

PERMANENT ARCHIVAL RECORD
Digital Archival Photography

ATHENS BRANCH OF THE MACON & NORTHERN RAILWAY (MACN)
Athens, Clarke County

HP-230522-001

Prepared by
Megan Grace McPherson
New South Associates

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Introduction

Clough Harbor Associates hired New South Associates to prepare a photographic Permanent Archival Record of the Athens Branch of the Macon & Northern Railway (MACN) (HP-230522-001). The Athens Branch of the MACN is a segment of rail line constructed between 1885 and 1888. The line changed hands several times, but in 1895 the line became part of the Central of Georgia Railway (COG), which later consolidated into the Southern Railway and Norfolk Southern Railway. The Athens Branch of the MACN is significant at the state level in the areas of transportation and engineering history (Criterion A) and engineering (Criterion C).

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Geographic Location of Resource

Athens Branch of the Macon & Northern Railway (MACN)
Athens, Clarke County, Georgia

The segment of the Athens Branch of the MACN is approximately 6.5 miles of railroad corridor running north–south between the Oconee River trestle bridge and East Broad Street in downtown Athens, Georgia. The segment is located between mile post F–MP 98.8 in the Oconee River in Whitehall, Georgia and extends north to approximate F–MP mile post 105.3 near East Broad Street in downtown Athens, Georgia.

South End of Project

UTM Coordinates: 7.5 Minute Series Topographic Map. Athens East Quadrangle
Zone 17 Easting 281916.03 Northing 3750816.66.

North End of Project

UTM Coordinates: 7.5 Minute Series Topographic Map. Athens East Quadrangle
Zone 17 Easting 280929.10 Northing 3760083.25.

(Note: The project area is in both the Athens East Quadrangle and the Athens West Quadrangle Topographic Maps.)

Project Location Map



Location

The segment of the Athens Branch of the MACN is approximately 6.5 miles of railroad corridor running north–south between the Oconee River trestle bridge and East Broad Street in downtown Athens, Georgia. The segment begins at mile post F–MP 98.8 at the north end of the Oconee River crossing in Whitehall, Georgia and extends north approximately to F–MP mile post 105.3 near East Broad Street in downtown Athens, Georgia.

History

The MACN was first chartered in 1885 as the “Covington & Macon Railroad Company,” connecting Macon, Georgia to Covington, Georgia. Construction for the line began in Macon in 1886 and continued north. In June of 1887, the rail company was experiencing financial hardship and the railroad planners decided to abandon their original plans to connect Macon to Covington. Instead, the new plans called for a rail connection between Macon and Athens, Georgia, a place of financial prosperity during this time. By March 1888, the railroad was completed to Madison, Georgia, a little over halfway between the two terminus cities. The last section connecting Madison to Athens was completed by the end of 1888. The entire line was approximately 105 miles in length and officially opened on January 15, 1889. The MACN not only connected Macon and Athens, but it also linked Athens to important commercial distribution sites within the larger COG system.

The company continued to struggle financially with lower–than–expected rail traffic on the new line. On May 21, 1891, the line was put up for public auction and reorganized as the “Macon & Northern Railroad.” By 1894, the rail line operated six locomotives and 95 cars. The line entered receivership again that year and was jointly leased to the Richmond & Danville and the COG under the same name. On October 31, 1895, the reorganized COG purchased the line outright.

The Athens Branch of the MACN was not the first railroad in Athens; however, its arrival contributed to the development of the town and the industrial systems within. While the city’s location on the Oconee River was helpful for water–powered mills, it was difficult to ship goods and materials, as large boats could not navigate the river. Additionally, the city’s roads during this time were often in poor condition and not conducive to hauling large loads. In 1880, prior to the introduction of the MACN, the population of Clarke County was 5,313. By 1890, the population reached 15,186, and 17,708 by 1900. The introduction of railroads in Athens made transportation of goods and materials

easier and contributed to the area's commercial, industrial, and population growth during the late nineteenth and early twentieth centuries.

The line also connected several mills in the area, shuttling goods and materials between industrial sites and downtown. The southern end of the project area was located near a mill in Whitehall, known as both "the Athens Factory" and "the Georgia Factory." It was a textile mill was first established in 1830 along the North Oconee River. The line ran between the mill owner's house and the mill. Meanwhile, the northern end of the project area was home to the city of Athens' first textile mill, the Athens Manufacturing Company, which was chartered in 1828 and opened in 1832 on the North Oconee River. The MACN connected these two notable mills to each other and to several other manufacturers and businesses in the city. Several businesses, mainly in the downtown area, constructed buildings and warehouses along the line or built spur lines to connect their commercial endeavors to larger markets. The railroad also serviced the University of Georgia along the eastern border of the campus, including the delivery of coal to the university's coal-fired boiler (decommissioned in 2015).

In 1971, the COG's name was changed from "Central of Georgia Railway" to "Central of Georgia Railroad Company" after Southern Railway acquired the system and merged it with other lines. In mid-1982, Southern Railway merged with Norfolk & Western, but the COG remained in operation under the new Norfolk Southern Railway. A portion of the line closed between Madison and Bishop in 1987, affecting through traffic of the segment between Bishop and Athens. The Athens Line, LLC later purchased the Athens Branch. In 2019, the Athens Line, LLC formally discontinued service and sold the segment to Athens Transportation Partners, LLC.

Description

The Athens Branch is a portion of the MACN mainline, a COG branch that links Macon to Athens. The MACN mainline connected the former state capital, Macon, to Athens, the largest city in Northeast Georgia at the time, by crossing through Gray, Monticello, Madison, and Watkinsville. The line was constructed between 1885 and 1888 and covered just over 100 miles.

The segment discussed in this report is approximately 6.5 miles in length and extends from the northern bank of the Middle Oconee River to East Broad Street in downtown Athens, Georgia. The linear resource has an alignment that appears to be historically unchanged. From the Oconee River to River Road, the right-of-way (ROW) is

approximately 100 feet. From River Road north, the ROW narrows to approximately 75 feet. Exact ROW dimensions vary as the line passes through the more urban campus and downtown areas.

The railroad segment is constructed of double track 4.70± standard-gauge steel rails and timber ties. Typically, the tracks rest on a crushed stone ballast that is often raised but is occasionally flush with the surrounding topography. At-grade crossings are typically paved with asphalt or concrete.

One above-grade crossing consists of the railroad passing over River Road via a wooden bridge and a pedestrian tunnel connecting East Campus Road to Carlton Street. A second low wooden bridge historically existed over Baldwin Street but has since been removed. Below-grade crossings include a pedestrian bridge at Green Street, a tunnel at Oconee Street, and under the Georgia State Route (SR) 10 Loop overpass. Most at-grade crossings contain signage, and some contain signals, including the crossings at Whitehall Road, Golf Course Road, College Station Road, Carlton Street, and Cedar Street. Siding locations occur at Cedar Street, between Cemetery Street and south of Mitchell Street, and north of Mitchell Street.

Setting

The setting of the resource changes moving from south to north along the Athens Branch of the MACN. Near the southern end of the rail line segment, the resource is located along the Oconee River within the wooded, rural Whitehall Forest. The line continues north, outside of Whitehall Forest, to the southwest of the intersection of South Milledge Avenue and Whitehall Road. While a historic depot is located here, the area has been subject to non-historic commercial development. The railroad runs parallel with Milledge Avenue and occasionally descends back into forested areas and pastures away from the roadway. The railroad intersects with SR 10 Loop where the highway passes over the rail lines. Here, the character of the setting shifts from a rural environment to a more urban one.

North of their intersection with the highway, the railroad tracks are surrounded by the University of Georgia's main campus. While portions of the line run through less populated areas, including the Oconee Forest Park, much of the railroad corridor runs parallel to East Campus Road, a main thoroughfare of campus. The campus contains a myriad of university buildings, parking areas, as well as treelined sidewalks. North of the intersection of River Road and East Campus Road, the rail line serves as the eastern boundary of the university's campus until it reaches Mitchell Street. Within this segment

is a stadium, historic cemetery, non-historic parking decks, and a mix of historic and non-historic university buildings. The historic railroad trestle bridge that once spanned Baldwin Street was demolished in 2022. While most of the Athens Manufacturing Company buildings and structures that were historically located immediately east of the trestle have been demolished, a portion of one of the historic mill buildings remains intact and can be seen from the site of the former bridge over Baldwin Street. Modern apartment buildings are located to the southeast and northeast of this location. North of Mitchell Street, the railroad continues north to downtown to East Broad Street between historic commercial and industrial buildings, some of which have been acquired by the university.

Significance

The Athens Branch of the MACN was determined to be eligible for listing in the National Register of Historic Places at the state level in the areas of transportation and commerce (Criterion A) and engineering (Criterion C).

Criterion A

The Athens Branch of the MACN was an important COG branch line that linked Macon and the COG main line with Athens. The MACN connected important commercial distribution sites and population centers in Northeast Georgia to the expansive COG rail system, as well as to other connecting lines in Athens, Macon, and beyond. By expanding the rail line to Athens, one of the state's major cities at the time, COG expanded its service area to another major market and connections with other rail lines. This line benefited the region north of the COG mainline, and also the local area by connecting shippers and passengers in Clarke County to new outlets and points of connection via the COG mainline and other connecting lines. Subsequently, the Athens Branch of the MACN and its associated structures contributed to the transportation and commercial growth of the Athens area and Northeast Georgia. This branch of the line is not only significant for being a part of the larger COG system, but also for being a part of the expansive network of rail lines that provided coverage into the northeast section of the state.

Within Athens, this line proved to be important for local commerce and aided in the city's growth. This line connected several mills in the area, including Whitehall and the Athens Manufacturing Company, shuttling materials and goods to the mills and their distribution centers. The Athens Branch of the MACN connected not only local mills to each other and the city of Athens, but also connected Athens to the larger southeast

region, making Athens a major hub of transportation and commerce during the late–nineteenth century and early twentieth century. For these reasons, the Athens Branch of the MACN continues to be a contributing element of this historic rail line under Criterion A.

Criterion C

The Athens Branch of the MACN is also significant under Criterion C in the area of engineering. Although the segment did not remain active in service, most of this segment of the MACN line remains intact and physically present. Except for the trestle bridge that historically spanned Baldwin Street in Athens, Georgia, the remainder of the track infrastructure is extant. The track retains historic alignment, cuts, grades, embankments, and several supporting structures. Because of the retention of these features, this historic segment of the MACN is representative of railroad design and engineering from the late–nineteenth century. While some changes of the corridor have occurred non–historically to the original construction, including the removal of the bridge that spanned Baldwin Street, the majority of the railroad’s physical changes were executed historically and reinforced the site’s engineering history and emphasized the importance of the track during the increasing commercial demands of the Athens area. Both historic and non–historic upgrades occurred over time, including the replacement of ties, tracks, and ballast as part of continued maintenance to ensure continued corridor operation.

Sources

Anon

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Athens Branch of the Macon & Northern Railway (MACN)
Athens, Clarke County, Georgia

Megan Grace McPherson, New South Associates, Photographer
Photographs Taken: November 22, 2024 and December 17, 2024

Location of Digital Image Files: Georgia Department of Community Affairs, Historic
Preservation Division

Views

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Athens Branch PAR Photo Key (1 of 13)



Source: Google Earth 2024

Athens Branch PAR Photo Key (2 of 13)



Source: Google Earth 2024

Athens Branch PAR Photo Key (3 of 13)



Source: Google Earth 2024

Athens Branch PAR Photo Key (4 of 13)



Source: Google Earth 2024

Athens Branch PAR Photo Key (5 of 13)



Source: Google Earth 2024

Athens Branch PAR Photo Key (6 of 13)



Source: Google Earth 2024

Athens Branch PAR Photo Key (7 of 13)



Source: Google Earth 2024

Athens Branch PAR Photo Key (8 of 13)



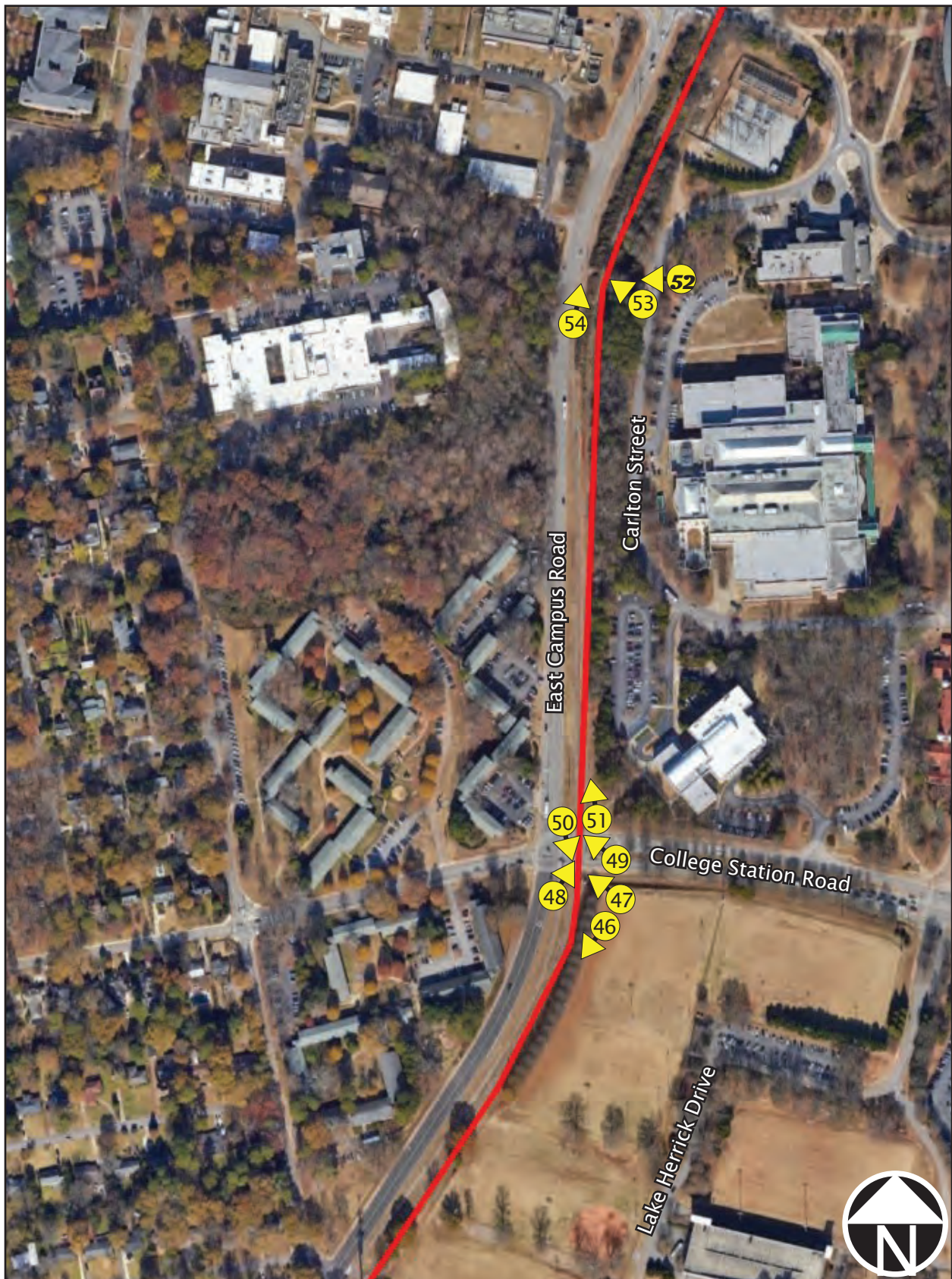
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Athens Branch PAR Photo Key (9 of 13)



Source: Google Earth 2024

Athens Branch PAR Photo Key (10 of 13)



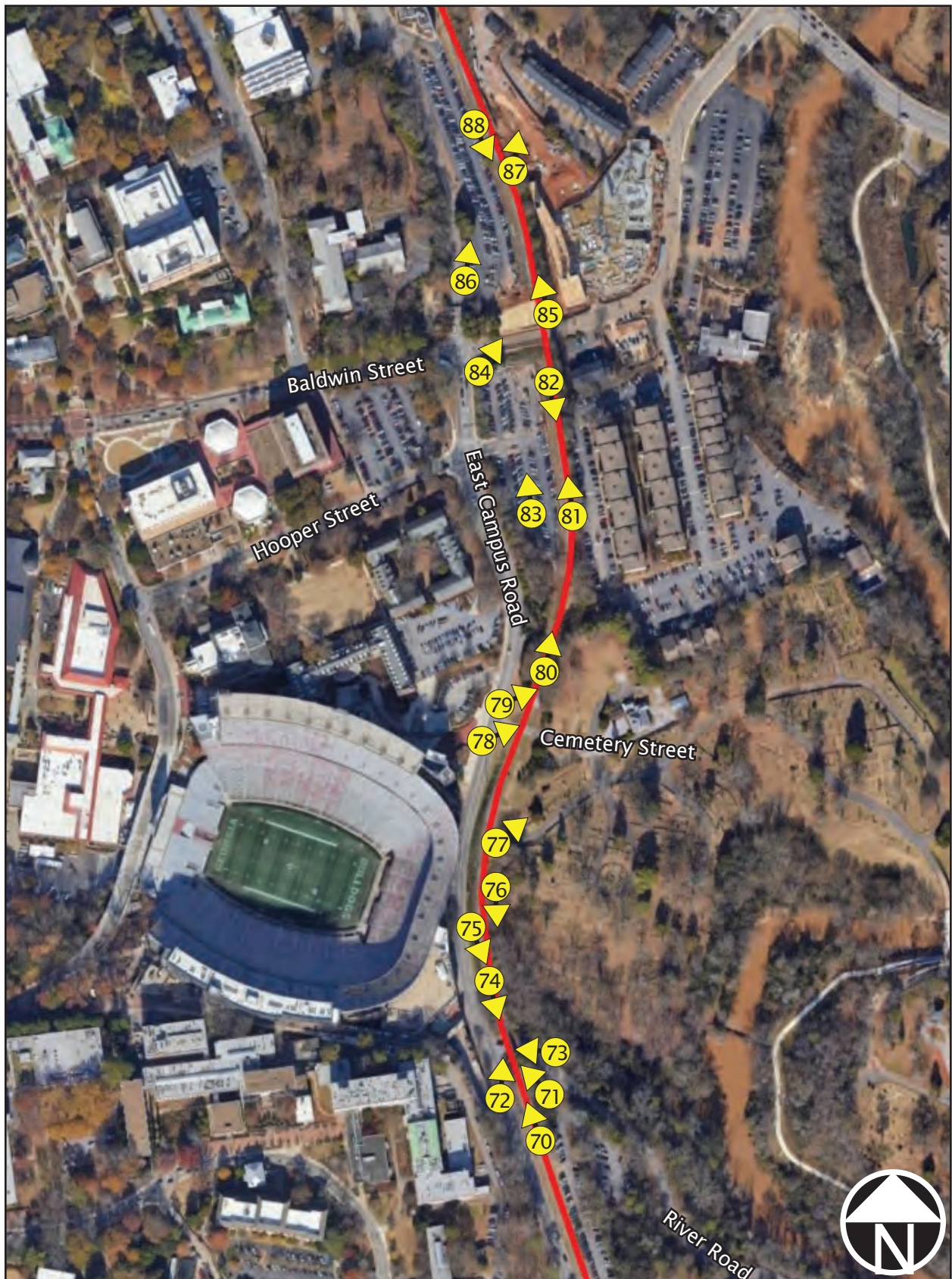
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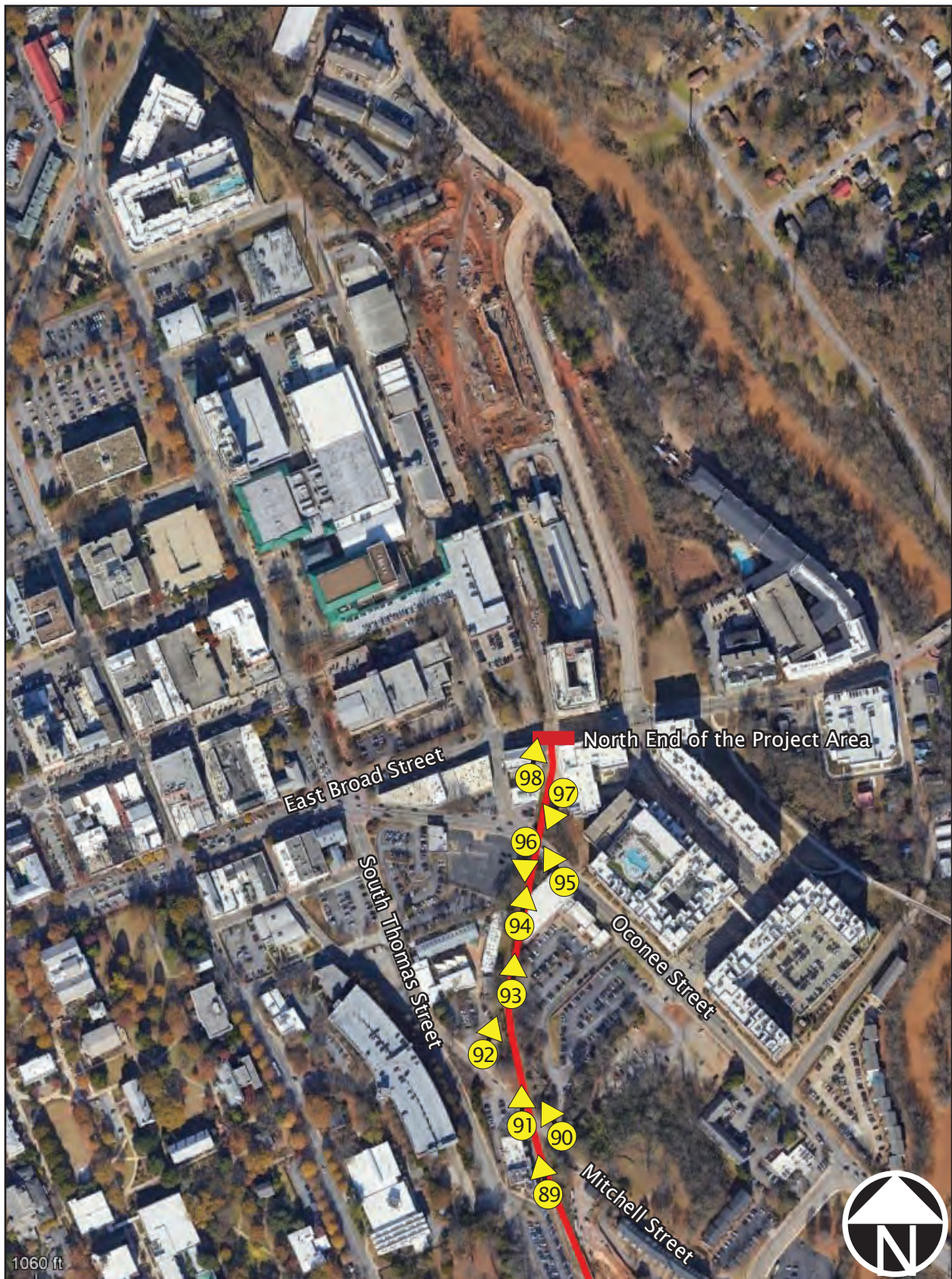
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Athens Branch PAR Photo Key (12 of 13)



Source: Google Earth 2024

Athens Branch PAR Photo Key (13 of 13)



Source: Google Earth 2024



AthensBranchPAR-View 01



AthensBranchPAR-View 02



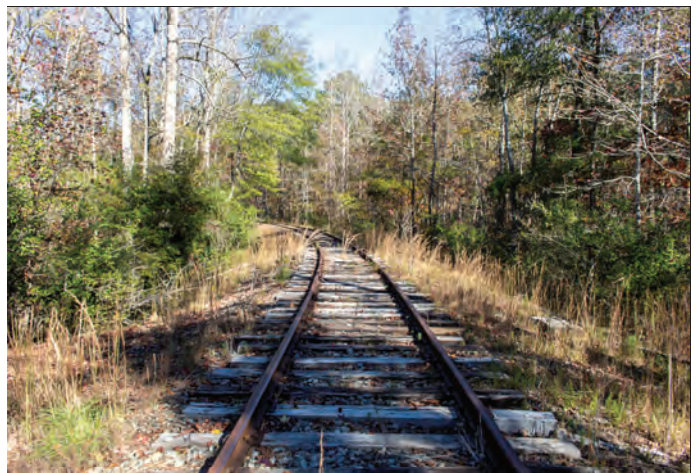
AthensBranchPAR-View 03



AthensBranchPAR-View 04



AthensBranchPAR-View 05



AthensBranchPAR-View 06



AthensBranchPAR-View 07



AthensBranchPAR-View 08



AthensBranchPAR-View 09



AthensBranchPAR-View 10



AthensBranchPAR-View 11



AthensBranchPAR-View 12



AthensBranchPAR-View 13



AthensBranchPAR-View 14



AthensBranchPAR-View 15



AthensBranchPAR-View 16



AthensBranchPAR-View 17



AthensBranchPAR-View 18



AthensBranchPAR-View 19



AthensBranchPAR-View 20



AthensBranchPAR-View 21



AthensBranchPAR-View 22



AthensBranchPAR-View 23



AthensBranchPAR-View 24



AthensBranchPAR-View 25



AthensBranchPAR-View 26



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AthensBranchPAR-View 30



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