

RAILROAD

The following is quoted from a letter from William F. Geeslin, Southern Railway System, Office of Assistant Vice President Public Relations and Advertising, dated June 4, 1971:

"The Atlanta and Hawkinsville Railroad Company was chartered in 1886 to build a 125-mile rail line from Atlanta to Hawkinsville, Ga., through Fulton, Campbell, Clayton, Fayette, Spalding, Pike, Upson, Monroe, Crawford, and Pulaski counties.

"No work was done, however, under this charter and in 1887 the charter was amended to change the name of the corporation to Atlanta and Florida Railroad Company. This company did construct a line from Atlanta to Fort Valley, Ga., where it connected with the Southwestern Railroad. This 102-mile stretch of railroad was opened for operation on November 10, 1888. The Atlanta and Florida also planned to build an additional 43 miles of track to connect with the Georgia and Florida line at Cordele, Ga., but was unable to finance the venture.

"Southern Railway purchased the Atlanta and Florida property in 1895 and for years operated it as part of Southern Railway System. The route between Atlanta and Williamson, Ga., was discontinued in 1939 but the line between Williamson and Fort Valley is still in operation.

"Unfortunately, we have no pictures, waybills or transportation statistics on the early operation of this railroad. Nor can we determine why the name Ackert was given to the railway station at Inman."

The railroad depot was a busy place. Fertilizer was shipped in and cotton, cord wood, and logs were shipped out. There was a spur track with a long loading dock alongside, south of the road and just west of the railroad, adjoining the warehouse of Inman Gin and Warehouse Company. This is where heavy shipments were loaded and unloaded and in busy seasons it would be piled high.

The depot agents were , first, "Long John" McLucas, next, "Short John" McLucas, and then A. C. (Carl) Welden.

The railroad provided transportation not only for freight but for people. In 1895 a train leaving Inman at 9:24 AM would arrive in Atlanta at 11:00 AM, much faster and more comfortable than a trip by wagon or buggy. In these days, the depot became the favorite social gathering place where people met the incoming trains to see who arrived. It was the big event of the day.

When traffic at Inman had declined in the late 1920's and 1930's, the depot here became a flag stop: the train only stopped if someone flagged it down to ride on it or wanted to get off. Mail was picked up from a mail grab.

THE RAILROAD NAMED THE STATION HERE "ACKERT" SO THAT IT WOULD NOT BE CONFUSED WITH INMAN YARDS IN ATLANTA.

ROADS

One of the earliest maps we have of this area shows a road going from Fayetteville to Zebulon approximately where Hwy. 92 now is. This road had many curves because everybody wanted the road to go near his house. When the railroad was built, it was straight and this meant that a person coming from Fayetteville to Inman had to cross the railroad a number of times.

In 1931 the State Highway Department acquired the right of way for Federal (State) Aid Project No. S-1028 to straighten and widen the road to an eighty foot right-of-way. Land for the right-of-way was acquired from the Harp family; Ida L. Nash; K. W. McElwaney; J.W., J. B., and J. S. Mask; W. E. M. Harp; Doc Mathis; John Hancock Life Insurance Co.; J. A. McLucas; B. A. Mask; C. C. Reeves; W. W. Mask; Miss Alma Hodnett; J. A. Burch; J. T. Burch; Mrs. M. E. Hodnett. The straightening was done in the early 1930's. It was not until 1948 that this road was paved.

Hill's Bridge Road came from the Flint River and intersected the Fayetteville-Zebulon Road at Inman. This road went by Liberty Chapel Church and there was one place where there was a big gully that kept caving in and the road was gradually curved to the south to avoid the gully. Kudzu has stopped the caving but the gully is still there and when this road was paved to the cemetery, it followed the curve.

High waters from the river would often flood the road near the bridge. To accommodate pedestrians, there was a high wooden foot bridge over the part of the road that would be flöoded.

Other roads through the area are Goza, Road which intersects Antioch Road to the west and Inman Road which goes to the north and east. McBride Road goes from Hwy. 92 to Antioch Road. These roads are now paved. Weldon Road, unpaved, connects Hill's Bridge Road with Inman Road.

The street that turns north at McLucas Grocery was known for many years as "John Street" because three Johns lived on this short street. They were "Long John" McLucas, "Short John" McLucas, and John Chambers. Later John Minter also lived on this street.

Road maintenance was a local concern. A person had the option of paying road taxes or working so many hours on the road. On the day and at the time set, the men would gather, some of them bringing their mules and equipment. They would work a certain time depending on the amount of their taxes and the value set for their labor and their equipment. It is rumored that none of them overworked themselves.

SCHOOLS

So far as we have been able to determine, there were no public schools in the Inman area until after the State of Georgia established a state school system in 1872.

In 1889 the trustees of Inman Academy were listed as J. T. Burch, Daniel McLucas, W. S. Starr, D. A. McLucas, Dr. E. B. Welden, J. B. Hightower, J. W. Chambers, and M. D. Sams.

The contract between the trustees of Inman Academy and Professor N. P. Landrum, principal, in January 1892 stated that he was to receive \$500 to teach eight months. "If said school shall pay more after paying the expenses of an assistant, the said N. P. Landrum, principal, shall have said amount to a maximum of \$75.00 per month and no more." This was due October 1, 1892. The first term was to close May 6. "Faul" term was to begin the first Monday in July.

One of the best known teachers who taught at Inman was Mr. J. W. Culpepper. Beginning in 1894, he taught here for several terms, went to Woolsey for two terms from 1899-1901, then came back to Inman to teach.

Teaching contract of J. W. Culpepper:

Inman, Fayette County, Ga.

August 20, 1895

We, the undersigned patrons and trustees of Inman High School, promise and bind ourselves to patronize said high school for eight scholastic or calendar months of the year 1895-96 with the number of pupils opposite our names below.

The said High School is to be taught by J. W. Culpepper as principal and whatever assistants he and the Board of Trustees shall direct and continuing for said time.

The compensation of said J. W. Culpepper, said assistant or assistants, shall be \$1.50 or \$2.00 per pupil per month according to grade, proper reductions being made for public fund.

Subscriber's name	No. pupils	Subscriber's name	No. pupils
E. B. Welden	5	D. A. McLucas	3/4
J. T. Burch	3	T. B. Turner	1/2
W. N. T. Harp	2½	A. J. McLucas	2
R. L. Rowland	1	J. D. C. Turner	1
James Sams	1	J. A. Lunceford	1½
R. J. Burch	3	M. B. Starr	1
D. Y. Jones	1	N. J. Smith	1
J. H. Lee	1	J. O. A. Turner	1
F. M. Davis	1	J. S. Mask	1
J. W. Chambers	2½	J. D. Mask	1½
G. B. Pate	2		

In October 1899 there was an "agreement between the Board of Education of Inman High School and N. E. Fertig, teacher of same." Mr. Fertig and his wife were to teach an eight months term and for this he was guaranteed \$350 as tuition exclusive of all free moneys. This contract was signed by N. E. Fertig, E. B. Welden, chairman, J. L. McLucas, and John McLucas.

Inman school district was incorporated in 1901.¹⁴ Included in its boundaries were: in the 4th land district, Land Lots 236, 235, 234, 233, 232, 249, 248, 247, 246, 245; in the 5th land district, Land Lots 8, 9, 10, 11, 12, 21, 22, 23, 24, 25, 41, 42, 43, 44, and the last half of lots 231, 26, and 40, and that portion of lots 20, 244, and 45 lying west of the Flint River. The Board of Trustees of Inman School at this time were J. L. McLucas, John T. Burch, W. N. T. Harp, John McLucas, and Dr. J. A. S. Chambers. Inman school was not under the control of the county school board but reported directly to the State School Commissioner.

One of Mr. Culpepper's pupils was Miss Blanche Burch who later graduated Magna Cum Laude from Wesleyan College in Macon and came back to teach at Inman. She was one of the most beloved teachers that the school ever had. When she married Will Harp in 1907, the children, with tears in their eyes, lined up to wave goodbye as "Miss Blanche

and Mr. Will" left on the train for their honeymoon.

In the course of time, there were two school buildings in Inman. The first was over the hill across the highway from where the LEE house stood. The later one was a two-story wooden structure opposite where the John Burch Harps now live.

Inman School district was abolished in 1921 and this school was consolidated with the school in Fayetteville.¹⁵

There was a Negro school located near New Hope Methodist Church. One of the teachers was Miss Geneva Grooms who was teaching there in 1910.

This school continued in operation until it was consolidated with Fayette County Training School in Fayetteville in the late 1950's.