

DOCUMENTATION FOR THE  
STATE OF GEORGIA

# DIXIE HIGHWAY

BARNESVILLE TO FORSYTH SECTION  
LAMAR AND MONROE COUNTIES, GEORGIA







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and the

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Images of roads, automobiles, and travel throughout Georgia. Sources: Photographs taken from Images of America: North Georgia's Dixie Highway 2007 and Vanishing Georgia Collection.





Making a purchase at Hall's Wayside Market near Savannah, c. 1940. *Vanishing Georgia* (CTM-1), 1982.

# PREFACE

This atlas contains documentation of the Dixie Highway (US Highway 41) in Georgia using aerial photographs, historic views, and oral history. This approach was stipulated in a Memorandum of Agreement (MOA) between the Georgia Department of Transportation, the Federal Highway Administration, and the Georgia Historic Preservation Division. Signed in 2009, the MOA mitigates the impacts of proposed improvements to the stretch of the Dixie Highway that runs between Barnesville and Forsyth. The proposed improvements to the road include a center turn lane and passing lanes.

The beginning of the document discusses, briefly, the national, state, and local historic contexts for the Dixie Highway. Then, aerial views of this section of road were identified and arranged chronologically to show change over time. The aerials are joined with historic views, maps, and quotes from oral histories that help to explain the highway's cultural significance. The aerial views are also presented on a CD that is attached to the document.



# NATIONAL CONTEXT

**THE DIXIE HIGHWAY,** America's first north-south trans-continental route, begins in Saulte-Sainte Marie, Michigan, and continues through the Midwest, before heading southeast to its southern terminus at the beaches of Miami, Florida. The Dixie Highway passes through eight states – Michigan, Ohio, Indiana, Illinois, Kentucky, Tennessee, Georgia, and Florida – and spans a total of 5,786 miles.

The Dixie Highway was the brainchild of Carl G. Fischer, an Indiana businessman. Fischer's business interests were primarily in the realm of transportation. He was involved in everything from bicycle sales, repairs, and racing, to automobile sales, to investments in battery-powered headlights (Ecker 2009). Fischer also possessed an impressive resume that included founding the Lincoln Highway, investing in the Indianapolis Motor Speedway, and establishing a motorboat racecourse in Miami, Florida (*Barnesville News Gazette*, 1 April 1915). After purchasing land in Miami Beach, Florida, Fischer -- joining the many speculators who believed that Florida would become a prime vacation destination -- advocated

the construction of a north-south automobile route between his home state of Indiana and his property in Florida. In 1915, Fischer and fellow Indiana businessman and secretary of the Hoosier Motor Club, William S. Gilbreath, attended the fourth annual meeting of the American Road

Congress in Atlanta (*Barnesville News Gazette*, 1 April 1915). At this meeting, the two men proposed the idea of the Dixie Highway to state governors in order to garner support and cooperation from all the states. A year later, the Dixie Highway Association formed in order to organize the efforts for a uniform north-south route and to promote good roads throughout the United States (Lowry and Parks 2007: 7). Headquartered in Chattanooga, Tennessee, the association held meetings throughout the southeastern United States from 1916 until 1927, when the association disbanded, in order to evaluate road conditions and decide upon routing. It is important to note that, much like its predecessor the Lincoln Highway, the Dixie Highway was not a new road, but a new route pieced together from existing roads (Fischer 2006: 3). Numerous communities petitioned for the route to pass through their area due to the potential benefits: improved roads, economic growth, and a certain level of prestige. In exchange for a place on the Dixie Highway route map, communities had to promise to improve and maintain the road. The final routing of the Dixie Highway created two routes: an Eastern route and a Western route. This outcome was due, in part, to politics within the Dixie Highway Association and within the interested communities. Two of the Association's board members, Clark Howell, editor of the *Atlanta Constitution*, and Carl Fisher, disagreed over the route of the highway. Howell wished to postpone a decision on the route in order to encourage counties along the highway to improve the local roads, while Fisher wanted to establish

quickly a route in order to maintain the momentum for completing the project (Durbin 2006: 36). In an act of compromise, Fisher recommended the creation of two Dixie Highways, running parallel to each other (Fischer 2006: 5). Dubbed the Eastern and Western divisions, the formation of two separate routes allowed many of the important cities to be included while keeping the project on schedule. The two routes also helped to appease the large and persistent number of smaller communities eager to become part of the Dixie Highway. Both routes began in Saulte-Sainte Marie and ended in Miami, with various branches joining the route along the way and east-west branches separating and then rejoining the main route (Lowry and Parks 2007:7).

Initially, local governments and businesses paid for road construction and improvements, with the federal government providing matching grants after 1916 (Lowry and Parks 2007:7). Existing dirt or gravel roads were resurfaced with macadam, a low-quality asphalt, and later upgraded to paved brick or concrete (Lowry and Parks 2007:7). While the Dixie Highway Association allowed for varying road conditions, all roads had to meet a minimum standard in order to remain part of the route. The Association kept track of improvements through a series of reports published in a monthly magazine, *The Dixie Highway*. The magazine also promoted the highway and automobile tourism. Some of the early promotion for the highway tied the need for better roads with defense purposes during World War I (Preston 1979: 146-47).



Editorial cartoon from a 1918 issue of *The Dixie Highway* illustrates how the Dixie Highway Association tied road construction efforts to winning World War I. Source: *Drivin' the Dixie Highway in Tennessee*, 2006.



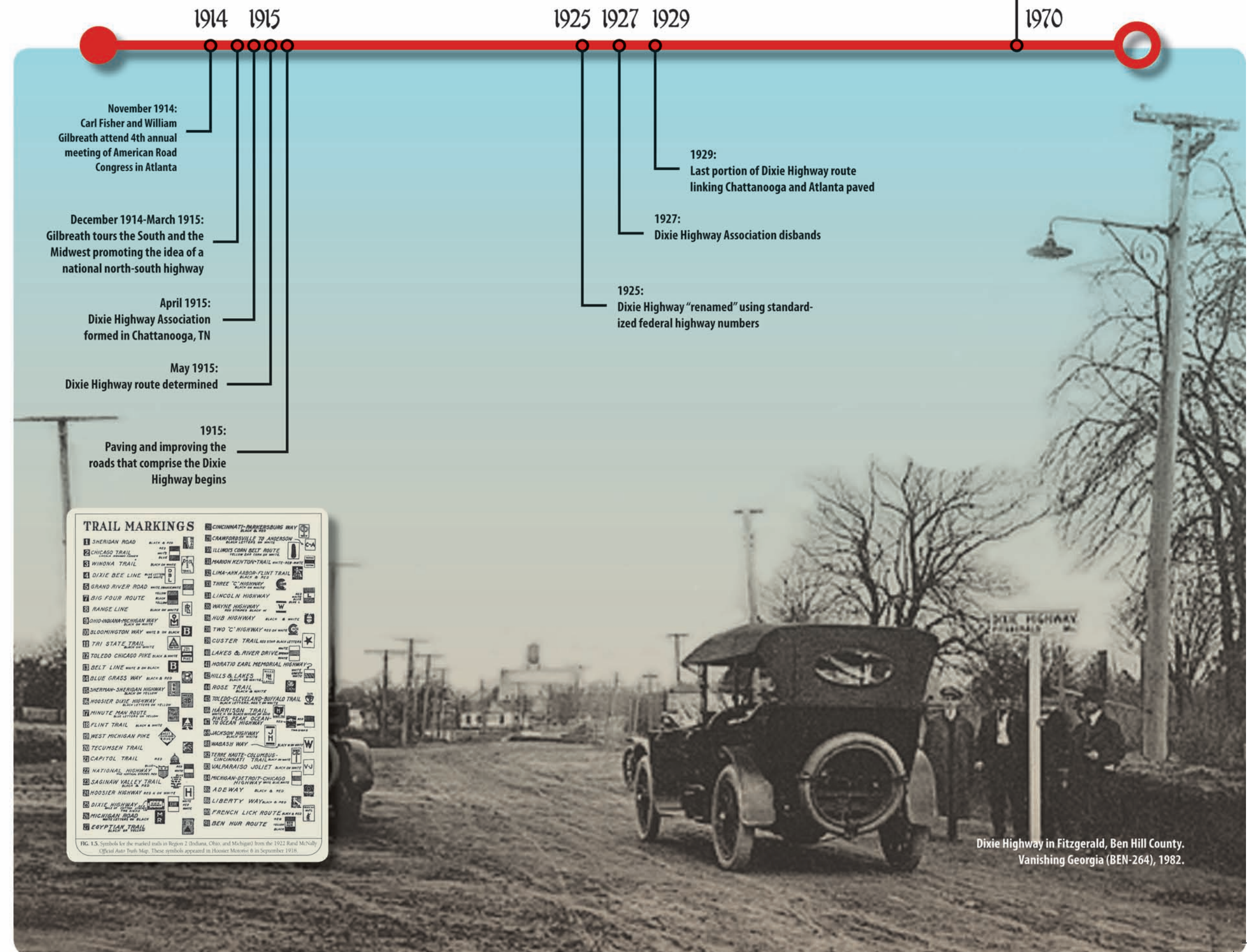
(Below) Official map of the Dixie Highway as issued by the Dixie Highway Association, 1923-24. Source: *Images of America: North Georgia's Dixie Highway*, 2007.



Due to the cobbled-together nature of the Dixie Highway, signage was a key concern. In order for motorists to easily follow the route, it was marked with red and white signs emblazoned with the letters "DH." Roadside businesses, both formal commercial establishments and less formal roadside markets, quickly established, lining the sides of the Dixie Highway and offering travelers a place to sleep, to buy gas, and to purchase numerous souvenirs and local goods.

By 1926, the Dixie Highway was well established as the nation's main north-south thoroughfare. At the same time, the federal government began dedicating funds to create an official federal interstate highway system with numerical designations: odd numbers for the north-south routes and even numbers for the routes running east-west (Lowry and Parks 2007:8). The standard black-and-white shield-shaped signs bearing the federal route numbers replaced the named national highways such as the Lincoln, the Dixie, and the National (Ecker 2009). The Dixie Highway remained a significant north-south route until the 1970s when Interstate 75 (I-75) was completed, replacing the Dixie Highway as America's primary route between the Midwest and the South.

(Right Inset) Symbols for marked trails from the 1922 Rand McNally Official Auto Trail Map. Source: *The Best Road South: The Failure of the Dixie Highway in Georgia, 2006.*



Dixie Highway in Fitzgerald, Ben Hill County. Vanishing Georgia (BEN-264), 1982.



# DIXIE HIGHWAY THROUGH GEORGIA



Map of the Dixie Highway through Georgia. Source: *Heading South without Getting Sidetracked: The Dixie Highway in Georgia*, 2006.

The call for a paved highway between the North and the South was first sounded in 1903 when several editorials appeared in Georgia newspapers presenting such a proposition (Preston 1979:146). The idea was revived six years later in 1909 when a group of “good-roads promoters” organized a motorcar endurance competition from Chattanooga to Atlanta in order to draw attention to the need for a highway connecting the two cities. The Good Roads Movement of the early twentieth century sought to improve the quality of rural life by improving farm to market roads, not only for ease of selling farm goods, but also for access to city attractions and entertainment (Pierce 1998). While interest in automobiles and the demand for better roads in Georgia did not wane, enthusiasm for a national north-south automobile route did, despite the efforts of the media and promoters. However, in 1915, the newly organized Dixie Highway Association led an extensive promotion of the highway concept that rekindled general public interest and definitely piqued the interest of the states through which the proposed highway would go. Georgia was a key state in the route and many Georgians took notice.

The roads in Georgia – as was the case in most of the Southern states – were primitive by the standards of the time and typically poorly maintained. Inclusion along the Dixie Highway route meant the promise of not only better roads, but also the promise of

progress and growth in the local economy. The responsibility and expense of improving and maintaining the road did not dissuade the communities. The zeal for the Dixie Highway was heightened by the promotion generated through newspapers, especially the *Atlanta Constitution*. Clark Howell, editor of the *Atlanta Constitution* and the Dixie Highway Association director, used his newspaper to further the Good Roads Movement’s agenda in general and, more specifically, to promote the Dixie Highway (Durbin 2006: 43).

The Dixie Highway through Georgia is not a straight thoroughfare leading the traveler from one end of the state to the other. As seen in the Dixie Highway map to the left, it wanders and branches along multiple routes. This characteristic is due on one hand to the fact that the Dixie Highway followed pre-existing roads that were improved – very few new roadways were constructed to create the north-south route. The route’s path was also influenced by local politics, which led to the splitting of the highway to ensure more of Georgia’s cities were visited. Even after the route was separated into an eastern and a western division, politicking by local interest groups, such as business owners and auxiliary clubs, continued to contribute to the highway’s meandering character in Georgia.

Both the eastern and western divisions begin in Georgia’s north-west corner and continue south towards the Florida border, covering more territory than in any of the other states through which the highway passed (Durbin 2006:36). Upwards of 1,500 miles of the various alignments of the Dixie Highway passed through 53 of Georgia’s 161 counties (Durbin 2006: 36, 43). The citizens of Georgia assumed the responsibility of improving and maintaining over a thousand miles of roads through varied terrain with only the meager financial resources allotted by the state. The enormity of the task proved to be too much for some communities, who

lost the route when they could not maintain the roads to the standards of the Association.

The task of paving the whole of the Dixie Highway through Georgia was not completed until 1929 when the section between Atlanta and Chattanooga was finished. To celebrate its completion, a convoy of approximately 200 automobiles made its way from Atlanta to Chattanooga, stopping along the way for banquets, fireworks, and celebratory speeches (Preston 1979: 147).

By the 1940s, the Eastern Division of the Dixie Highway – now known as US 41 – was the route tourists preferred, most likely because it was shorter. US 41 through Georgia took travelers from Rossville to Dalton, then onto Canton, Marietta, and Atlanta, while the Western Division – US 27 – routed travelers from Rossville to Fayette, Summerville, and Rome before heading to Marietta and Atlanta. Additionally, the north Georgia section of US 41 had more gas stations, tourist camps, and roadside stands than US 27. Such tourist-driven businesses were found all along both routes of the Dixie Highway as it wound through Georgia. Two well-known examples of Georgia roadside businesses are Stuckey’s Pecan Shoppes out of Eastman (Durbin 2006: 46) and the handmade chenille bedspread industry that developed in the Dalton area (Lowry and Parks 2007:8).

The completion of I-75 in the 1970s marked the end of the Dixie Highway as the country’s primary north-south route. Interestingly, the last portion of I-75 to be paved was near Cartersville, parallel to the last section of the Dixie Highway to be paved in 1929 (Lowry and Parks 2007:8).



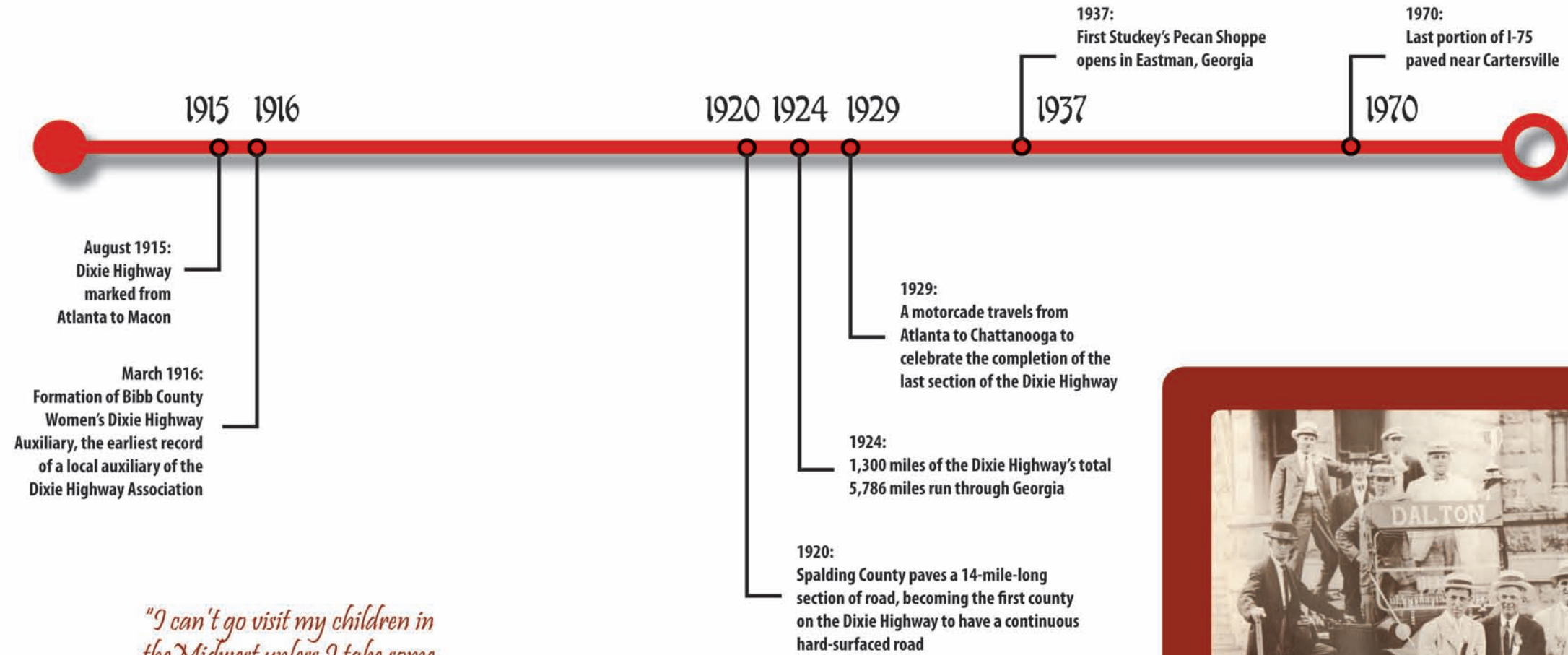


Pecan fields are a common landscape feature along the Barnesville-Forsyth section. Pecan field between Milner and Barnesville.

Swint's Pecan Candy remains a cultural fixture along old US Highway 41, north of Barnesville.



Stuckey's Pecan Shoppe. Source: Images of America: North Georgia's Dixie Highway, 2007.



*"I can't go visit my children in the Midwest unless I take some Swint's candy with me..."*  
- Pam Henry

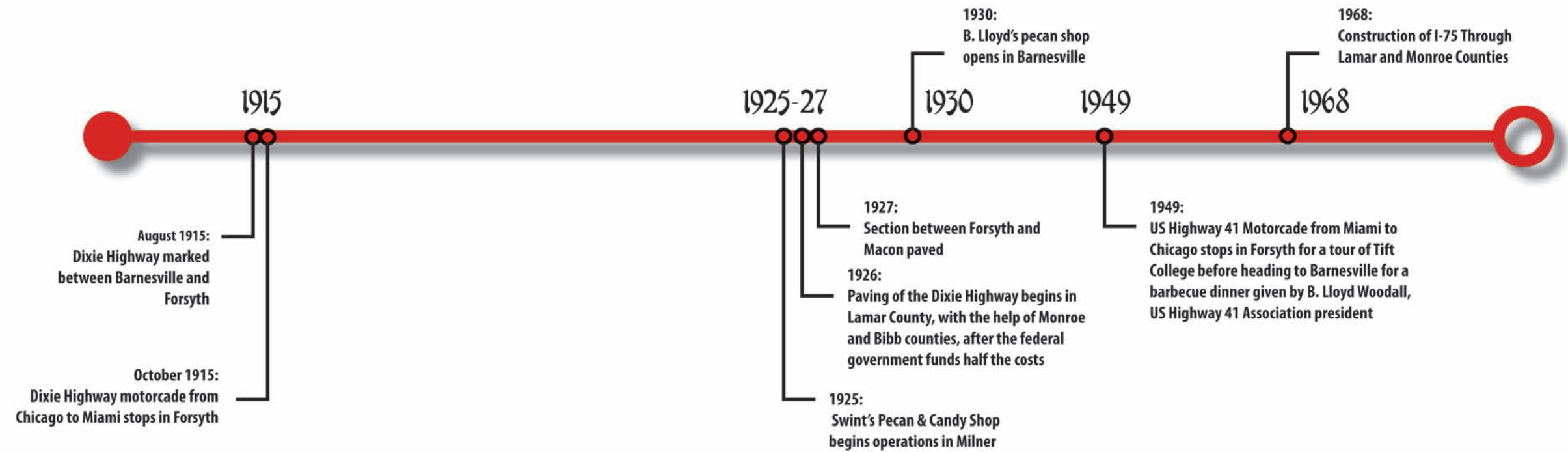


(Top) Dalton boosters competing for the reward of having the Dixie Highway (US 41) come through their town. Dalton won the highway for sending a larger motorcade to Chattanooga, 1914. Source: Vanishing Georgia (WTF-273), 1982.

(Above) Automobiles converge on Calhoun for the parade and festivities connected with the opening of the Dixie Highway between Atlanta and Chattanooga, 1928. Source: Vanishing Georgia (GOR-332), 1982.



# BARNESVILLE TO FORSYTH SECTION



The portion of the Dixie Highway documented in this report is a twelve-mile stretch between Barnesville and Forsyth. Barnesville, the county seat of Lamar County, was once known as the “Buggy Capital of the South” in the late 1800s and early 1900s, producing upwards of 1,200 buggies a year at its peak (Anderson 2007). During the tourism boom brought by the highway, Barnesville entrepreneurs took advantage of the abundant pecan orchards and erected roadside stands selling pecans and pecan candies. The Swint family ran a small gas station just north of Barnesville in Milner. Surrounded by pecan trees, the gas station began selling homemade pralines and pecan candies to the travelers who stopped to fill-up their cars (Swint's Pecans and Candies website, 2008). Soon the gas station turned into a candy shop in order to keep up with demand. Swint's Pecans and Candy Shop is still in operation. In 1930, B. Lloyd Woodall opened a pecan shop – B. Lloyd's – just outside of Barnesville. His pecan products became so popular that he opened multiple locations. B. Lloyd's signs could be found all along the Dixie Highway. In addition to buggy factories and pecan shops, Barnesville is also home to Gordon College. Founded in 1872, the institution initially served as a military college and, simultaneously, as the girls' high school. Today Gordon College is a state college in the university system of Georgia with an average enrollment of 4,500 (Gordon College Website 2010).

Forsyth was established in 1822 as the county seat of Monroe. Named in honor of John Forsyth, a United States Representative, Senator, and governor of Georgia, Forsyth found prestige and prosperity in railroad and cotton. Forsyth is the home of the first passenger rail service in the state of Georgia (1838), with three separate rail lines – the Central of Georgia, Southern, and Macon and Birmingham – traversing Monroe County. Cotton agriculture formed a keystone of Monroe County's early economy until the boll weevil epidemic during the late 1910s, giving way to dairy farming and, currently, to timber-related industries (Cooksey 2007). Forsyth was also home to Tift College, the second oldest women's college in the world. It was first chartered in 1849 under the name Forsyth Female Collegiate Institute (City of Forsyth 2010). The college merged with Mercer University in 1986 and was closed by Mercer in 1987. In 2010, the historic buildings will become the headquarters of the Georgia Department of Corrections.

The Western Division of the Dixie Highway passes through Barnesville as US 41/SR 18, continuing eastward to Forsyth, before turning south towards Macon. The section was added to the state system in 1921 and was paved by 1926, according to Georgia Department of Transportation Construction and Retirement Records (Lawrence 2007). During the 1926 paving, several shifts were made to the road in order to improve its alignment and geometrics (Lawrence 2007). The roadway has not changed much since 1926. In the 1920s, the total roadway width was twenty-six feet: two nine-foot lanes and a four-foot shoulder on either side. Although the lane widths increased from nine feet to eleven feet in the mid-

twentieth century, no changes to the road occurred until the twenty-first century when the roadway was widened to thirty-two feet (twelve-foot lanes and four-foot shoulders), turn lanes were constructed, and a portion of the road was rerouted just east of Barnesville.

Much of the scenery and landscaping that surrounded the Dixie Highway between Barnesville and Forsyth in the 1920s remains today. Barnesville took great advantage of the tourist traffic flowing through its city limits, as is evinced by the many service stations, pecan shops, and tourist camps associated with the town. As one travels east, leaving the city limits of Barnesville, the setting changes to rural, with several turn-of-the-century farmsteads and churches along the roadside as one travels through both Lamar and Monroe counties. Forsyth did not develop a tourist industry like Barnesville, so there is a lack of gas stations and tourist camps on the outskirts of town. While there are no major water crossings along this twelve-mile stretch of the Dixie Highway, two small culverts were constructed during the 1926 paving: one over Cole Creek in Lamar County and another over Todd Creek in Monroe County (Lawrence 2007). The original Todd Creek culvert remains intact, while the Cole Creek culvert was replaced in 1949. Unique landscape features along the Dixie Highway include pecan groves and allees and cedar trees that the citizens of Monroe County planted along the roadside as an aspect of their road improvements.

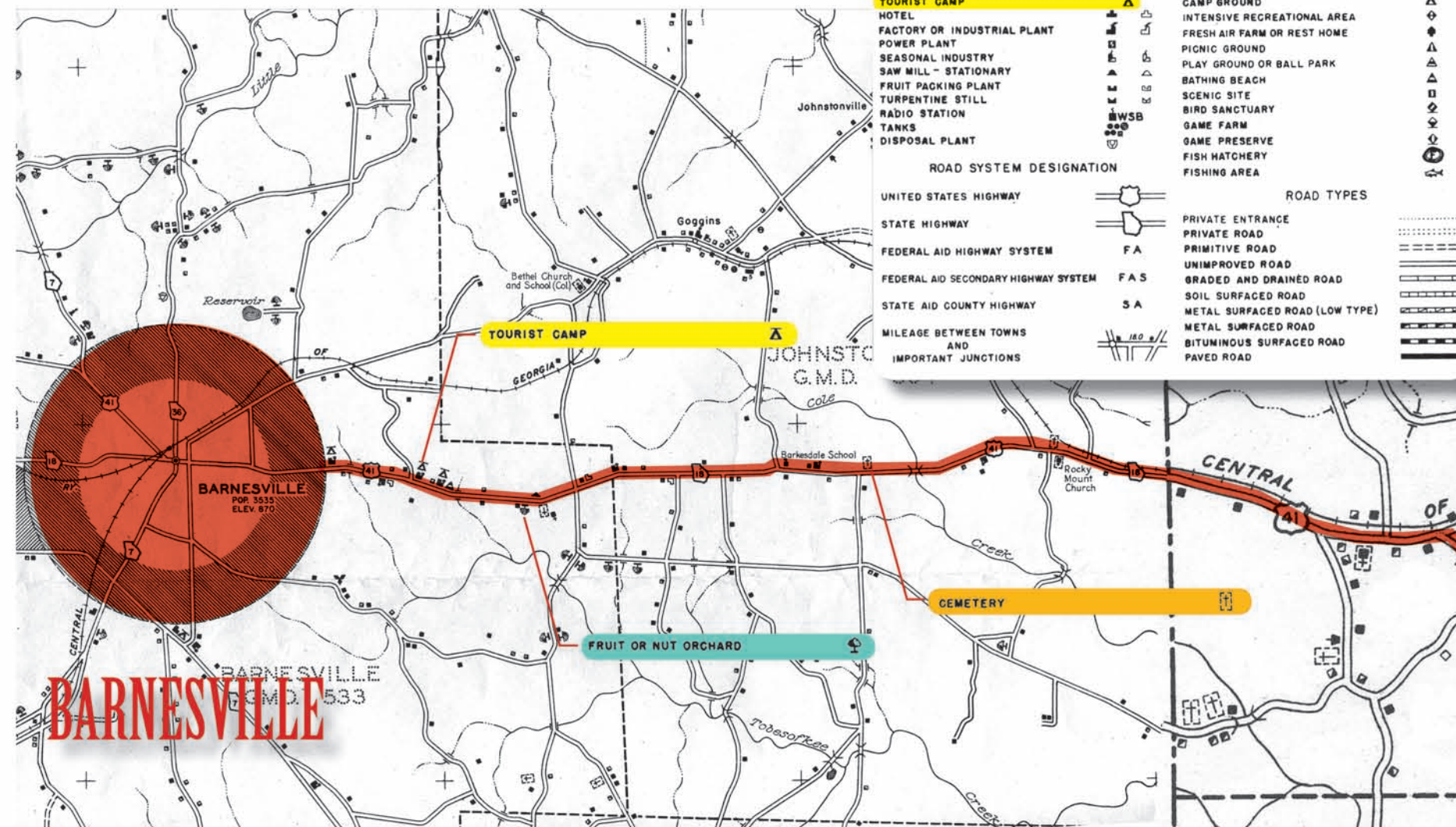


# LAMAR-MONROE COUNTY HIGHWAY MAPS, 1938-1939

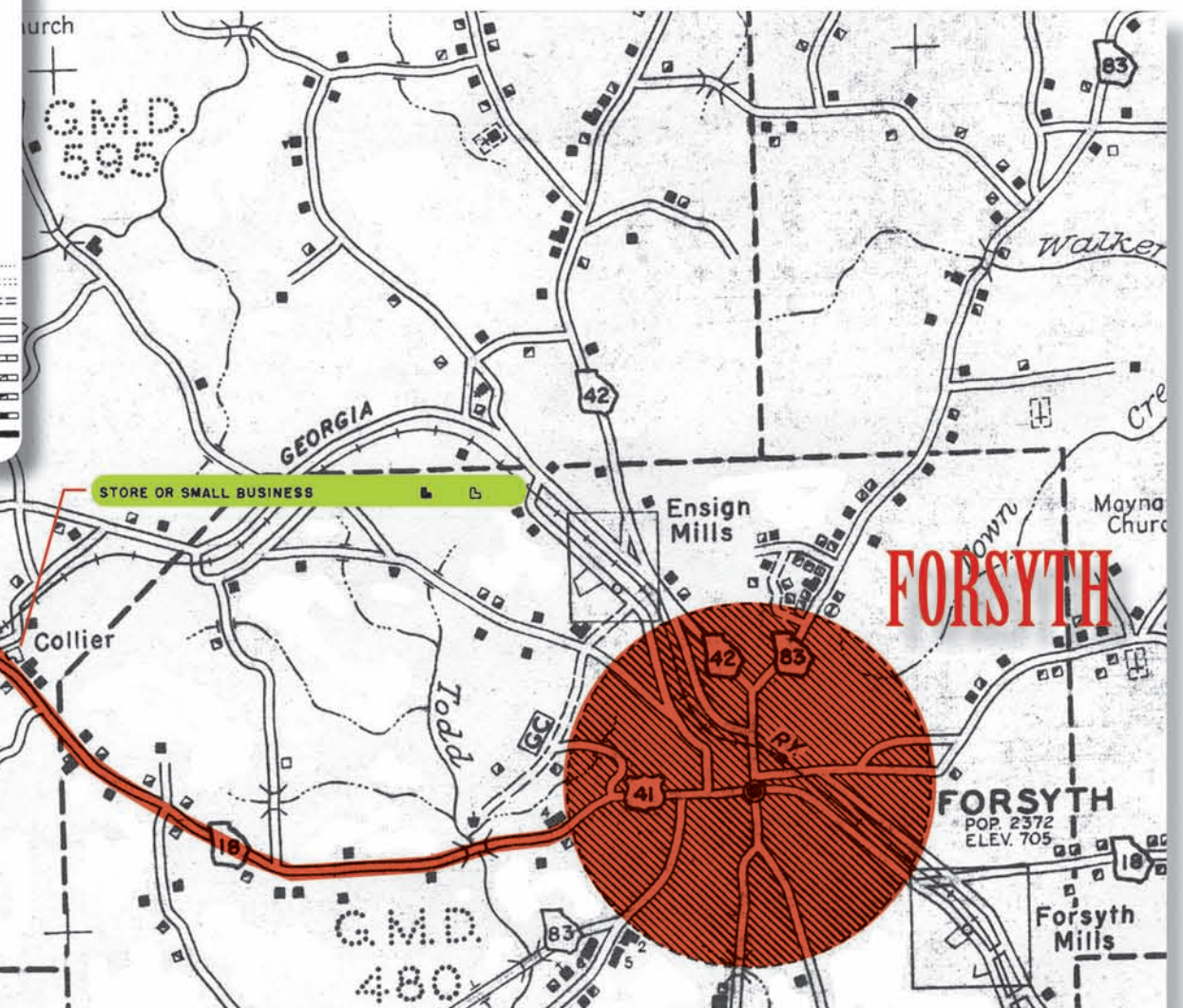
## MAP LEGEND

CULTURAL SYMBOLS		NOT IN USE		MAP CONTROL	
FARM UNIT				TRANSVERSE MERCATOR COORDINATES	+
DAIRY				TRIANGULATION STATION	△
DWELLING				TRAVERSE STATION	○
GROUP OF DWELLINGS				CITY AND VILLAGE CENTERS	
NURSERY				STATE CAPITOL	⊗
WAREHOUSE OR LARGE BARN				COUNTY SEAT	⊙
SCHOOL OR COLLEGE				INCORPORATED CITY (POP. 1940 CENSUS)	⊙
CEMETERY				(ELEVATION, FEET ABOVE SEA LEVEL)	⊙
CHURCH & CEM. ADJACENT, CHURCH				DELIMITED AREA (POP. 1940 CENSUS)	⊙
HOSPITAL				UNINCORPORATED TOWN OR CITY CENTER	○
COMMUNITY AUDITORIUM				RECREATIONAL FEATURES	
POST OFFICE				GOLF COURSE OR CLUB	⊗
STATE POLICE DISTRICT HEADQUARTERS				SMALL MONUMENT	⊙
CORRECTIONAL INSTITUTION				MUNICIPAL PARK	⊙
COUNTY PRISON FARM				FAIR GROUND OR RACE COURSE	⊙
SEASONAL DWELLINGS				FORT	⊙
FRUIT OR NUT ORCHARD				LODGE OR CAMP HOUSE	⊙
BUSINESS AND INDUSTRIAL SYMBOLS				CAMP GROUND	⊙
STORE OR SMALL BUSINESS				INTENSIVE RECREATIONAL AREA	⊙
GROUP OF STORES				FRESH AIR FARM OR REST HOME	⊙
BUSINESS AND HOME COMBINED				PICNIC GROUND	⊙
BUSINESS AND POST OFFICE				PLAY GROUND OR BALL PARK	⊙
BUSINESS AND FILLING STATION				BATHING BEACH	⊙
FILLING STATION				SCENIC SITE	⊙
TOURIST CAMP				BIRD SANCTUARY	⊙
HOTEL				GAME FARM	⊙
FACTORY OR INDUSTRIAL PLANT				GAME PRESERVE	⊙
POWER PLANT				FISH HATCHERY	⊙
SEASONAL INDUSTRY				FISHING AREA	⊙
SAW MILL - STATIONARY				ROAD TYPES	
FRUIT PACKING PLANT				PRIVATE ENTRANCE	---
TURPENTINE STILL				PRIVATE ROAD	---
RADIO STATION				PRIMITIVE ROAD	---
TANKS				UNIMPROVED ROAD	---
DISPOSAL PLANT				GRADED AND DRAINED ROAD	---
ROAD SYSTEM DESIGNATION				SOIL SURFACED ROAD	---
UNITED STATES HIGHWAY				METAL SURFACED ROAD (LOW TYPE)	---
STATE HIGHWAY				METAL SURFACED ROAD	---
FEDERAL AID HIGHWAY SYSTEM				BITUMINOUS SURFACED ROAD	---
FEDERAL AID SECONDARY HIGHWAY SYSTEM				PAVED ROAD	---
STATE AID COUNTY HIGHWAY					
MILEAGE BETWEEN TOWNS AND IMPORTANT JUNCTIONS					

LAMAR COUNTY HIGHWAY MAP, 1939



MONROE COUNTY HIGHWAY MAP, 1938



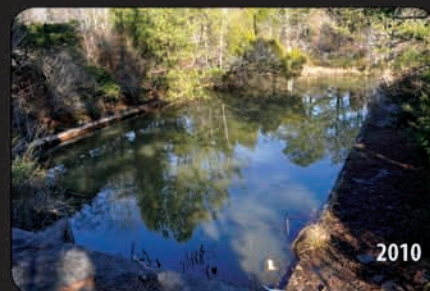
Postcard of B. Lloyd's pecan shop, c.1955. Courtesy of Shanna English, Barnesville-Lamar County Historical Society.

\* This is a compilation map joining the 1939 Lamar County Highway Map and the 1938 Monroe County Highway Map, showing the Barnesville to Forsyth section of the Dixie Highway.

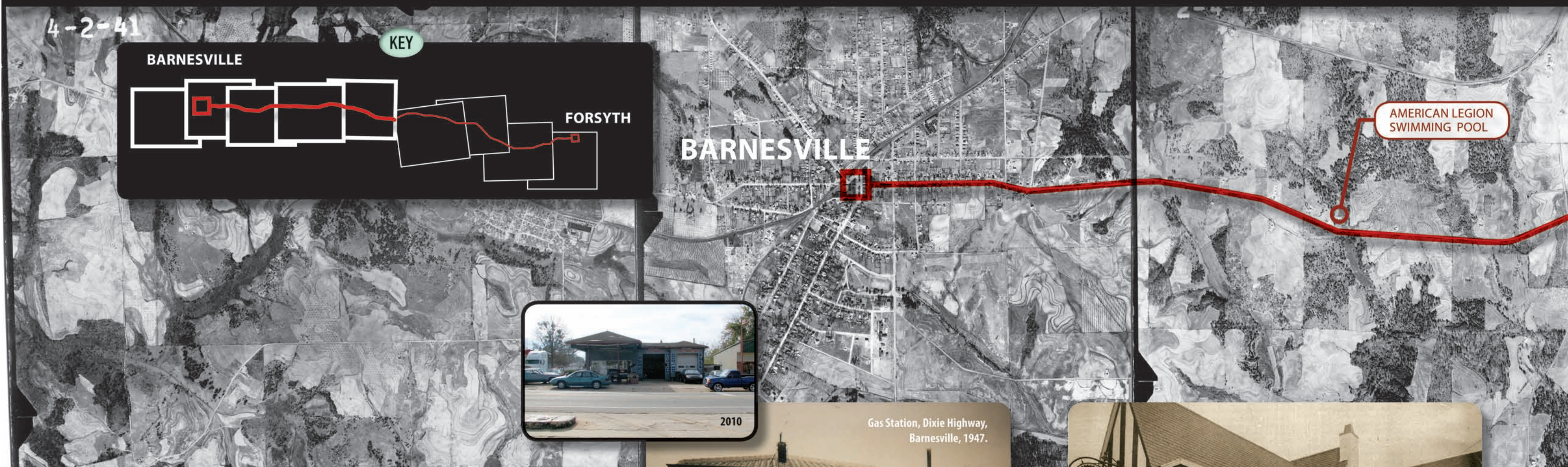


# BARNESVILLE - FORSYTH C. 1940 AERIALS\*

\* The Lamar County Aerial Photographs were produced in 1941, while the Monroe County Aerial Photographs were produced in 1939.



American Legion Swimming Pool, constructed 1923. Photograph Courtesy of Shanna English, Barnesville-Lamar County Historical Society.



*"They [tourists] were on their way back and forth to Florida, and so it [Barnesville] was just a stopping point for them."*

*-Alice Parker*

Photos Courtesy of Shanna English, Barnesville-Lamar County Historical Society and Sherri Ellington, Barnesville Herald-Gazette.







Barnesville Hotel, c. 1940.

*"The [Barnesville] Hotel was torn down in the fifties. It was a beautiful old hotel. A lot of people used to stay there too because it was right going through town . . .*

*- Pam Henry*



Downtown Barnesville, c. 1940.



US 41 Motorcade Picnic at B. Lloyd's, 1949.

*I can remember eating there [the Barnesville Hotel] one time as a child and I remember big tables with white tablecloths . . . "*

*-Alice Parker*



Gordon Cafe, Barnesville, c. 1940.



Photos Courtesy of Shanna English, Barnesville-Lamar County Historical Society and Sherri Ellington, Barnesville Herald-Gazette.



## GREAT AUTOMOBILE TOUR

What undoubtedly will be the two largest automobile caravans ever assembled will roll into Cincinnati some time on September 8th as a preliminary to the meeting of the Dixie Highway Association, which will be held in that city on September 8, 9 and 10th.

These caravans will have their beginnings at Miami, Florida, and Machinaw City, Michigan—the southern and the northern termini of the great trans-national highway. Beginning with a limited number of cars at either end of the route, the cavalcades will gain number in every county through which the highway passes, swelling to a line of automobiles that will be miles in length as the final Mecca of the good roads crusaders is approached.

Both the north bound and the south bound tourists will be met by reception committees and brass bands on the outskirts of the city, and escorted into Cincinnati in triumph. Parking places for the visitors will be arranged on the new Rapid Transit loop, the Victory Boulevard and other locations convenient to the general headquarters for the convention, which will be held at the Hotel Gibson.

The general program for the meeting includes several business sessions, luncheons and a dinner at the Hotel Gibson, visits to the Cincinnati Zoo and the National League Base Ball Park, where a game will be played, a run to Dayton, O. to inspect the National Cash Register Works and other entertainment.

Reports from all sections of the Dixie Highway are most favorable, assuring tourists of a pleasant and comfortable trip along the entire route.

It is expected that several cars from Lamar county will be in this party.

Article from *Barnesville News-Gazette*, Automobile Caravan on Dixie Highway, August 11, 1921.

Street View of Barnesville, c. 1940.  
Photograph Courtesy of Shanna English,  
Barnesville-Lamar County Historical Society.



Postcard Listing the Locations  
of B. Lloyd's Pecan Shops.

*"They used to have that big old sign out there, B. Lloyd's, 'Nuts Did It!'"*

- Pam Henry





(Left and below) Early Motor Touring Along the Dixie Highway.  
Source: *Images of America: North Georgia's Dixie Highway*, 2007.

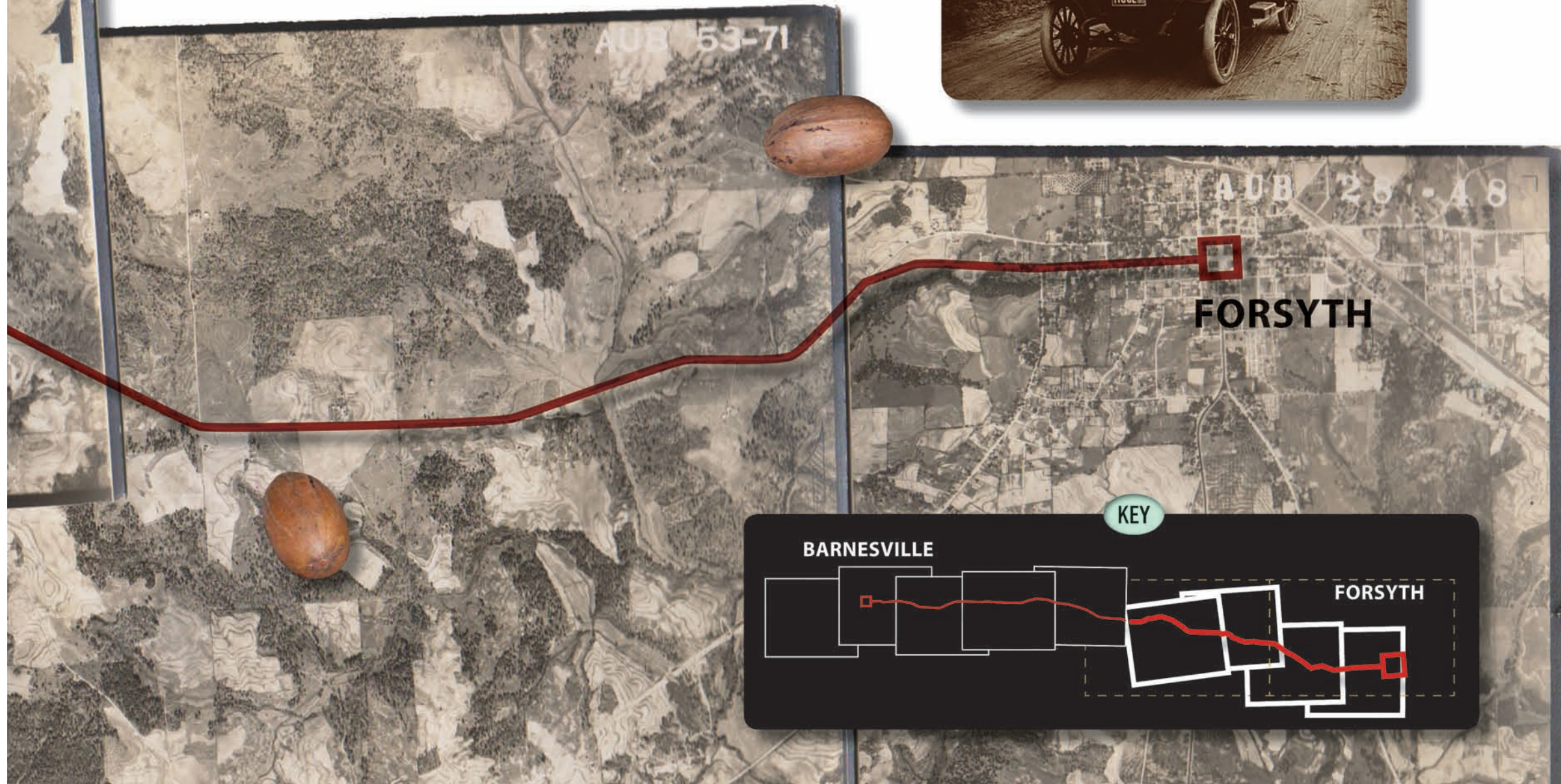


"I received a chick, dyed pink for Easter. Since the chick was a little older and had begun to develop feathers, it didn't die from the pink dye like most of the chicks did. He grew into a white rooster with pink tipped feathers. While he was still a young rooster, he'd follow me around. When I'd walk to the gas station my father was a part-owner of, the rooster would follow me and the tourists would stop and take pictures of me being followed by a white and pink rooster."

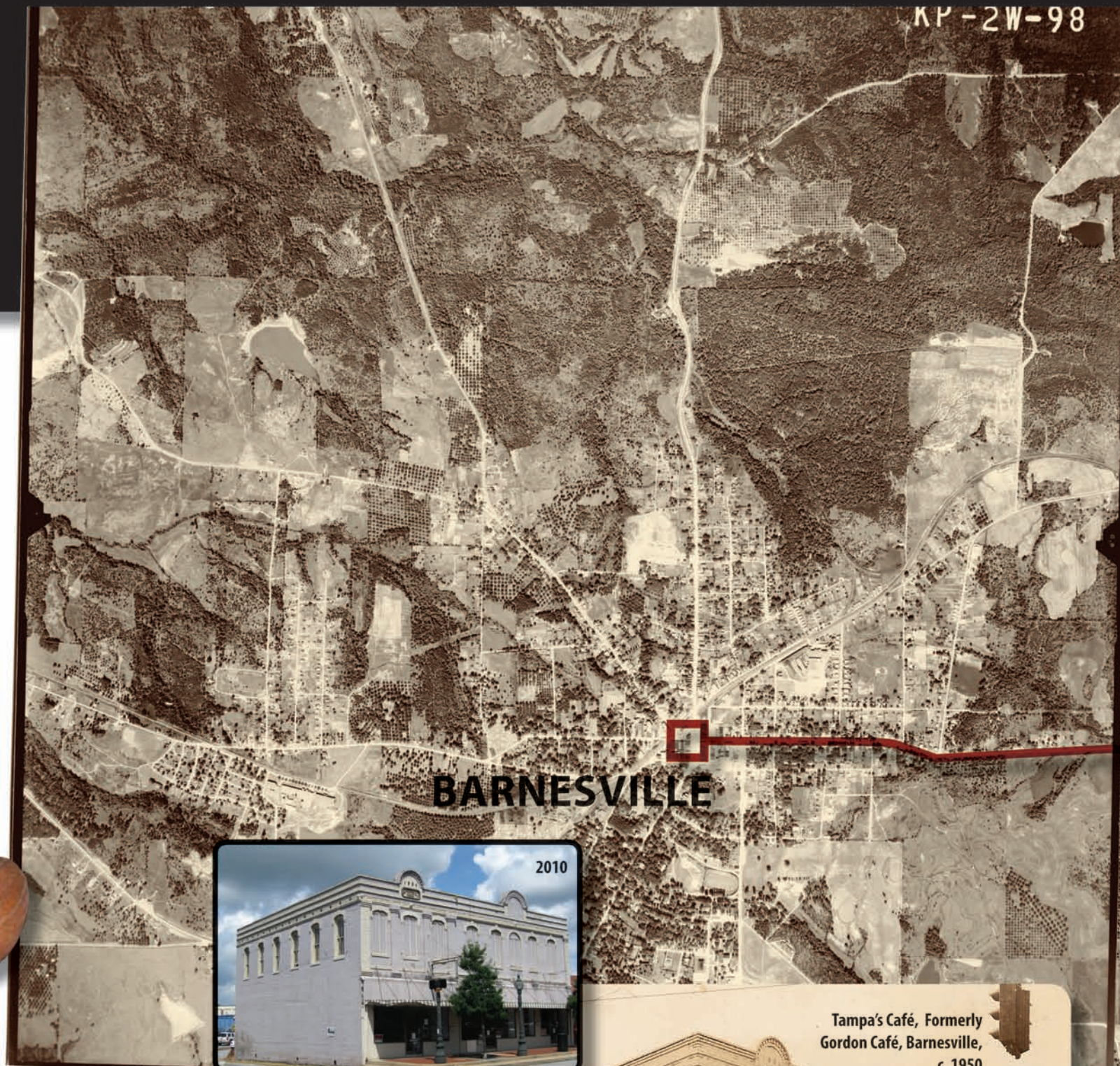
-Virginia Legge

"And as a child I use to pick up pecans in our yard . . . and my sister did, and then our dad would take them and sell them and that was our spending money . . . we sold them to where they then eventually used them in making the candy."

-Alice Parker







(Both pages) Historic Views  
Courtesy of Shanna English,  
Barnesville-Lamar County  
Historical Society.



AMERICAN LEGION  
SWIMMING POOL



Tampa's Café, Formerly  
Gordon Café, Barnesville,  
c. 1950



# BARNESVILLE - FORSYTH 1958 AERIALS

*"And downtown Barnesville there was a café . . . Tampa's Café . . . You'd come right over the railroad track past my daddy's service station, come over the railroad track . . . But you would stop right there in the center of town and Tampa's Café was there and it was a good place, people stop and eat at Tampa's Café."*

*-Alice Parker*



Armistead's Gulf Station,  
Barnesville, c.1950.



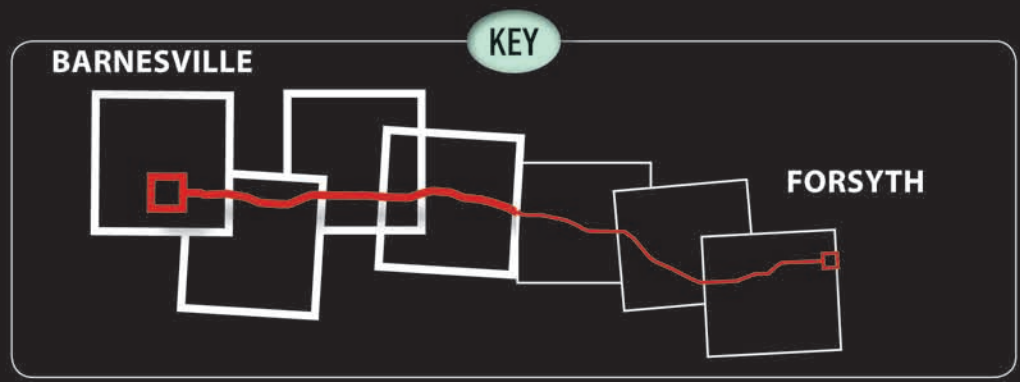
# WELL MY DADDY SOLD A LOT OF GAS TO THOSE FOLKS...

"The Gulf service station [that my father] opened up was right next to the Dairy Queen, right here in Barnesville. The Dairy Queen wasn't there then, of course. The building that he built is still there, but it's no longer a service station, but he had a Gulf Station there. And so all those folks from Indiana and north came right by his service station. And he sold a lot of gas, a lot of gas. And he said, 'Well, you know, they got to have a place to spend the night on the way to Florida.' So he built what we've called the Barnesville Tourist Court... My daddy built that in 1948..."

-Alice Parker



Swint's Gas Station  
Turned Candy Shop,  
c.1955.







View up Forsyth Street/  
Dixie Highway, Barnesville,  
c. 1960. Courtesy of Shanna  
English, Barnesville Lamar  
County Historical Society.

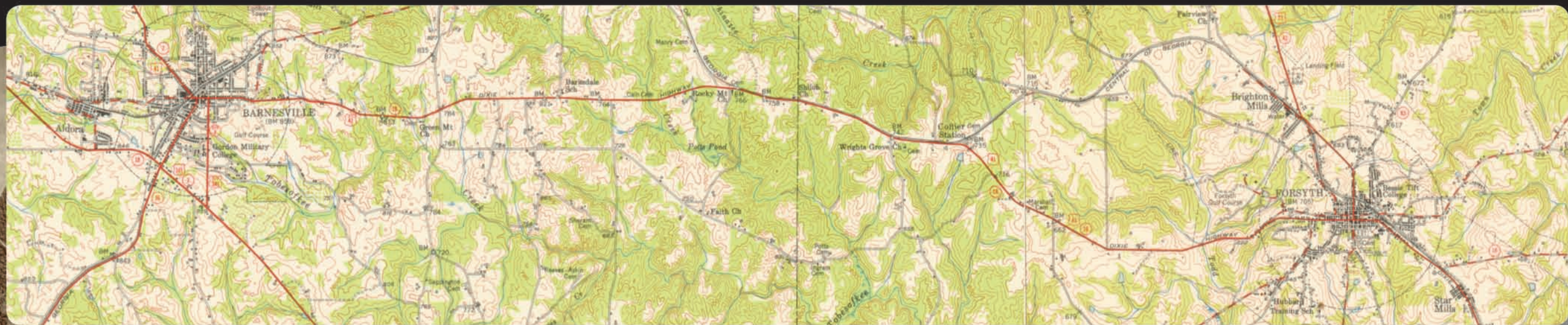


## MEMORIES OF A CHILD TRAVELLING ALONG DIXIE HIGHWAY FROM MICHIGAN TO FLORIDA

*"I saw my first person in a ball and chain, . . . with stripes. I saw my first tarpaper shack. I'd never seen water bugs. My mother was horrified, they were like roaches. . . . I'd never seen those palmetto bugs in my life. I remember stopping along the way in Georgia. And Georgia, that part just stuck in my mind so vividly. Going into a motel. I had never been in a motel in my life . . . I have vivid memories of coming through Georgia in 1953."*

- Shanna English





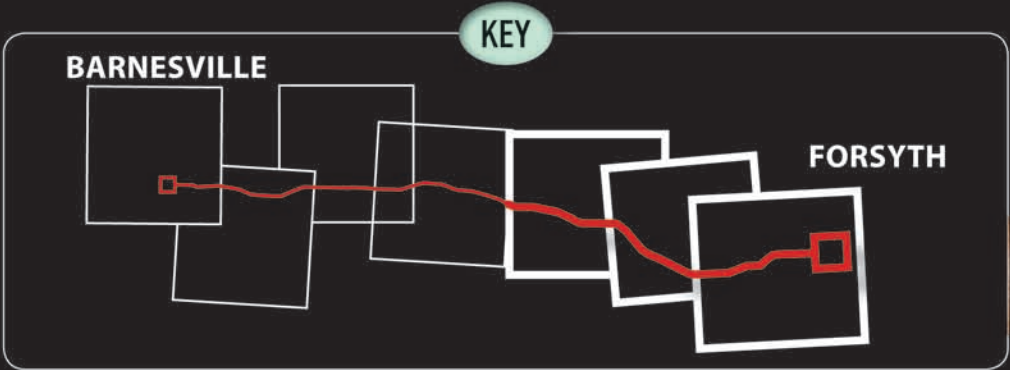
15' USGS Topographic Map 1951.



**BUT IN THOSE DAYS, . . . WHEN YOU'D COME OUT YOU'D SEE CARS FROM ALL OVER THE MIDWEST — OHIO, INDIANA, MICHIGAN, ILLINOIS, KENTUCKY.**

*"My driveway goes right down the north end of Atlanta Street which was US 41. And I live up in the woods right up a dirt driveway halfway down. And many's the time we've parked at the end of the driveway just trying to get out . . . And so . . . [if] we were going to Midway Baptist Church, we'd have to turn left on Atlanta Street. On a Sunday afternoon when all the racetrack crowd was coming back through, we'd have to wait ten minutes sometimes to get out of that driveway."*

- Pam Henry



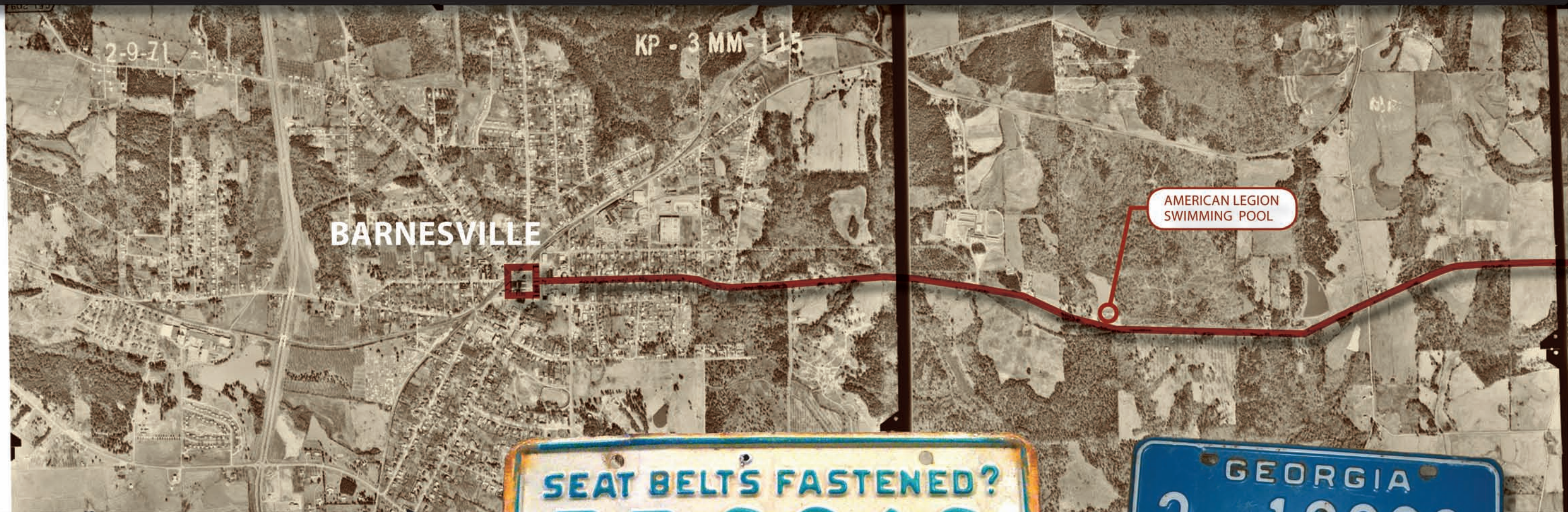


# BARNESVILLE - FORSYTH 1972 AERIALS



"... there was a lot of truck stops in this area too. . . And so along 41 you'll find the remains of a lot of truck stops that they built. I remember when we would travel sometimes we would stop at a truck stop. My daddy though, he would go in and get the food. . . Because sometimes it wasn't a suitable place for children to go."

- Alice Parker







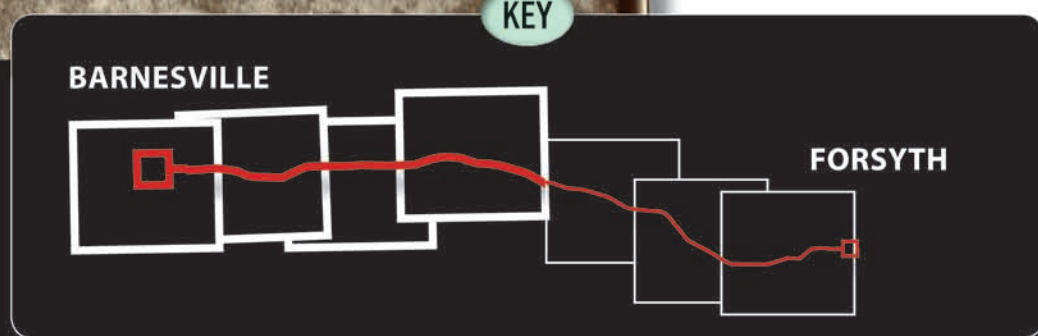
*"I remember children going out the back of where the motel was built and taking cups or bottles and getting red dirt and put in it. They had never seen red dirt."*  
- Alice Parker



Postcards from Mid-Twentieth Century Motels.



Police Booth That Stood in the Middle of Downtown Barnesville.  
Courtesy of Shanna English, Barnesville - Lamar County Historical Society.







Goatman visiting a small town in Georgia, possibly Jacksonville.  
Source: [http://www.pbase.com/jacksonville\\_ga/image/106861696](http://www.pbase.com/jacksonville_ga/image/106861696).

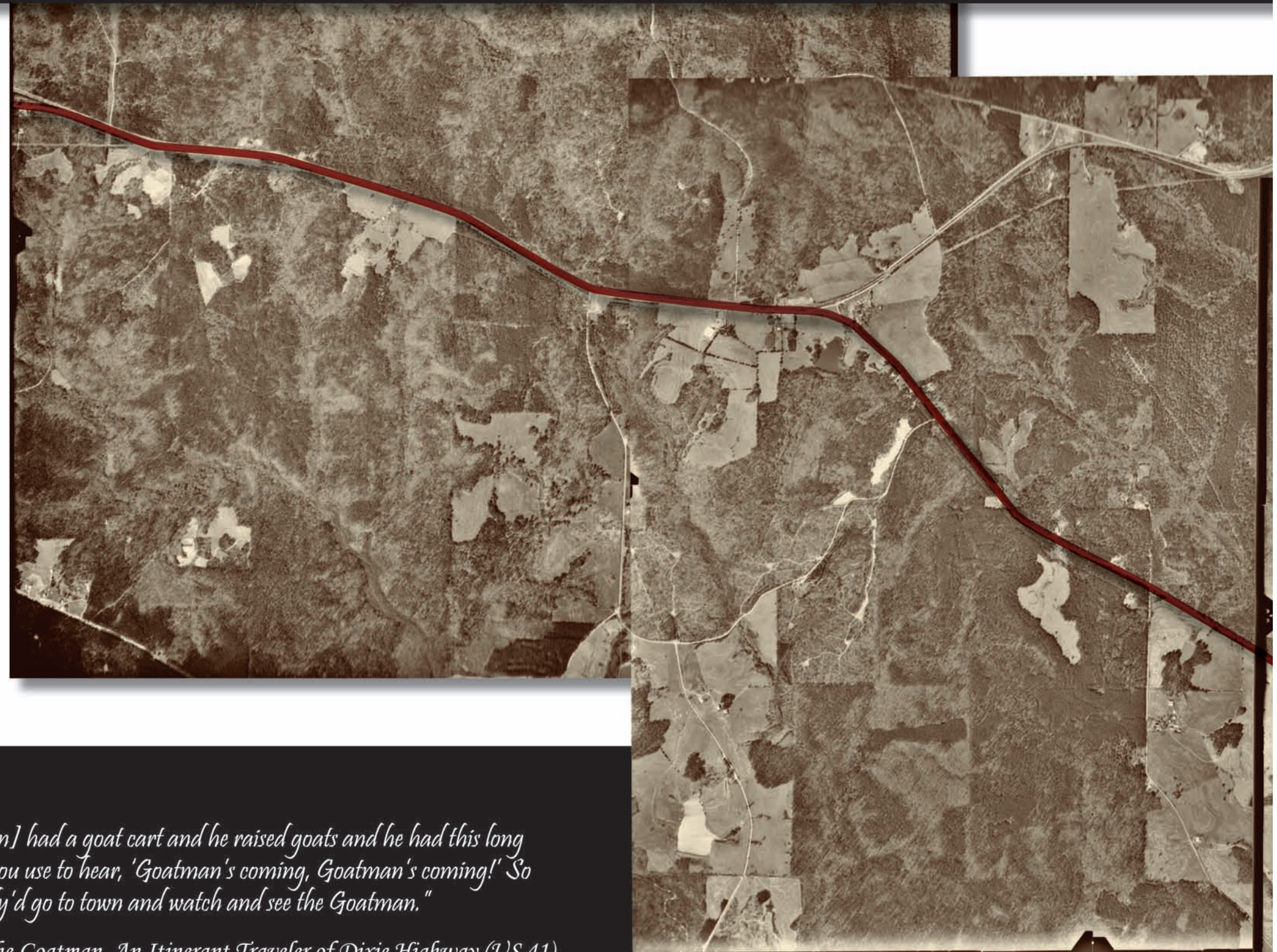
You take a fellow who looks like a goat, travels around with goats, eats with goats, lies down among goats and it won't be long before people will be calling him the Goat Man.

Which is pretty much what Charles MacCartney had in mind back in the Depression when he pulled up his Iowa stakes, put on his goatskins, hitched up his ironed-wheeled goat wagon and hit the road for what turned out to be a three-decade odyssey as one of the nation's most endearing eccentric and by far its most pungent peripatetic roadside tourist attraction.

As many who grew up in the South in the 1940's, 50's and 60's could attest, when the Goat Man came to town it was an event, one that inevitably produced a story and a photograph in the local paper.

- Robert McG. Thomas, Jr., Obituary of Charles MacCartney,  
*New York Times*, November 23, 1998.

*"Do you Hear the Bells? The Goatman's Coming!"*



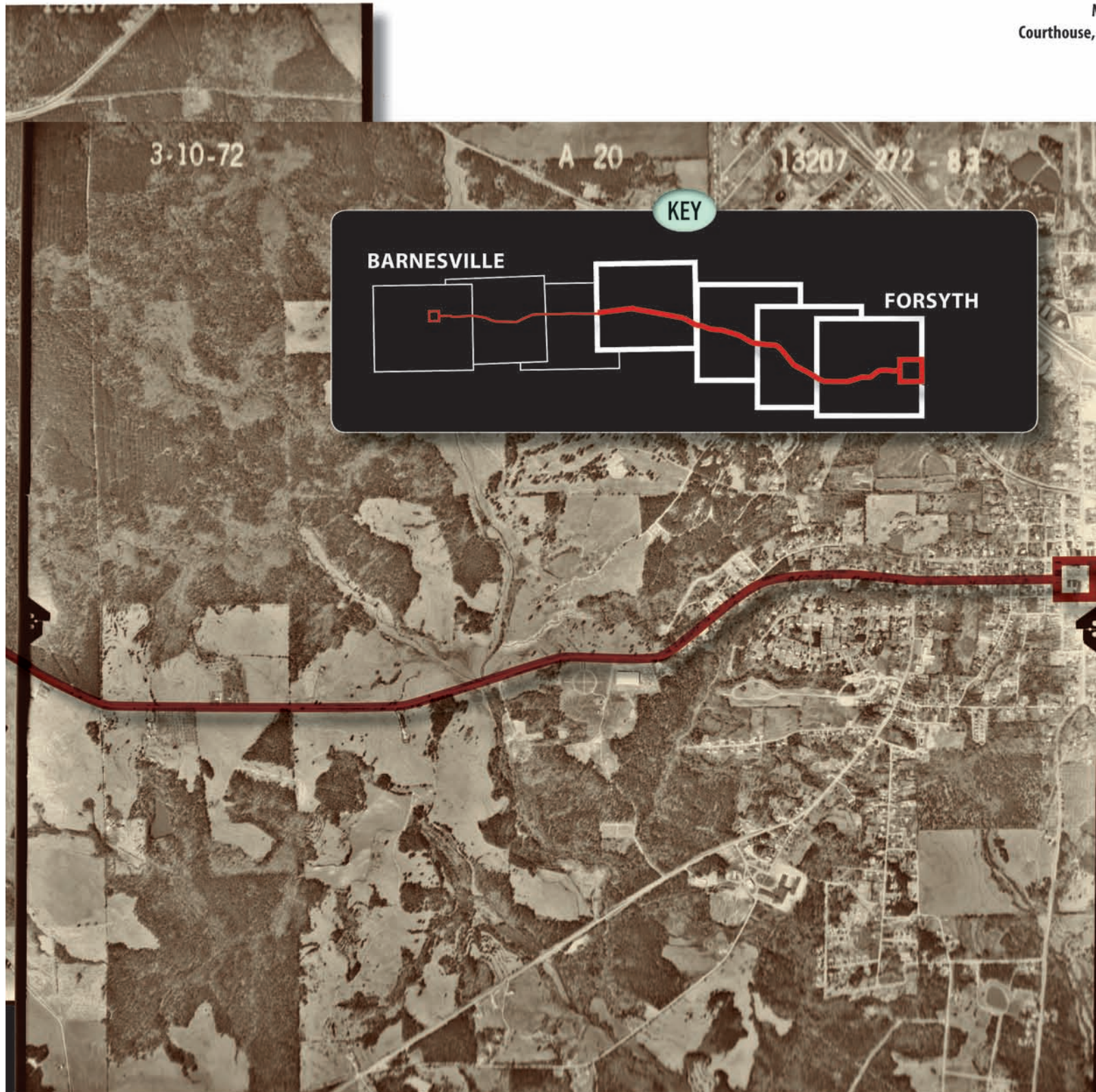
*"And [the Goatman] had a goat cart and he raised goats and he had this long goat cart. . . . And you use to hear, 'Goatman's coming, Goatman's coming!' So everybody'd go to town and watch and see the Goatman."*

- Sherri Ellington on the Goatman, *An Itinerant Traveler of Dixie Highway (US 41)*





Monroe County  
Courthouse, Forsyth, 2010.



*"Eat and sleep . . . You can even tell who the tourists are now be-  
cause they walk up and down and look in the stores. . . . And they  
just kind of have that strolling around town look."*

- Pam Henry



# BARNESVILLE - FORSYTH 2009 AERIALS

Current Photographs by New South Associates, March 2010.

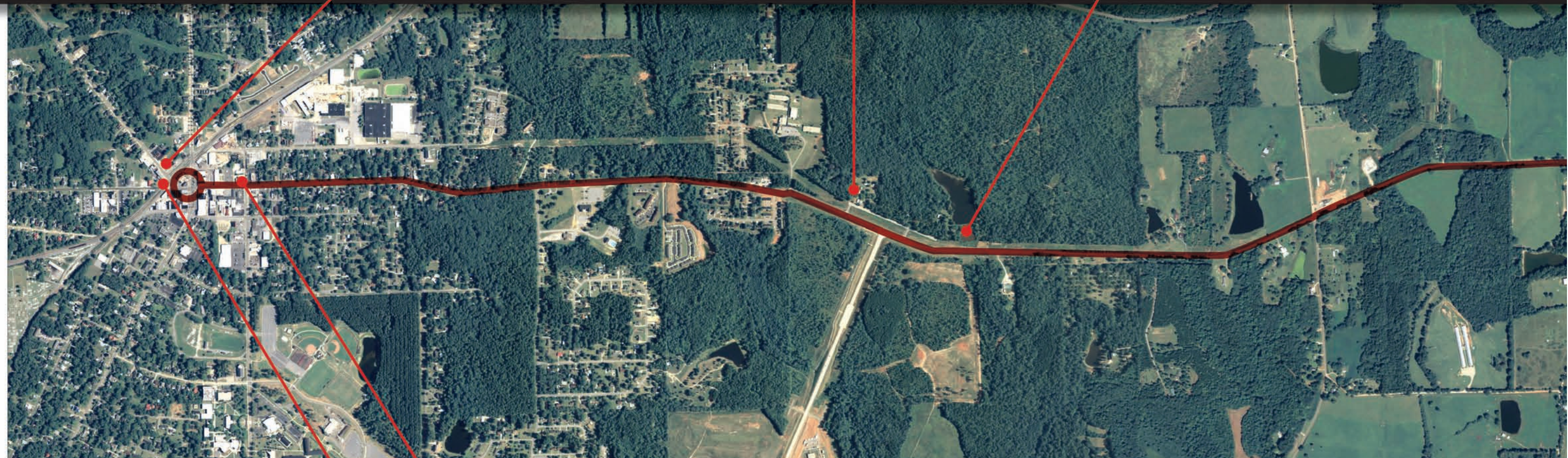
Train Depot, Barnesville



Former Gas Station and Cafe



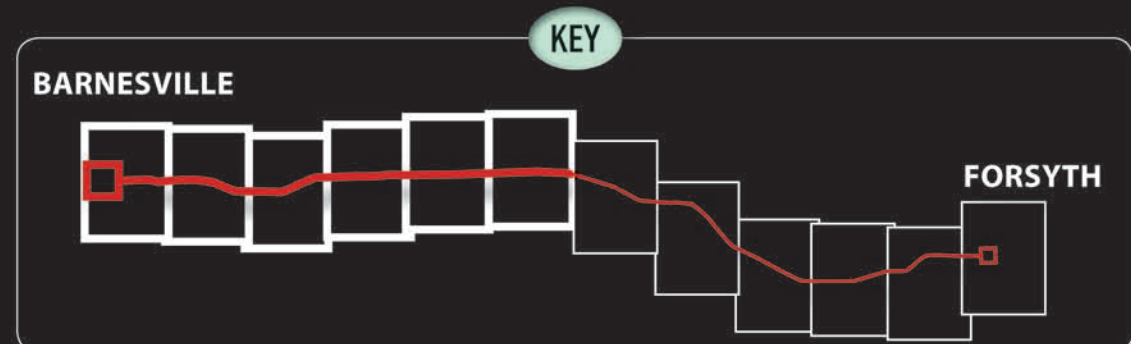
American Legion Swimming Pool



Former B. Lloyd's Building in Downtown, Barnesville



Post Office, Barnesville





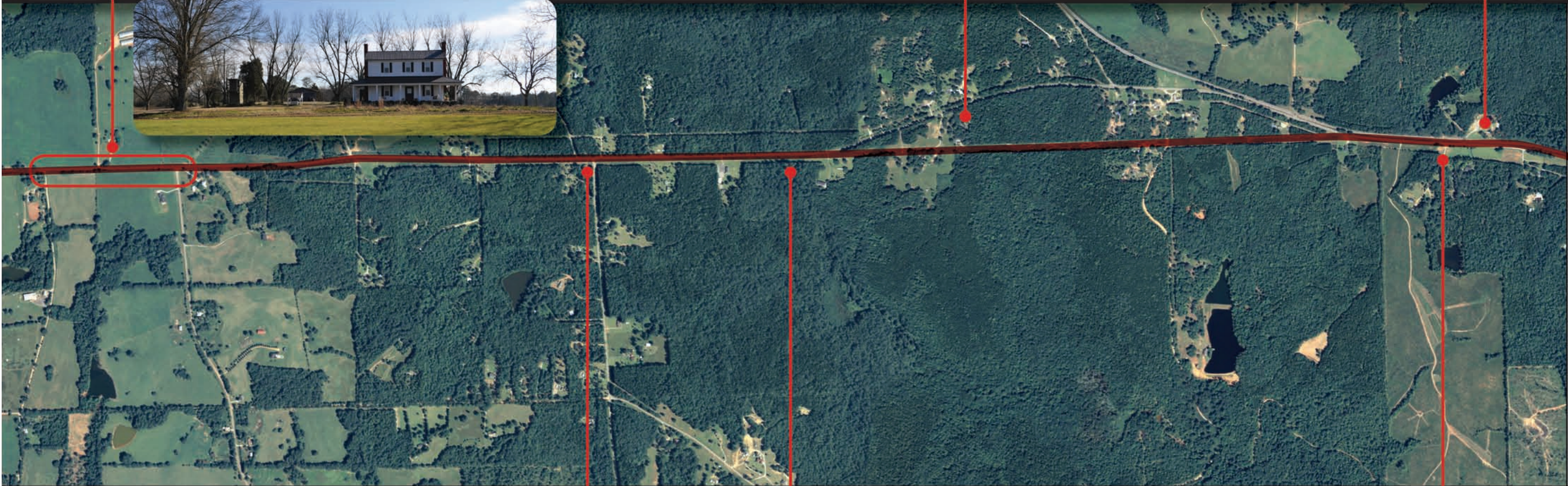
Cluster of Historic Homesteads, Lamar County



Historic Homestead , Lamar County



Shiloh Baptist Church Part of the Johnsonville-Goggins  
National Register of Historic Places (NRHP) District , Lamar County



Vacant Gas Station, Lamar County



Cole Creek Culvert, Constructed 1939 , Lamar County



View of Dixie Highway and Central of Georgia Railroad





View of Freight Train Passing Through Middle Georgia, Intersection of Highway 41 and Parks Road.



Historic Home, Monroe County

Cedar Trees Along Dixie Highway, Monroe County



View of Dixie Highway

Historic Home, Monroe County



Cow Pastures Along Dixie Highway, Monroe County





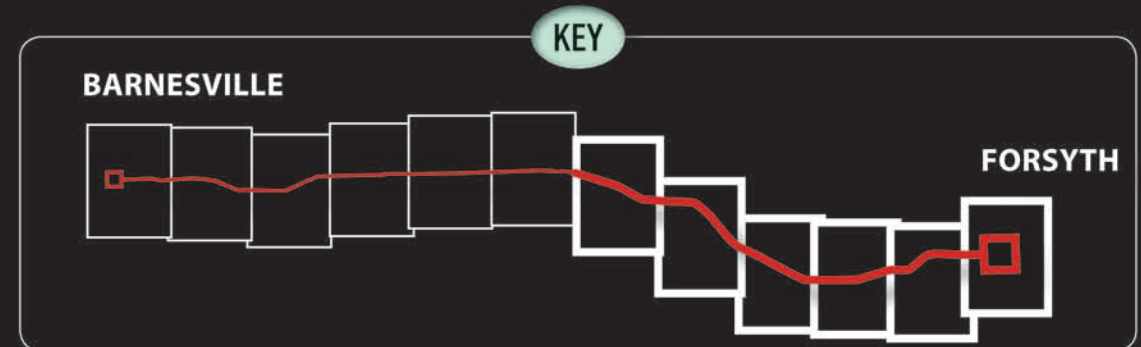


*"Also the point from Barnesville to Forsyth, I don't know who did it, but a lot of white myrtle trees are on that route, and you can still see them when they're blooming, but a lot of them been cut back and gone. And there was also a lot of cedar trees that were planted along that route too. So that was some time ago. So in the spring you could see the white myrtle trees . . . especially the closer you get into Forsyth that's where they are."*

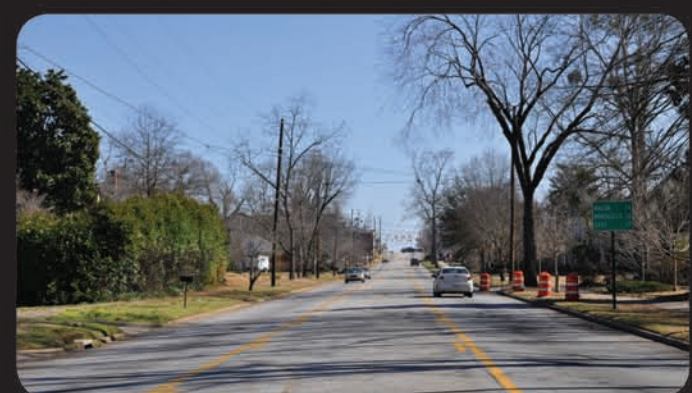
*-Alice Parker*



Cedar and Pecan Trees Along Dixie Highway, Monroe County



Dixie Highway, Facing East Towards Downtown Forsyth, Monroe County



Royal Palm Cafe and Inn, Downtown Forsyth, Monroe County





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1951 Forsyth, Georgia 15' Topographic Map. Copy on file at the University of Georgia Libraries Map Library.









Charles McCartney, the "Goat Man", Dixie Highway, Forsyth, Georgia, 1962 (Source: Georgia Department of Transportation).