Norfolk Southern, following from the AWP's and COG's historic track-sharing arrangement. After the AWP's subsidiary Atlanta Belt Railway was developed, the AWP also began shared use of Hulsey Yard, the Georgia Railroad yard at Reynoldstown.

The AWP did not require the construction of many significant bridges, in part because it stayed south and east of the Chattahoochee River basin. It finally crosses that river in West Point, and the steel, through truss bridge runs parallel to and is visible from the US 29/SR 14/East 10th Street highway bridge.

DETERMINATION OF NATIONAL REGISTER ELIGIBILITY

The Atlanta & West Point Rail Road system (AWP), including acquisitions and subsidiaries, was evaluated in total for eligibility for listing in the National Register using the National Register Criteria for Evaluation, as outlined in 36 CFR Part 60.4.

The AWP was evaluated under Criterion A and appears to possess a state level of significance in the areas of Transportation and Commerce. The AWP is an antebellum railroad, constituting one of the second wave of railroads chartered in the state during the 1840s and 1850s, after the initial development of the COG, the Georgia Railroad, and the Western & Atlantic Railroad in the 1830s. AWP trains traveled diagonally across the western core of the state's northern half and, through the line's ties to other railroads at Atlanta, Union City, LaGrange, and West Point, connected this part of the state to all parts of Georgia and farther west into Alabama, Mississippi, and Louisiana. Also, the railroad's alignment fit well into the chain of railroads that connected the major Piedmont cities of the Southeast, the northeast-to-southwest oriented sequence of inland commercial centers that followed the general course of the Atlantic seaboard. Essentially connecting Atlanta and Montgomery, the railroad was toward the southern end of a patchwork route linking cities such as Richmond, Virginia, Columbia, South Carolina or Charlotte, North Carolina, with Augusta, Atlanta, and onward. Also, the



Industry yard, East Point

AWP played a crucial role in the heavily trafficked corridor from Atlanta to New Orleans, once advertised as being part of the “Atlanta and New Orleans Short Line.”

The AWP also helped facilitate the growth of agricultural exports from all parts of Georgia, and particularly the state's northwestern quadrant. For most of its existence during the nineteenth century, the AWP's core agricultural shipments consisted predominantly of cotton, and the railroad contributed to the production of this staple crop in this region of the state, which is located entirely above the fall line. Without the luxury of navigable rivers found in the southern half of the state, farmers and landowners in this region would have struggled, prior to the railroad's development, to export their products, thus limiting production.

Due in part to its position of geographic and logistical importance, and its corresponding usefulness to commercial industrial, and agricultural enterprises, almost all of the former AWP remains in use.

Therefore, the AWP is considered eligible for its historically significant contributions to the commercial development of Georgia and as a historically significant component of Georgia's rail transportation network, one of the comparatively small number of railroads completed in the state before the onset of the Civil War.

In the areas of Exploration/Settlement and Community Planning and Development, the AWP led to the development of numerous cities and towns in northwest central Georgia. Since it was chartered in the late 1840s, the AWP was initiated only a couple of decades after the part of Georgia it traverses was opened to white settlers. Therefore, the railroad was opened early enough in the history of area settlement to be a historically notable impetus to the influx of new residents. Also, cities such as Fairburn, Palmetto, Moreland, Grantville, and Hogansville were either entirely or largely the outgrowth of AWP stations. The linear layouts of their downtown commercial centers, which typically emerged alongside and faced the rail corridor, reflect the critical influence of the railroad's course on local settlement and community planning. Due to the stimulus that the AWP provided towards the development of many communities, almost all of which are still extant and even thriving, the railroad presents a local level of significance in the areas of Exploration/Settlement and Community Planning and Development.

As a railroad entity and line that was originally established and constructed primarily during the antebellum period, this linear resource also conveys significance under Criterion A in the area of Ethnic Heritage—Black. Manual slave labor was almost universally employed to build Georgia's pre-Civil War railroads, and the AWP mainline's remaining and intact grades, cuts, fills, buildings, and other elements constructed during the antebellum period physically convey African-Americans' historically significant contributions to the construction of the state's railroad infrastructure. Almost the entirety of the AWP system's track mileage, apart from the Atlanta Belt Railway component and the mainline's short, post-war extension into downtown Atlanta from its former eastern terminus at East Point, potentially contributes to this significance.

Last, the AWP system has been evaluated for its significance in the Military category, due to its significant role, along multiple fronts, within the context of the Civil War in Georgia. As one of the four major antebellum railroads in Georgia that entered Atlanta at the outbreak of hostilities, the AWP was a critical route for distributing goods and supplying rations and reinforcements. Along with the Macon & Western, it was one of two railroads that connected the railroad hub city of Atlanta to the agricultural region of southwest Georgia, and the AWP was the only one to connect northern Georgia to Alabama, and its equally important farming regions. Accordingly, the AWP holds a state level of significance for its involvement in Military activities, operations, and campaigns during the course of the American Civil War in Georgia.

The AWP holds no known associations with individuals whose specific contributions to history can be identified with or documented through this railroad property. Therefore, the rail system is not eligible for inclusion in



Bridge over Campbellton Street, Fairburn



SR 154 crossing at McCollum, Coweta County

the National Register under Criterion B.

The AWP also has been evaluated under Criterion C and has been determined eligible for the National Register based on its significance and integrity in the areas of Engineering and Architecture. The trackage for the AWP mainline between Atlanta and West Point is still fully intact and

in constant use. The line's railbed is thereby representative of the state of railroad design, including alignment, grading, and construction at the middle of the nineteenth century and during Georgia's roughly twenty-five-year period of railroading prior to the Civil War. Much or even most of the original rail infrastructure of rails, ties, trestles, and bridges may have been replaced over the years, in the course of regular operational and safety upgrades, repairs, and improvements. Although these general modifications may diminish the integrity and significance of the railroad's parts and components as physical artifacts, they in no way lessen the significance or integrity presented by the retained route alignments of the AWP lines. The AWP's essential linear quality and continuity has been fully preserved. In the area of engineering, the railroad thus remains a good and intact example of mid-nineteenth-century rail construction in Georgia, giving it significance at a statewide level.

Also, almost a dozen AWP passenger, freight, or combination rail depots along the mainline and the Atlanta Belt Railway are still extant and positioned either on or very nearby their original sites, adjacent to the rail line. This intact collection includes the AWP depot buildings in College Park, Union City, Fairburn, Palmetto, Madras, Newnan, Grantville

(separate passenger and freight), Hogansville, and West Point, as well as the depot at Ormewood Park in Atlanta, along the former Atlanta Belt Railway. This complement of depots is remarkable and noteworthy for the sheer number, and thus percentage, of depots still extant along the length of what, in terms of distance covered, was a comparatively short mainline route. These remaining depots together allow the railroad system with which they were historically affiliated to present a state level of significance in the area of architecture, for these are good, representative examples of railroad station and railroad building architecture in Georgia from the middle of the nineteenth century through the first decades of the twentieth century.

There are no indications that any of the rail corridors of the AWP mainline or its subsidiary Atlanta Belt Railway is likely to yield information on important research questions in history or prehistory. Likewise, the AWP rail system overall does not appear to have the potential to be the principal source of important information. Therefore, there was no basis for evaluating the property under Criterion D.

Because the AWP's component parts remain fully or substantially intact, the system retains integrity in the areas of location, setting, design, materials, workmanship, feeling, and association; see attached System Feature Inventory Forms for further analyses of integrity. Therefore, the former AWP system is considered eligible for listing in the National Register of Historic Places, for the reasons described above. The system is eligible for the National Register under Criterion A, for its historic significance in the areas of Commerce, Community Planning and Development, Exploration/Settlement, Transportation, Ethnic Heritage – Black, and Military, and under Criterion C, in the areas of Architecture and Engineering. Its period of significance is 1847 to 1983, including and spanning the time from the initial development of its earliest predecessor company, the Atlanta & LaGrange Rail Road, through to its full absorption into the Seaboard System Railroad and, soon thereafter, into the system's present owner and operator, CSX Transportation.



Bridge over Blue Creek, Hogansville vicinity

PROPOSED NATIONAL REGISTER BOUNDARIES

For the AWP component lines that are intact and have sufficient significance and integrity to be eligible for the National Register of Historic Places, the proposed National Register boundaries for listing correspond to the current and historic railroad corridor rights-of-way of all eligible and contributing sections.

Within Georgia, these sections consist of the full lengths of the AWP mainline from Atlanta southwest to West Point, and of the subsidiary Atlanta Belt Railway bypass line, which departs the mainline at Oakland City Junction, and travels south and east of Downtown Atlanta to a connection with the Georgia Railroad mainline at Reynoldstown. Although the northern section of the belt line is now either abandoned or inactive, the entirety of the Atlanta Belt Railway has also been determined to contribute to the AWP system's National Register eligibility; its proposed boundaries correspond to the corridor's original right-of-way.

At any locations along the system corridor where there are intact depots now located outside of rail rights-of-way, but immediately adjacent to them, the proposed boundary projects from the rail right-of-way to include the depot's footprint, as well as any intact platforms or docks, any affiliated structures such as water cisterns (such as the example at Hogansville) or coaling towers (such as the example at Newnan), and any intact sidings or rail yards.

CONTRIBUTING FEATURES

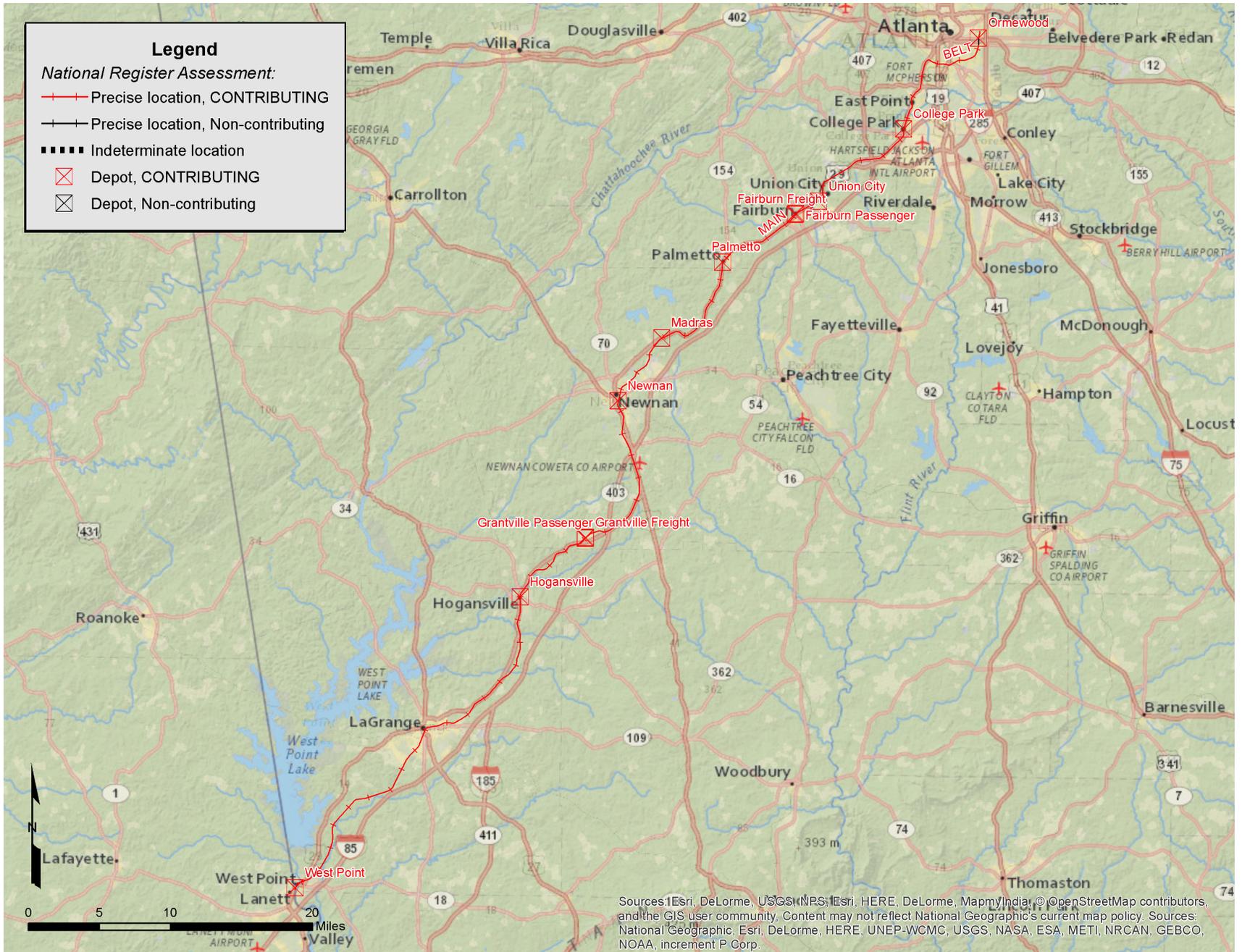
AWP mainline (MAIN) from Atlanta to West Point; Atlanta Belt Railway (BELT) bypass belt line from Oakland City to Reynoldstown in Atlanta (see attached System Feature Inventory Forms)

NON-CONTRIBUTING FEATURES

Short BELT segment comprising Bill Kennedy Way, Fulton County (see attached System Feature Inventory Forms)

PREPARED BY

Steve Storey, David Ray, Matt McDaniel, Erin Murphy, George Rounds, and Chris Mrocza



ATLANTA & WEST POINT MAINLINE (MAIN)

Other names: West Point Route
System: Louisville & Nashville Railroad
NR Evaluation: Contributing (Eligible)
Physical Status: Active
Current owner: CSX Transportation
Predecessors: Atlanta & LaGrange Rail Road
Successors: Seaboard System Railroad

Location: Downtown Atlanta, in Fulton County, to West Point, along the west bank of the Chattahoochee River in Troup County, passing en route through LaGrange



ATLANTA & WEST POINT (AWP)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

The charter of the Atlanta & LaGrange Rail Road in 1847 was the genesis of the Atlanta & West Point Rail Road (AWP). Construction began in 1849 or 1850, and the line was completed from East Point, about six miles southwest of Atlanta, to LaGrange in May of 1854. It thus constituted the fourth major railroad to provide service to the new and rapidly growing railroad hub city of Atlanta, after the Western & Atlantic and the Georgia Railroad entered in 1846, and the Macon & Western followed in 1847.

Soon thereafter, in 1857, the railroad enterprise was renamed the Atlanta & West Point, to reflect the new expansion from LaGrange farther westward to a destination on the Chattahoochee River's east bank, across from the Alabama state line. Unlike East Point, Georgia, which was named for its position at the rail line's east end, West Point was incorporated as such at the end of 1832, long before the railroad's development, and so was presumably named either for its location along the state's western edge or for its position at the Chattahoochee River's turn from a southwestern to a southern course.

Moreover, West Point was truly a junction point more than a terminal point, for it became the place of connection to the Montgomery & West Point Railroad (M&WP). This successor to Alabama's Montgomery Railroad, first chartered in 1832 and renamed the M&WP in 1842, predated the AWP by achieving completion between its two namesake termini in 1851.

Unfortunately, the AWP's 80 miles of track were laid using a 5'-0" width, whereas the M&WP utilized the 4'-8" gauge that would eventually become the industry standard. As a consequence, the trains of the two companies could only operate over their own respective tracks. All passengers and goods had to be offloaded from the arriving train and reloaded onto the departing train in West Point, which soon featured a large train shed, erected to provide protection during the transfers. The inconvenient disparity in gauge would not be corrected until after the Civil War and conversion of the M&WP to the Western Railway of Alabama (WofA).

The northern section of the AWP mainline came under attack during the Atlanta campaign of the summer of 1864. During and after the capture of Atlanta, Union General William T. Sherman's forces ultimately uprooted and destroyed almost all of the existing AWP track between Atlanta and Fairburn, as reported by historian Robert C. Black III in *The Railroads of Georgia in the Confederate War Effort*. The railroad line was also the focal point for several military actions or battles along its length, most notably the Battle of Brown's Mill near Newnan on July 30, 1864, and the Battle of Fort Tyler, fought in West Point on April 16, 1865. The Battle of Brown's Mill resulted from a Union cavalry raid that aimed to disrupt or sever the railroad's supply and communications capabilities. The attack on Fort Tyler, conducted seven days after the surrender at Appomattox and thus one of the last battles of the war, was a mission by Union General James

Wilson's raiders to take the fortifications in place to defend the AWP's Chattahoochee River bridge.

The AWP's segments damaged during the war were quickly repaired after its end. Then, in 1870, the WofA finally closed an unfinished gap between Montgomery and Selma to the west, thereby traversing the entire width of middle Alabama, from West Point to Meridian, Mississippi. Thereafter, the AWP operated 87 miles of railroad, and the WofA operated 138.

With this post-war development, the AWP thus became a key link in the South's 1200-mile through route from the Potomac River at Alexandria, Virginia to the Gulf of Mexico at Mobile and New Orleans, and a major contributor to Atlanta's continued emergence as a regional and even national rail center. Yet, until the construction of a final six miles of its own track beyond East Point in 1889, AWP trains entered Atlanta on the tracks of the Macon & Western Railroad (later acquired and merged into the Central of Georgia). When the AWP did build its own track set north to Oakland City, West End, and into Atlanta, they simply ran parallel to the Macon & Western's track, thus employing a shared rail corridor.

In the 1894 Official Railway List, the AWP and WofA together reported operating 39 locomotives, 33 passenger cars, and 692 freight and miscellaneous cars. After 1903, the AWP and the WofA operated jointly under the marketing name "West Point Route." An earlier such name was "Atlanta & New Orleans Short Line."

The Atlanta & West Point name lasted until 1983, when it and the Georgia Railroad were both absorbed into the Seaboard System Railroad. Seaboard System was itself the successor to the amalgamated Seaboard Coast Line, the result of a 1967 merger of the Atlantic Coast Line and Seaboard Air Line. In 1986, the Seaboard System, already a holding of the new CSX Corporation, was fully integrated into CSX Transportation.

DESCRIPTION

The former AWP has always constituted the principal and most direct rail route between Atlanta and Montgomery, Alabama, and on to other connections in Meridian, Mississippi. However, due to the many consolidations and abandonments throughout the railroad industry during the second half of the twentieth century, it has become a critical component piece of CSX Transportation's only through route connecting Atlanta to New Orleans and, in fact, all the Gulf Coast cities and towns between New Orleans and Pensacola, Florida.

The AWP mainline (MAIN) tracks diagonally along a general northeast-to-southwest orientation, across west central Georgia. It stretches from downtown Atlanta across Georgia's western Piedmont to the Chattahoochee River, at a point only a relatively short distance (about 35 miles) above Columbus. As is characteristic of the Piedmont region, the land forms across which the route travels undulate, with hills and ridges rolling into valleys; this terrain necessitates some cuts and embankments, but the changes in topography are typically not especially steep.

The AWP's long-standing importance to travel and commerce through this part of the state is perhaps best exemplified by the fact that the designers of Interstate 85 practically copied the alignment of the AWP between Atlanta and West Point, placing it parallel and in close proximity to the railroad for almost the full length of its route. I-85 between Atlanta and Alabama provides direct access to all the same cities, towns, and communities as has the AWP throughout its existence. Many of these same places, such as Moreland, Grantville, and Hogansville, were founded as station stops along the MAIN.

The AWP once operated rail yards at its eastern and western termini, East Point and West Point, although the size and importance of the West Point yard was diminished once the gauges of the AWP and the WofA were standardized and train transfers were no longer necessary. Nonetheless, a small yard of parallel sidings remains in downtown West Point, along the Chattahoochee River's western bank. The East Point yard is now called Industry Yard and is shared by CSX and Norfolk Southern, following from the AWP's and COG's historic track-sharing arrangement.

The MAIN did not require the construction of many significant bridges, in part because it stayed south and east of the Chattahoochee River basin. It finally crosses that river in West Point, and the steel, through truss bridge runs parallel to and is visible from the US 29/SR 14/East 10th Street highway bridge.

NATIONAL REGISTER CONTRIBUTING STATUS

The Atlanta & West Point mainline (MAIN) is a component of the AWP system; the AWP system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Ethnic Heritage-Black, and Military, and under Criterion C in the areas of Architecture and Engineering. The MAIN was evaluated for potential contributions to the historic significance and National Register eligibility of the AWP system.

The MAIN, a rail line of antebellum origin, traveled diagonally across the western core of the state's northern half and, through the line's ties to other railroads at Atlanta, Union City, LaGrange, and West Point, connected this part of the state to all parts of Georgia and farther west into Alabama, Mississippi, and Louisiana. Also, the MAIN's alignment fit well into the chain of railroads that connected the major Piedmont cities of the Southeast, the northeast-to-southwest oriented sequence of inland commercial centers that followed the general course of the Atlantic seaboard. Essentially connecting Atlanta and Montgomery, the railroad was toward the southern end of a patchwork route linking cities such as Richmond, Virginia, Columbia, South Carolina or Charlotte, North Carolina, with Augusta, Atlanta, and onward. Also, the MAIN played a crucial role in the heavily trafficked corridor from Atlanta to New Orleans, and was once advertised as part of the "Atlanta and New Orleans Short Line."

The MAIN also helped facilitate the growth of exports of agricultural products from all parts of Georgia, and particularly the northwestern quadrant of the state. For most of its existence during the nineteenth century, the MAIN's core agricultural shipments consisted predominantly

of cotton, and the railroad contributed to this staple crop's production in this region of the state, located entirely above the fall line. Without the luxury of navigable rivers found in the southern half of the state, farmers and landowners in this region would have struggled, prior to the railroad's development, to export their products, thus limiting production.

Due in part to its position of geographic and logistical importance, and its corresponding usefulness to commercial, agricultural, and industrial enterprises, the former MAIN is still in heavy use today. Therefore, it is considered historically significant in the areas of Commerce and Transportation, for its contributions to the commercial development of Georgia and as a historically significant component of Georgia's rail transportation network, one of the comparatively small number of railroads completed in the state before the onset of the Civil War.

In the areas of Exploration/Settlement and Community Planning and Development under Criterion A, the MAIN led to the development of numerous west central Georgia cities and towns. Since it was chartered in the late 1840s, the AWP was initiated only a couple of decades after the part of Georgia it traverses was opened to white settlers. Therefore, the railroad was opened early enough in the history of area settlement to be a historically notable impetus to the influx of new residents. Also, cities such as Fairburn, Palmetto, Moreland, Grantville, and Hogansville were either entirely or largely the outgrowth of AWP stations. The linear layouts of their downtown commercial centers, which typically emerged alongside and faced the rail corridor, reflect the critical influence of the railroad's course on local settlement and community planning, at specific locations. Due to the stimulus that the MAIN provided towards the development of many communities, almost all of which are still extant and even thriving, the railroad offers a local level of significance in the areas of Exploration/Settlement and Community Planning and Development.

As a railroad entity and mainline that was originally established and constructed primarily during the antebellum period, this linear resource also conveys significance under Criterion A in the area of Ethnic Heritage-Black. Manual slave labor was almost universally employed to build Georgia's

pre-Civil War railroads, and the MAIN's remaining and intact grades, cuts, fills, buildings, and other elements constructed during the antebellum period physically represent African-Americans' historically significant contributions to the construction of the state's railroad infrastructure.

Last, the MAIN has been determined to convey significance in the Military category, due to its historically notable role, along multiple fronts, within the context of the Civil War in Georgia. As one of the four major antebellum railroads in Georgia that entered Atlanta at the outbreak of hostilities, the MAIN was a critical route for distributing goods and supplying rations and reinforcements. Along with the Macon & Western's mainline, it was one of two railroads that connected the railroad hub city of Atlanta to the agricultural region of southwest Georgia, and the AWP was the only one to connect northern Georgia to Alabama, and its equally important farming regions. Accordingly, the MAIN presents a state level of significance for its involvement in Military activities, operations, and campaigns during the course of the Civil War in Georgia.

The MAIN has also been determined to contribute to the AWP system's eligibility because of its significance in the areas of Engineering and Architecture. The MAIN's railbed is still fully intact and in constant use. The line's railbed is thereby illustrative of the state of railroad design, including alignment, grading, and construction at the middle of the nineteenth century and during Georgia's roughly 25-year period of railroading prior to the Civil War. Much or even most of the original rail infrastructure of rails, ties, trestles, and bridges may have been replaced over the years, in the course of regular operational and safety upgrades, repairs, and improvements. Although these general modifications may diminish the integrity and significance of the railroad's parts and components as physical artifacts, they in no way lessen the significance or integrity presented by the retained route alignments of this antebellum mainline. The MAIN's essential linear quality and continuity has been fully preserved. In the area of Engineering, the railroad thus remains a good and intact example of mid-nineteenth-century rail construction in Georgia, giving it significance at a statewide level.

Also, ten passenger, freight, or combination depots along the MAIN are still extant and positioned either on or near their original sites, adjacent to the rail line. This intact collection includes the AWP depot buildings in College Park, Union City, Fairburn, Palmetto, Madras, Newnan, Grantville (separate passenger and freight), Hogansville, and West Point. This complement of depots is remarkable and noteworthy for the sheer number, and thus percentage, of depots still extant along the length of what, in terms of distance covered, was a comparatively short mainline route. These AWP depots also display the variety and chronology of layouts, materials, and applied stylistic traits that the AWP utilized in depot construction during its long operational history. Therefore, the remaining depots together allow the MAIN to present a state level of significance in the area of Architecture, for these are good, representative examples of railroad station and railroad building architecture in Georgia from the middle of the nineteenth century through the early twentieth century.

EVALUATION OF INTEGRITY

The MAIN has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. The railroad has not been relocated, and its alignment remains substantially unchanged since its construction; therefore, the resource retains integrity of location and setting. As the alignment and roadbed, including cuts and grades, remains intact, and other materials have been upgraded to enable continued operation of the line, the resource also substantially retains integrity of design, materials, and workmanship. The railroad also retains integrity of feeling and association as it conveys its physical characteristics as a historic railroad line.

PROPOSED NATIONAL REGISTER BOUNDARY

The MAIN's proposed National Register boundary corresponds to the current and historic railroad corridor rights-of-way of the line's entirety. These corridor rights-of-way extend the MAIN's full length within Georgia, southwesterly from downtown Atlanta all the way to the Alabama state line at West Point, where a bridge carries the connected line of the former "West Point Route" farther west and south into Alabama and on towards Montgomery, Alabama and Meridian, Mississippi.

The proposed boundary contains all National Register qualifying characteristics and features of the resource and consists of the railroad corridor's fully intact, unbroken alignment, which includes the railbed, level crossings, bridges and trestles, and other elements of the rail resource, including cuts and built-up grades.

At locations along the corridor where there are intact depots now located outside of rail rights-of-way, but immediately adjacent to them, the proposed boundary projects from the rail right-of-way to include the depot's footprint, as well as any intact platforms or docks, any affiliated structures such as water cisterns or coaling towers, and any intact sidings or rail yards.

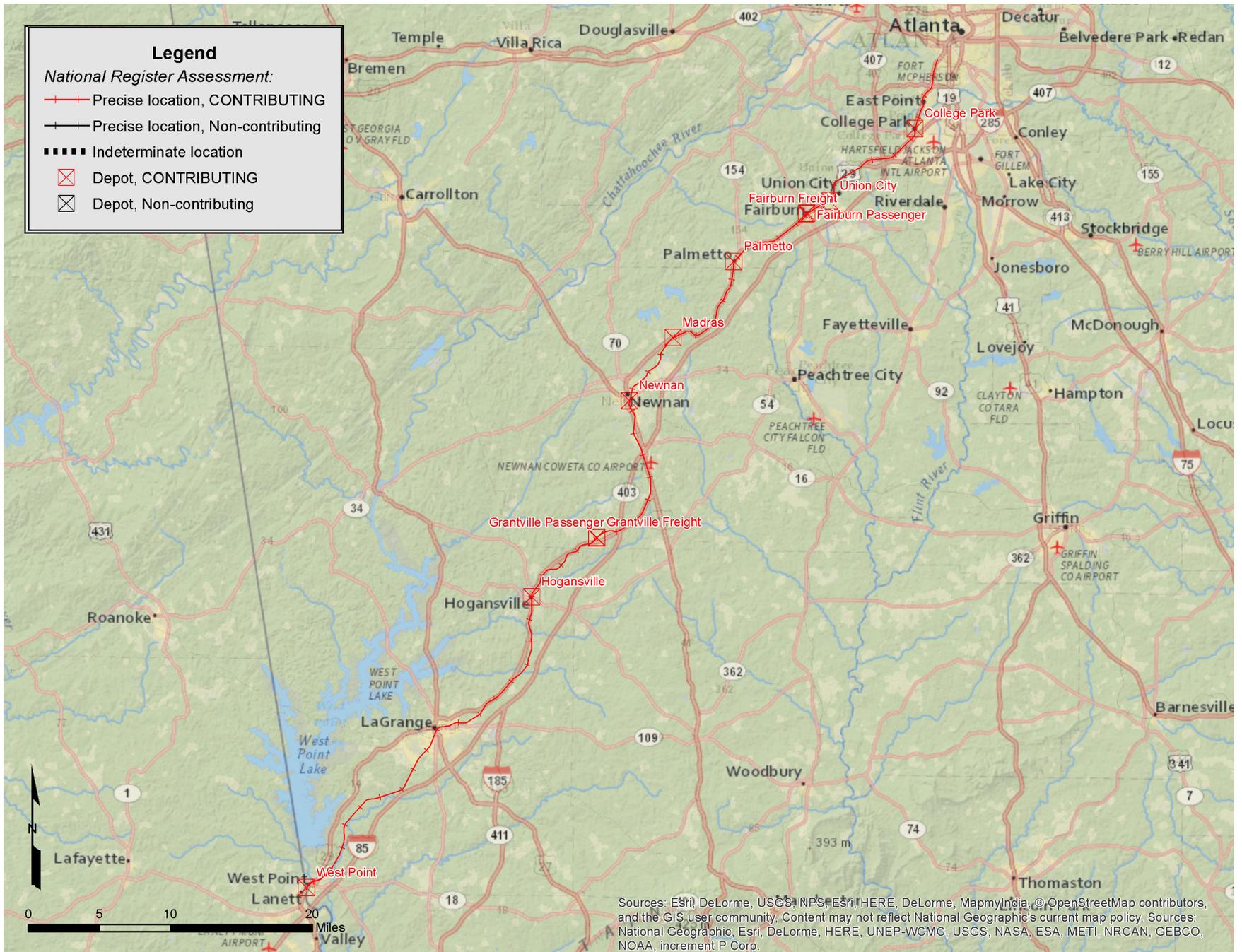
Extant and contributing MAIN depots are still standing on their original sites in the following cities, towns, and communities along the route: a combination depot in College Park; separate passenger and freight depots at Fairburn; a combination depot in Palmetto; the freight room of the former combination depot in Newnan; separate passenger and freight depots at Grantville; a combination depot in Hogansville; and a combination depot in West Point with a two-story block that sheltered passengers below upper-floor railroad offices.

Also, the former passenger depot in Union City was moved in 1984 a short distance away from the tracks and the rail corridor. Its south end is now rotated or turned slightly diagonally away from the track alignment, and it has been physically separated from the railroad right-of-way by four small, but newer commercial buildings. From its original location alongside the

tracks and between them and Westbrook Avenue, the building has been moved and oriented to front a perpendicular thoroughfare called Union Street. The depot's new site now adjoins the city hall property, but the tracks are still visible from in front on its new location. This discontinuous feature is included within the boundary, which corresponds to the depot's footprint.

PREPARED BY

Steve Storey, David Ray, Matt McDaniel, Erin Murphy, George Rounds, and Chris Mroczka



MAIN: Resource Location Map



MAIN: Industry yard, East Point



MAIN: College Park depot



MAIN: Union City depot



MAIN: Fairburn Passenger depot



MAIN: Fairburn freight depot



MAIN: Along US 29/SR 14, Fairburn vicinity



MAIN: Palmetto depot



MAIN: Madras depot



MAIN: Newnan depot



MAIN: At Interstate 85, Newnan vicinity



MAIN: Moreland, Coweta County



MAIN: Grantville passenger depot



MAIN: Grantville freight depot



MAIN: Blue Creek, Hogansville vicinity



MAIN: Hogansville depot



MAIN: At US 27/SR 14, LaGrange



MAIN: Gabbettville, Troup County



MAIN: Cannonville Road, Troup County



MAIN: Chattahoochee River, West Point



MAIN: US 29/SR 14, West Point

ATLANTA BELT RAILWAY (BELT)

Other names: A&WP Belt

System: Atlanta & West Point Rail Road

NR Evaluation: Contributing (Eligible)

Physical Status: Mixed (Active and Inactive segments)

Current owner: CSX Transportation

Predecessors: Seaboard System Railroad

Successors: Atlanta BeltLine

Location: East Point to Atlanta's Inman Park neighborhood, Fulton County



ATLANTA & WEST POINT (AWP)
System Feature Inventory Form

DEVELOPMENTAL HISTORY

Organized in 1899, the Atlanta Belt Railway Company (BELT) developed an urban connector railway around and across the southeast side of downtown Atlanta. This project had been started earlier by the Atlanta & West Point Railroad (AWP), which had made a survey for a six-mile bypass line from a point on its mainline near East Point to a point along the Georgia Railroad on the east side of Atlanta, near Inman Park. The AWP and the Georgia Railroad had been affiliated since the AWP's inception, as its completion was in part financed by the Georgia Railroad & Banking Company. The AWP's efforts were intended to avoid the existing traffic congestion of the downtown railroad hubs and terminals. In concept, the AWP aimed to create an express route for traffic that was not terminating in Atlanta, but rather was being transferred from one affiliate line to the other, and so was simply passing through Atlanta on the way farther east or west. Both companies undoubtedly recognized that the bypass would also open new siting opportunities for factories, warehouses, and other customers that could be serviced by the belt line.

The AWP had purchased about one-half of the needed right-of-way before a restraining order halted the project. Due to limitations of the AWP's initial charter, it was thereafter necessary to incorporate the Atlanta Belt Railway Company as an independent company to gain permission to complete the line.

As it turned out, the BELT did accomplish the construction of the 5.5-mile line from the AWP mainline to Inman Park. The tracks stretched eastward from the AWP at what became known as Oakland Junction to a point just southeast of Grant Park, then turned north and ran through the Ormewood Park and Reynoldstown neighborhoods to approach and tie into the Georgia Railroad at Hulsey Yard. The line was opened in 1900, but then was promptly leased to the AWP, as was the plan all along.

Around the time of the BELT's incorporation, the September 22, 1899 edition of *Railway Age* reported that the company initially had a larger goal in mind:

“In the interest of the Atlanta & West Point, the Atlanta Belt Railway Company has applied for a charter to build a belt line about 30 miles long, beginning at or near Howell Station, on the northwest of the city of Atlanta, on the Western & Atlantic, Southern and the Seaboard Air Line railroads, and proceeding southerly and easterly around the city in Fulton County, and partly in De Kalb County, to or near a station on the line of the Georgia Railroad, known as Clifton; thence northerly and westerly further around the city, until it reaches the point of beginning.”

Despite these reputed aims, the BELT itself never implemented construction of any significant amount of additional trackage after finishing the AWP to Georgia Railroad belt.

DESCRIPTION

Currently, the AWP's BELT trackage is still in place and officially in service (according to CSX Transportation's 2015 system map), although operations along its route are minimal and some sections have been taken out of service. As of 2015, the tracks are still present and uninterrupted from the southern wye junction (between Murphy Avenue and Sylvan Road) with CSX's former AWP mainline, and continues east and north to the crossing at Glenwood Avenue. This fully intact section includes passages through two railroad bridges and a prominent tunnel, which crosses beneath both McDonough Boulevard SE and Norfolk Southern's former Southern Railway "Atlanta Division" mainline to Macon. Since the Southern's line was initially completed by its East Tennessee, Virginia & Georgia predecessor in 1882, the belt line's tunnel had to be bored under the existing railroad.

The tunnel's vaulted roof was built of brick, with stone knee walls/bulkheads at the base, and its exterior end edifices were erected of ashlar cut, rustic stone masonry. One bridge, consisting of a steel plate girder deck resting on poured concrete abutments with distinctive stepped wing walls, crosses US 19/41 Metropolitan Parkway (formerly Stewart Avenue). The other, another steel plate girder deck design, carries the line over Pryor Street; it is supported by massive abutments of ashlar stone masonry, complete with stacked stone wing walls.

From the tunnel at McDonough Boulevard east to the crossing at Glenwood Avenue, the tracks are currently still extant, and the corridor features another impressively large and sturdy rail viaduct, built of poured concrete over a vaulted throughway; this structure carries trains over Ormewood Avenue. There are also two smaller, lower, and more common, steel-framed rail bridges over Hill Street and Confederate Avenue.

From Glenwood Avenue north to Memorial Drive, the former rail right-of-way has been paved over and the corridor utilized for Bill Kennedy Way (also known as the Glenwood Connector), which crosses over Interstate 20/Ralph David Abernathy Freeway by bridge. Any former rail embankment or rail bridge over I-20 has been completely removed. From Memorial Drive north to Hulsey Yard, most of the tracks are still in place, even though the

rail grade through the area has already been adapted for use as the Eastside Hiking Trail Southern Extension. The northwest corner of the Memorial Drive-Kennedy Way intersection is also the site of the former BELT's Ormewood combination depot, as well as a number of former railroad related warehouses in the immediate vicinity.

Constructed in 1914, but closed for its original use in 1960, the single story, brick veneered depot now houses a restaurant. Along the way to Hulsey Yard, a small, steel, plate girder overpass is still in place at Fulton Terrace, and in the yard itself, the tracks of the former wye intersection into the Georgia Railroad are mostly intact, though disused.

Much of the BELT is proposed for adaptive reuse as part of a route expansion of the Atlanta BeltLine multi-purpose trail system. In Atlanta BeltLine documents, the respective parts of the belt railway targeted for rail-trail implementation are referred to variously as the Southeast Segment and the Southside Trail. These plans are currently proposed to be executed in the general timeframe from 2015-2020.

NATIONAL REGISTER CONTRIBUTING STATUS

The Atlanta Belt Railway (BELT) is a component of the AWP system; the AWP system is considered eligible for the National Register of Historic Places under Criterion A in the areas of Transportation, Commerce, Community Planning and Development, Exploration/Settlement, Ethnic Heritage-Black, and Military, and under Criterion C in the areas of Architecture and Engineering. The BELT, which was developed, owned, and operated by the AWP for the majority of its service, was evaluated for its possible contributions to the historic significance and potential National Register eligibility of the AWP system.

The BELT was evaluated under Criterion A; due to its status as the AWP's intown Atlanta belt line route, the BELT contributes to the significance of the AWP system. Since the turn of the twentieth century, the BELT played a prominent role in the AWP system's overall state and local levels of significance in the areas of Transportation, with associated significance in the area of Commerce. Although it constituted only a short run of track

when compared to the length of the AWP mainline, it provided a critically important advance to the infrastructure of the AWP system and an equally beneficial improvement to the system's operational efficiency. But, to understand the true scope of the BELT's significance to the AWP, it is best to consider its new function within the logistics of the collaborative "West Point Route," a working partnership between the AWP and its affiliates, the Georgia Railroad and the Western Railway of Alabama.

As described in the AWP's System Property Information Form, the West Point Route was a joint marketing initiative and operational agreement between the three affiliated companies to provide direct service, also commonly known as a through route, between Augusta, Atlanta, and Montgomery. Although some trains might have been exchanged to different locomotives along the way, the effort was generally aimed at offering an expedited passage between the three cities, mostly unhindered by the time-consuming transfers between rail companies that were common to most connections at the time.

The West Point Route name and arrangement was in use for most of the twentieth century, finally disappearing into the amalgamated Seaboard System Railroad in the early 1980s. The BELT's length and purpose were crucial to the arrangement's effectiveness. It enabled the AWP and the Georgia Railroad to carry out their express transfers along the Georgia Railroad mainline to the east of downtown Atlanta, and then travel east-west across Atlanta by bypassing downtown, and instead looping through the eastern and southern suburbs. The BELT thereby enabled avoidance of potential slowdowns caused by the congestion and tight confines of the 1840s-era railroad gulch in downtown Atlanta. Since referred to as Underground Atlanta, this crowded area was already home to two major union stations and all their associated transfer tracks. The AWP engines could meet up with the Georgia Railroad engines, and quickly transfer cars, if needed, at Hulsey Yard in the Cabbagetown/Reynoldstown vicinity. Thus, in the area of Transportation, the BELT was significant to not only the operational and business success of the AWP and its West Point Route network, but also to the creation of the interconnected web of railroads that provided thorough coverage of Georgia (and Alabama) at the turn of the twentieth century.

Moreover, the BELT carried on the AWP's state level of significance in the area of Commerce, since it operated essentially as a short northern extension of the AWP mainline. But, at a local level, the BELT also had a significant impact on the industrial and commercial development of southern and eastern Atlanta. The course of this southern belt railway stimulated the location and construction of numerous factories, warehouses, and industrial facilities adjacent to the new rail corridor. For example, there are numerous historic warehouse complexes (including the former A&P storage warehouses, etc.) still standing within the immediate vicinity of the Ormewood depot along Memorial Drive; these were all placed to afford spur line access to the BELT.

The BELT was also evaluated for its potential to contribute to the significance of the AWP system under Criterion C in the areas of Engineering and Architecture. Although a portion of the railroad's rails, ties, and railbed were removed at some point and the right-of-way converted for the development of Bill Kennedy Way, the rest of the rail corridor and its railbed is intact, and the majority of this southern belt route still retains its track, as well as its noteworthy complement of bridges, viaducts, and a tunnel, described above. Also, even though Bill Kennedy Way is a surface street and non-contributing, its course nonetheless precisely adheres to the BELT's former path; it thereby preserves the continuity of the former alignment and ensures there is no possibility for disruption caused by new buildings in the former rail right-of-way. For these reasons, the BELT still maintains and conveys its historically significant design characteristics. The railroad thus remains a good and generally intact example of early twentieth century rail engineering and construction, particularly within the surroundings of what was already becoming a suburban setting along Atlanta's eastern, southern, and western edges.

In addition, the BELT's extant Ormewood depot is not only a constituent example of the AWP system's remaining complement and variety of depots, its exterior is largely unaltered. This depot therefore constitutes a good, intact example of the wide variety of types and styles of architecture that were applied to depots throughout the state.

As described above, the BELT corridor contributes to the significance of the AWP system's National Register eligibility under Criterion A in the areas of Commerce and Transportation, and under Criterion C in the areas of Engineering and Architecture. The BELT represents a good example of both a suburban belt railroad and component branch line from the turn of the twentieth century.

EVALUATION OF INTEGRITY

The BELT has been determined to possess integrity in the areas of location, setting, design, materials, workmanship, feeling, and association. No portion of the railroad has been relocated, and, except for the section that has been utilized as right-of-way for Bill Kennedy Way, its alignment remains substantially unchanged since its construction; even this non-contributing section reflects the original alignment. Therefore, the resource retains integrity of location and setting. As the remainder of the alignment and railbed, including cuts and grades, bridges, viaducts, and tunnels, remains intact, and other materials have been upgraded to enable continued operation of the line throughout its operational history, the resource also substantially retains integrity of design, materials, and workmanship. The belt railway also retains integrity of feeling and association, since it effectively conveys its physical characteristics as a historic railroad line.

PROPOSED NATIONAL REGISTER BOUNDARY

The BELT's proposed National Register boundary corresponds to the current and historic railroad corridor rights-of-way of the line's entirety. These corridor rights-of-way extend the full length of the belt railway from its western intersection with the AWP mainline at Oakland Junction to its intersection with the Georgia Railroad mainline at CSX's Hulsey Yard, near the Reynoldstown and Inman Park neighborhoods.

The proposed boundary contains all National Register qualifying characteristics and features of the resource and consists, in part, of the railroad corridor's intact, albeit disconnected, sections of preserved trackage and railbed. The contributing corridors of these sections include the railbed, level crossings, four intact railroad viaducts/bridges and one

tunnel, and other elements of the rail resource, including cuts and built-up grades/embankments. The boundary also includes the non-contributing section that has been repurposed as Bill Kennedy Way; although now paved over, this segment nonetheless preserves the integrity of the BELT's linear alignment. The proposed boundary also projects out from the rail right-of-way to include the BELT's extant Ormewood depot, which stands on its original site along Memorial Drive and adjoins the former rail right-of-way.

PREPARED BY

Steve Storey, David Ray, Matt McDaniel, Erin Murphy, George Rounds, and Chris Mroczka



BELT: Resource Location Map



BELT: GAR at Hulsey yard and DeKalb Avenue, Reynoldstown



BELT: Ormewood depot, Inman Park



BELT: Kirkwood Avenue, Atlanta



BELT: Tunnel at McDonough Boulevard, Atlanta



BELT: Metropolitan Parkway, Atlanta



BELT: Sylvan Road, Atlanta