

Replace Bridge 43 on Rice Street over CSX Railway
Richmond County

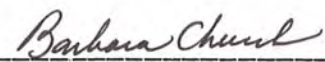
HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT
REPLACE BRIDGE NO. 43 ON RICE STREET
OVER CSX RAILWAY
HAMLET
RICHMOND COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NUMBER B-3380
STATE PROJECT NUMBER 8.2580801
FEDERAL PROJECT NUMBER MABRZ-0816(1)

Prepared for
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Date


Historic Architectural Resources
North Carolina Department of Transportation 6/2/1999
Date

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The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 43 on Rice Street over CSX Railway in the City of Hamlet, Richmond County (Figure 1). The following alternatives are being evaluated for the project:

Alternative A replaces the bridge with a new two-lane bridge at the existing location. During the construction, traffic will be maintained by an off-site detour. The approach work begins at the intersection of Vance and Rice streets and continues westward for two blocks to the intersection of Rice and Charlotte streets. Construction Easements will be required from all properties within the project area. No additional right-of-way will be required (Figure 2).

Alternative B permanently removes the bridge and closes Rice Street at the bridge location. Construction easements will be required only from the CSX property.

Purpose of Survey and Report

This survey was conducted and the report prepared in order to identify historical architectural resources located within the area of potential effects (APE) as part of the environmental studies conducted by NCDOT and documented by a Categorical Exclusion (CE). This report is prepared as a technical appendix to the CE and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires that if a federally funded, licensed, or permitted project has an effect on a property listed in or potentially eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given a reasonable opportunity to comment on such undertakings.

Methodology

This survey was conducted and the report compiled in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); and the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT.

The "Final Identification and Evaluation" was conducted with the following goals: 1) to determine the APE, defined as the geographic area or areas within which a project may cause changes in the character or use of historic properties, if any such properties exist; 2) to identify all significant resources within the APE; and 3) to evaluate these resources according to the National Register of Historic Places criteria.

The methodology consisted of background research into the historical and architectural development of the area and a field survey of the APE. The field survey was conducted in March 1999, by automobile as well as on foot to delineate the APE and to identify all properties within this area which were built prior to 1950. Every property at least fifty years of age was photographed, mapped, and evaluated, and those considered worthy of further analysis were intensively surveyed and evaluated for National Register eligibility (see Figure 7 in the Appendix).

The boundaries of the APE are shown on an aerial map of the study area (Figure 3). The APE is defined by modern construction, topographical features, and sight lines. One hundred percent of the APE was surveyed.

No properties within the APE had been previously surveyed. However, the National Register nomination for Hamlet's "Main Street Commercial Historic District" (NR 1992) provided useful background information on the history and architecture of the city (Edmisten 1991). James E. and Ida C. Honeycutt's *A History of Richmond County* (1976) included a concise history of the Hamlet Hospital, which is located within the APE. Additional background information was provided by local historian, Norva Jernigan, and the State Historic Preservation Office in Raleigh.

Summary Findings of the Survey

The project area extends approximately two blocks along Rice Street, from Vance Street east to Charlotte Street. Located several blocks north of downtown Hamlet, the APE and general survey area are characterized by a mix of residences (mostly simple bungalows), small apartments, modern office buildings, parking lots, and institutional land uses. The principal building is the large Hamlet Hospital complex, which dominates the west side of the APE along Rice Street and the CSX railroad tracks. Rice Street crosses over the CSX rail line, which cuts below grade through the APE. The development of this neighborhood has been closely linked to the growth of the hospital, and thus has changed significantly through the decades with the hospital's expansion and with the emergence of nearby professional offices.

No properties within the APE are currently listed on either the National Register or State Study List, and no resources are recommended as individually eligible. Moreover, the APE is not considered part of a potential historic district. Hamlet's "Main Street Commercial Historic District" (NR 1992) is located several blocks to the south and west of the APE, and is clearly separated from the project by modern buildings and associated parking lots. The APE itself contains a great deal of modern construction, as well as some 1920s bungalows, a remodeled early-twentieth-century commercial building, and a 1940s brick apartment complex. The Hamlet Hospital, a ca. 1925 brick edifice with a Colonial Revival portico, has been remodeled and enlarged in recent

decades, and a series of modern additions have significantly compromised its architectural integrity. The building's original interior has been substantially modernized.

Bridge No. 43 on Rice Street over CSX Railway was built in 1950, and is not eligible for the National Register under Criterion Consideration G. The bridge consists of a plate deck girder main span with timber approach spans. It is 141 feet long and supported by timber trestles.

Properties Listed on the National Register or North Carolina State Study List

None

Properties Evaluated Intensively and Considered Not Eligible for the National Register

No. 5 Hamlet Hospital

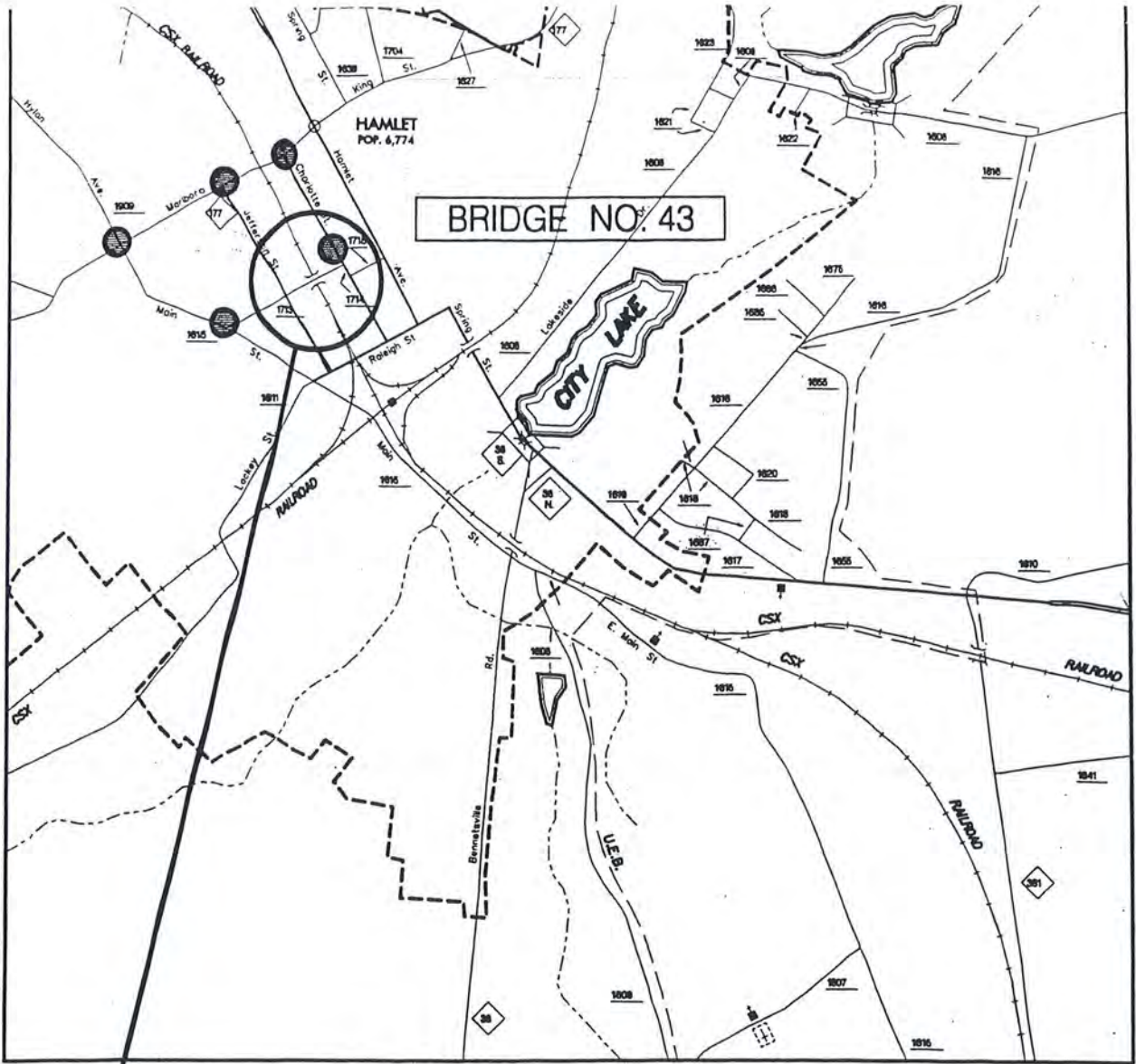
Other Properties Evaluated and Considered Not Eligible for the National Register (see Appendix)

No. 1 House

No. 2 Apartment Complex

No. 3 House

No. 4 Commercial Building



LEGEND

Studied Detour Route

**NORTH CAROLINA
 DEPARTMENT OF TRANSPORTATION
 PLANNING & ENVIRONMENTAL BRANCH**

RICHMOND COUNTY
**BRIDGE NO. 43 ON RICE STREET
 OVER CSX RAILWAY**

B-3380

FIGURE 1

DATUM DESCRIPTION

COORDINATE SYSTEM DEVELOPED FOR THIS PROJECT
 ON THE STATE PLANE COORDINATES ESTABLISHED BY
 NCOS FOR MONUMENT "PAUL"
 WHICH HAD AS STATE PLANE GRID COORDINATES OF
 NORTING 1564318(±) EASTING 444848(±)
 SCALE COMBINED GRID FACTOR USED ON THIS PROJECT
 GROUND TO GRID IS 0.9998796
 THE N.C. LAMBERT GRID BEARING
 LOCALIZED HORIZONTAL GROUND DISTANCE FROM
 "PAUL" TO "L" STATION (Supplied by road) IS
 DIMENSIONS ARE LOCALIZED HORIZONTAL DISTANCES
 VERTICAL DATUM USED IS NOVD 29

CONST. REV. _____
 R/W REV. _____

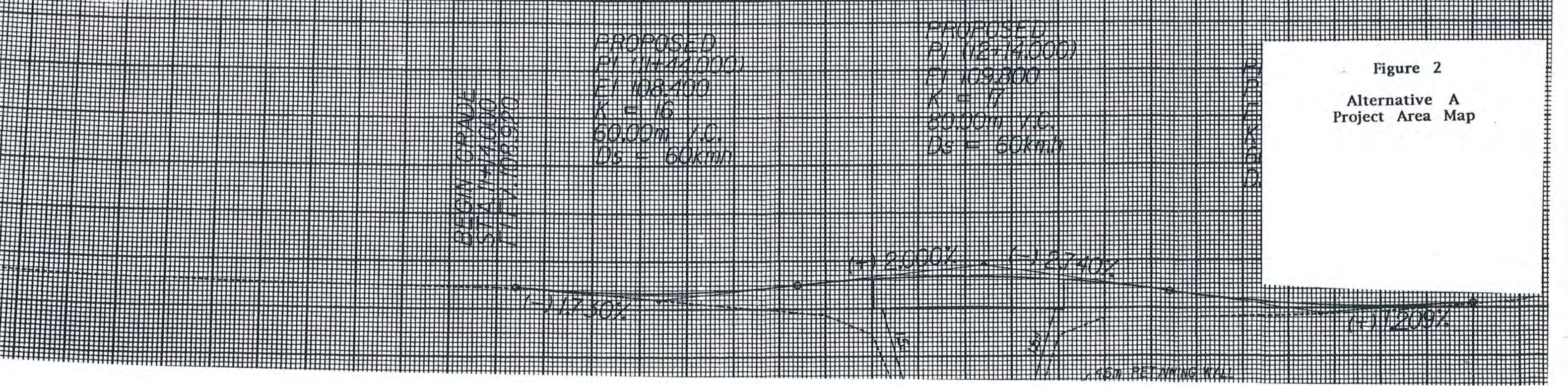
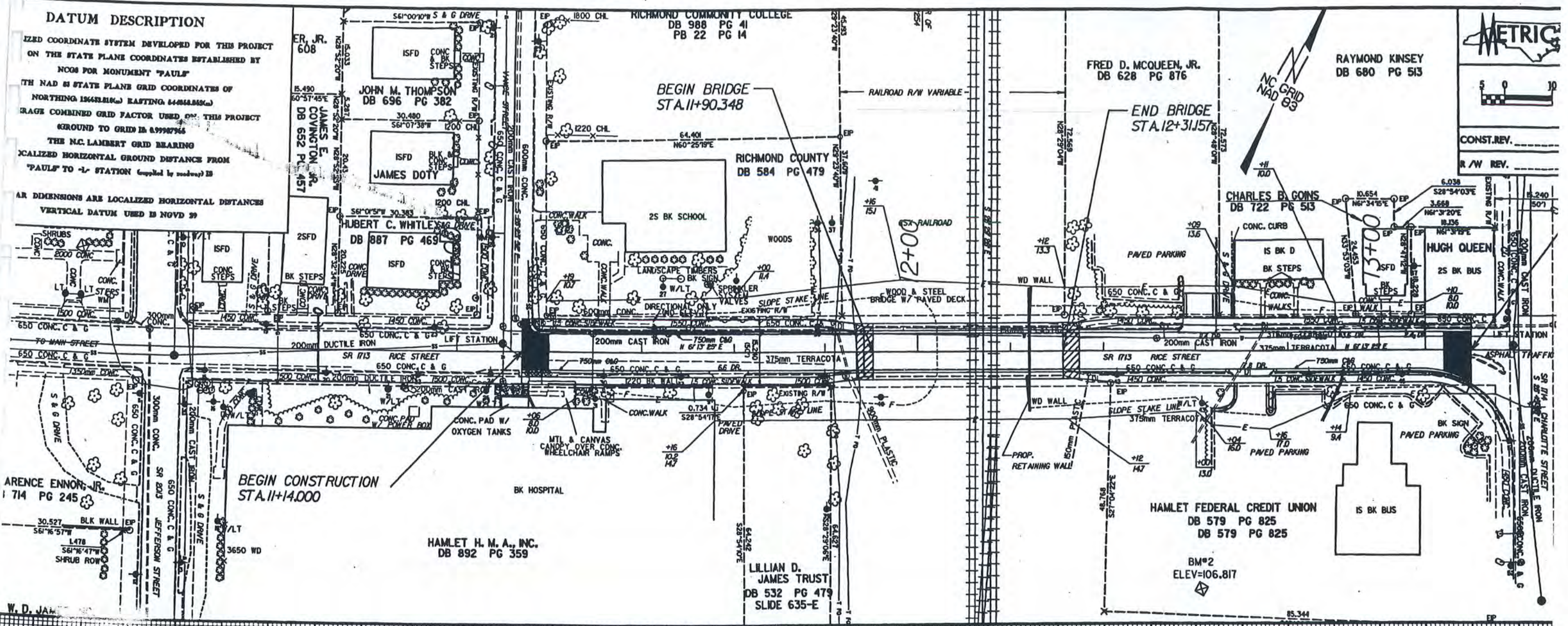
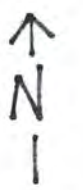


Figure 2
 Alternative A
 Project Area Map

Figure 3

Area of Potential Effects Map

Area of Potential Effects



Vance St.

Rice St.

Jefferson St.

Hamlet Hospital

CSX RR

Bridge No. 43

Charlotte St.

Historical Background Information

During the late nineteenth and early twentieth centuries, the town of Hamlet emerged as a thriving regional railroad center in the North Carolina Sandhills. In 1876, the site of the present town was occupied by only a cluster of dwellings, and a small woolen mill and sawmill owned by John D. Shortridge. In that year, Shortridge deeded a parcel of land to the Raleigh and Augusta Air Line Railroad for a track right-of-way and predicted that the small settlement would soon become a more substantial village, or "Hamlet." By 1877, Hamlet had two connecting railroads, the north-south Raleigh and Augusta and the east-west Carolina Central. In 1900, the Seaboard Air Line Railway, which had been formed through a series of railroad consolidations in the 1890s, absorbed both rail lines. The Seaboard Air Line then sparked Hamlet's growth by selecting the town as the site for large repair shops and the company's North Carolina Division office (Carriker 1982: 7-8; Edmisten 1991: 8: 5).

Hamlet's banner years of development quickly ensued. Between 1900 and 1910, its population nearly quadrupled, from 639 to 2,173 residents. Attracting hundreds of railroad employees and their families, as well as scores of merchants, professionals, and clerks, the town recorded steady population increases every decade until 1940, when the number of inhabitants reached 5,111 (Edmisten 1991: 8: 5). In 1912, a promotional issue of the *Hamlet Messenger* described Hamlet as a vigorous young community with a burgeoning Main Street and a promising future. Hamlet, the issue boasted, was quite simply "the best town in North Carolina."

It has many municipal advantages and is reached from the surrounding territory by good roads. Its agricultural possibilities are extensive, the climate is unsurpassed, and every opportunity is offered to large and small manufacturing industries. It has splendid business houses, a number of which carry immense stocks of merchandise and the men who conduct them justly enjoy the reputation of being progressive (*Hamlet Messenger*, 3 August 1912; Edmisten 1991: 8: 6)

Among the major figures in Hamlet's growth was land developer, Eli A. Lackey, a native of Alexander County who settled in Hamlet in 1890. In 1897, the year of the town's incorporation, Lackey ambitiously purchased 100 acres of land on the west side of the Seaboard Air Line right-of-way and platted Main, Lackey, Champlain, Henderson, and Rice streets. Main Street was divided into four blocks of commercial lots, while adjacent streets were laid out with residential parcels averaging 60 feet by 100 feet. By 1916, the commercial development of Main Street was nearly complete and nearby the residential areas featured fine Colonial Revival and Queen Anne dwellings for prominent businessmen and professionals. Lackey and his brothers, Fred and Ollie, owned a host of major Main Street enterprises, including Lackey Brothers Department Store, the YMCA building, the Central Hotel, the Bank of Hamlet, and the Hamlet Opera House (Edmisten 1991: 8: 6).

Within the APE, Rice and Vance streets also began to take shape during the 1910s. The 1920 *Sanborn Insurance Map* for Hamlet depicts several blocks of one-story and two-story dwellings along these streets. To the south of the APE,

the red-brick Hamlet Graded School dominated the southwest corner of Vance and Henderson streets. The Hamlet Hospital and School of Nursing building and the adjacent nurses' quarters occupied their present sites at the corner of Rice and Vance streets, just west of the railroad tracks.

William Daniel James, M.D., and his wife, Lillian Duer James, R.N., established the hospital and nursing program in Hamlet in 1915. The Jameses had moved to Hamlet from Laurinburg, North Carolina, and with private funds opened a two-story hospital alongside the Seaboard tracks on Rice Street. The first such medical facility in Richmond County, it was soon joined by a second hospital, the Moncure Hospital (no longer extant), which stood on nearby Henderson Street (Honeycutt 1976: 192-193). About 1925, Hamlet Hospital was enlarged from two stories to four, and remodeled with its present Colonial Revival elements. The hospital and nursing school served a broad geographical that stretched east-west from Wilmington to Charlotte, and extended southward to Columbia, South Carolina. The hospital, considerably enlarged during the 1950s and 1960s, remains in operation, though the nursing program closed in 1976 (Honeycutt 1976: 193-194).

As with major medical facilities in other cities, Hamlet Hospital has had a great impact on the appearance of the surrounding neighborhood. The erection of the hospital encouraged the original development of this area before World War II, and the expansion of the facility in subsequent decades has spurred demolition and modern construction. As illustrated on the 1955 *Sanborn Insurance Map*, numerous buildings in and around the APE have been demolished since the 1950s, replaced primarily by parking lots and modern office buildings (see Figure 6). In addition, the 200 block of Vance Street (south of Rice Street) was entirely filled by the western expansion of the hospital complex after 1955.

While the Hamlet Hospital and School of Nursing contributed to the community's economic and social well-being, local prosperity was most intimately linked to the progress of the railroads. Thus, when the Great Depression forced the railroad companies to reduce their work force, Hamlet fell into economic decline. Many former railroad employees left town and businesses and banks failed. The only major development that took place in town from 1930 until 1941 were three projects sponsored by the Works Progress Administration. They were the Post Office, the City Library, and a community center (Edmisten 1991: 8: 9).

Since World War II, Hamlet's growth has been significantly slower than during the early boom years, and today the population stands at approximately 6,600. The mergers of the Seaboard Air Line and other railroad concerns into CSX Transportation have diminished Hamlet's role as a nexus for interstate rail transportation. However, CSX continues to employ local residents at a maintenance yard just outside of town (Edmisten 1991: 8: 9).

Property Inventory and Evaluations

No. 5 Hamlet Hospital
South Side Rice Street at the CSX Railroad
Hamlet

Date of Construction

ca. 1915; expanded and remodeled ca. 1925, 1955, 1965

Description (Figures 4-6) (Plates 1-12)

The surviving historical portions of the expansive Hamlet Hospital complex include the four-story, brick hospital section and the adjacent (now attached) two-story, brick Nurses Home. The ca. 1925 four-story hospital reflects the expansion and remodeling of the original (ca. 1915) two-story, eight-room, brick medical facility on the site (*Sanborn Insurance Map* 1920, 1925; Honeycutt 1976: 192; Jernigan Interview 1999). This section of the complex features a Colonial Revival portico on the front (west) facade, one-over-one sash windows, and a low hip roof with hip-roofed dormers and a modillion cornice. The interior has been extensively modernized.

The adjacent Nurses Home building was constructed ca. 1915. This simple cubic unit is three bays wide and six bays long, with a broad hip roof, dormers on the east and west elevations, brick chimney stacks on the north and south elevations, paired two-over-two windows, and a shed-roofed entry porch with turned posts on the east side (facing the railroad). The principal investigators were not able to gain access to the interior.

Hamlet Hospital underwent major renovations and additions during the 1950s and 1960s that have obscured the original design. In 1955 and 1960, five-story additions were made to the side and rear elevations of the hospital. The additions included a wing on the north side that connected the hospital with the former Nurses Home (which earlier had been converted to the segregated ward for African American patients). A large addition to the northwest side along Rice Street occupies what was once the entire 200 block of Vance Street. With the hospital's growth, early-twentieth-century houses along the 200 block of Vance Street and adjacent blocks have been demolished and replaced by new medical facilities, related office buildings, and parking lots.

Historical Background

William Daniel James, M.D., and his wife, Lillian Duer James, R.N., established the Hamlet Hospital and School of Nursing in 1915. The Jameses had moved to Hamlet from Laurinburg, North Carolina, and with private funds opened a two-story, eight-room hospital on Rice Street. It was the first such medical facility in Richmond County, and the affiliated nursing program was among the first three-year diploma school of nursing in the state (Honeycutt 1976: 192-193). About 1925, Hamlet Hospital was enlarged from two stories to four, and remodeled with Colonial Revival elements of style. The hospital's physical plant was greatly enlarged during ambitious, privately funded building campaigns in the 1950s and 1960s. By 1965, the complex filled an entire city block and included 110 beds (Honeycutt 1976: 194).

While Hamlet Hospital remains open, the original hospital and Nurses Home buildings are now used for offices and storage space. The School of Nursing, which graduated over 500 nurses during its years in operation, closed in 1976 (Honeycutt 1976: 193-194).

Evaluation

Hamlet Hospital is not considered eligible for the National Register under any Criterion. The property no longer retains sufficient integrity for eligibility under Criterion A for health/medicine, Criterion B for its association with a demonstrably important individual, or Criterion C for architecture. Finally, Hamlet Hospital is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.

Figure 4

Hamlet Hospital, 1920

(Sanborn Insurance Map, Hamlet, 1920)

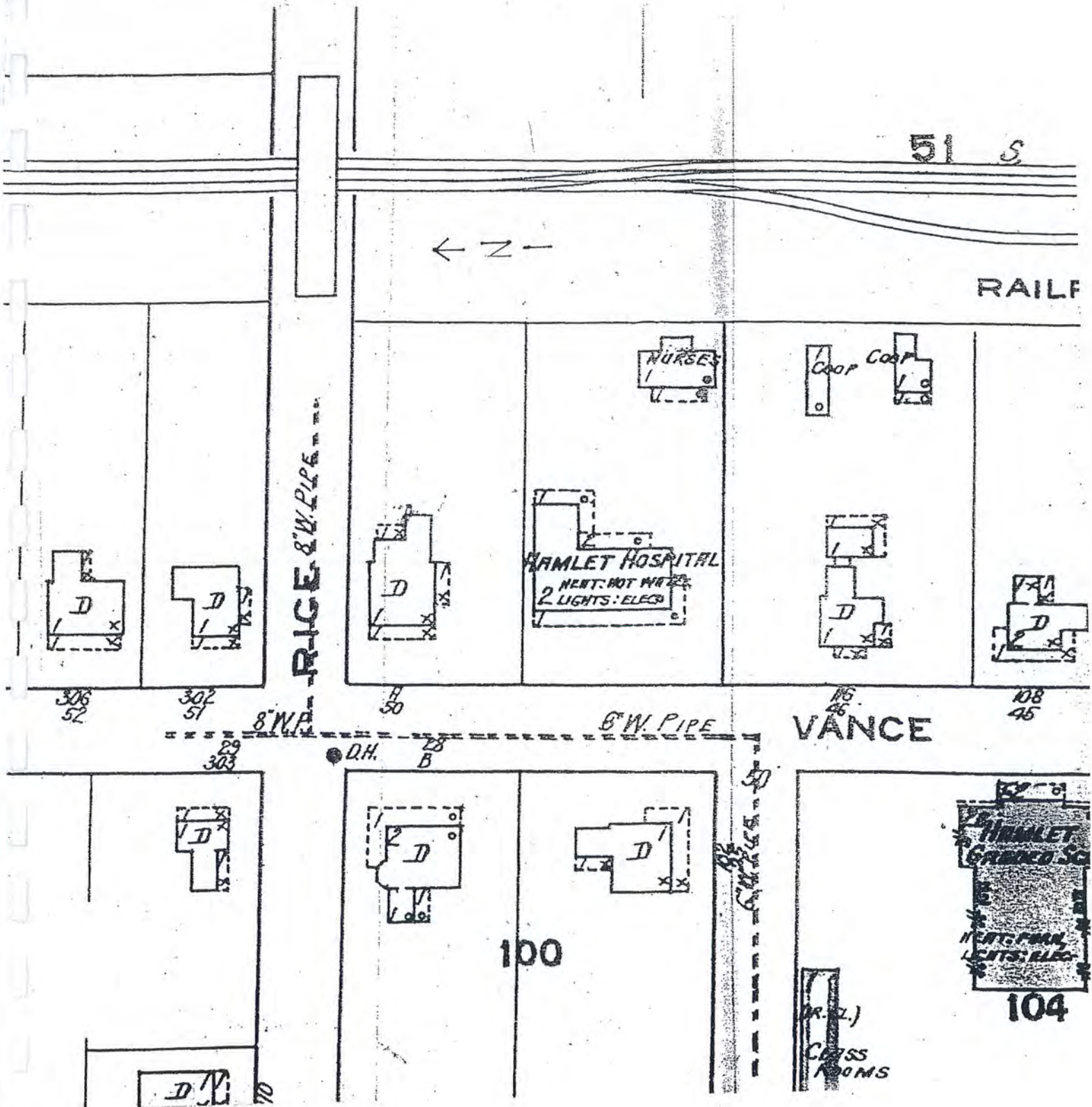


Figure 5

Hamlet Hospital, 1925

(Sanborn Insurance Map, Hamlet, 1925)

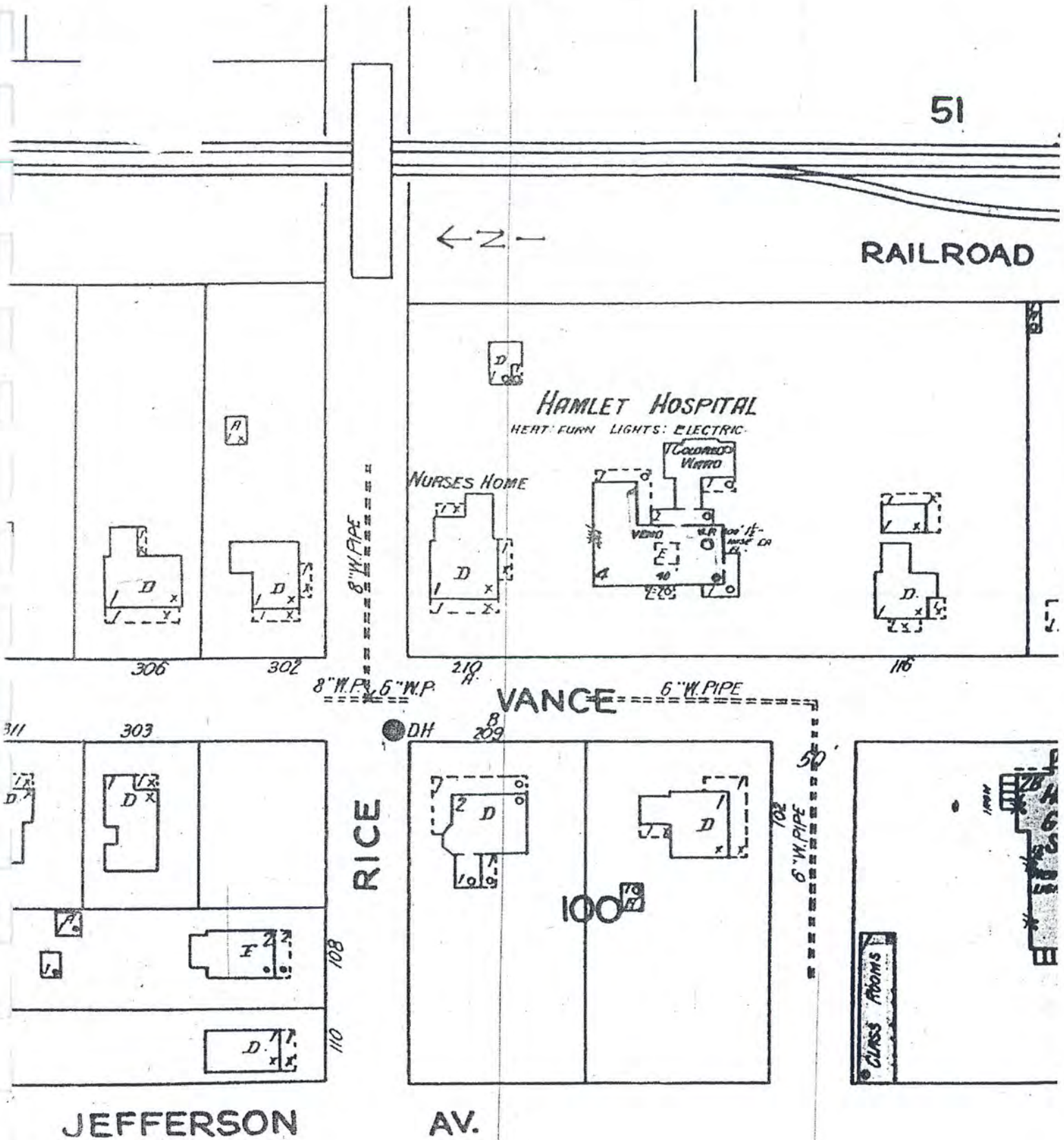


Figure 6

Hamlet Hospital, 1955

(Sanborn Insurance Map, Hamlet, 1955)

Buildings Demolished Since 1955-X

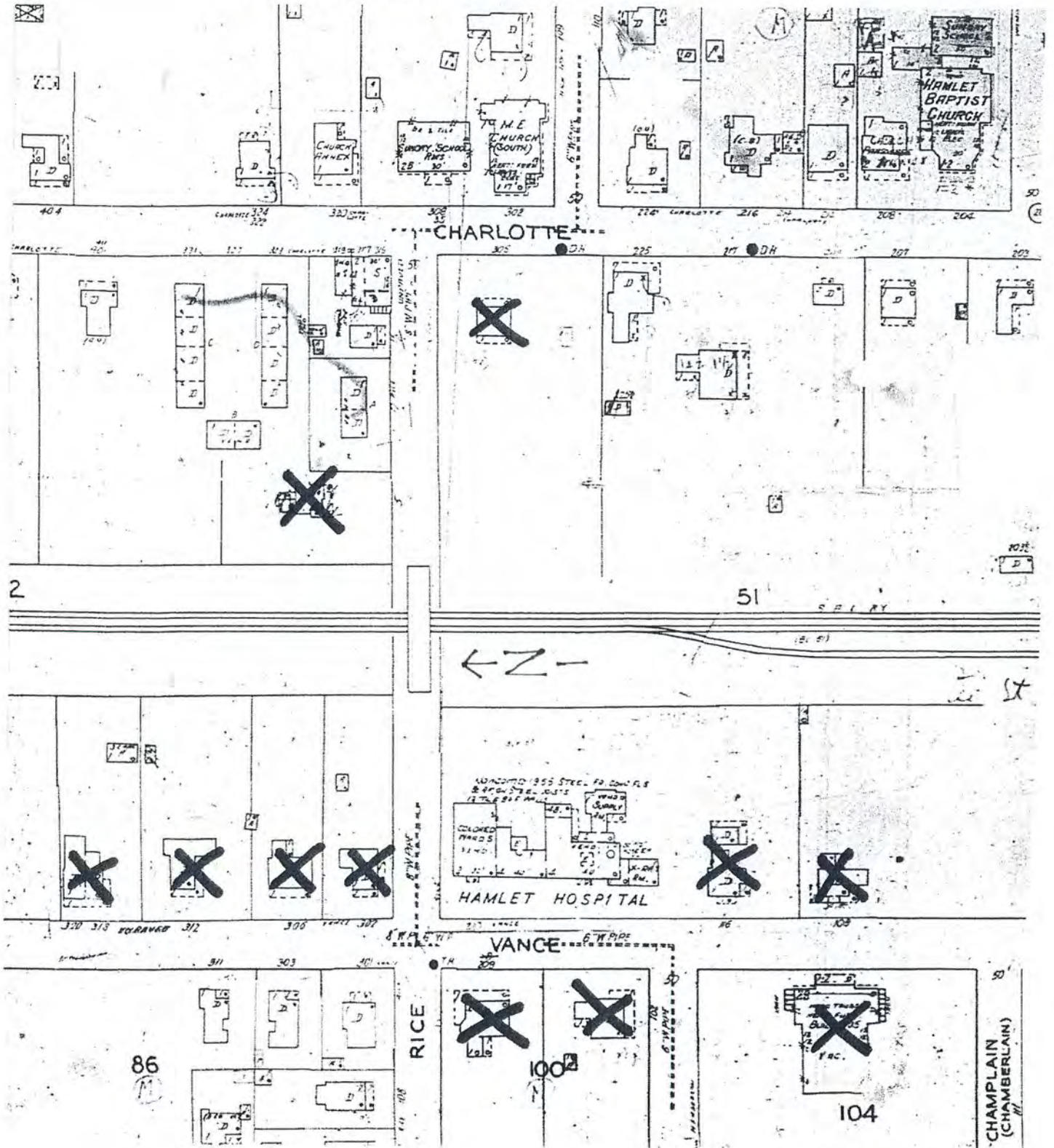




Plate 1. Setting, Rice Street, Looking East Towards Bridge.



Plate 2. Hamlet Hospital, Front Facade, Looking East.



Plate 3. Nurses Home Building, North and East Elevations, Looking South From Rice Street.



Plate 4. Hamlet Hospital, Looking East Along Rice Street.



Plate 5. Hamlet Hospital, Rear (East) Elevation, Looking West.



Plate 6. Hamlet Hospital, Rear (East) Elevation, Looking West.



Plate 7. Hamlet Hospital, Front and South Elevations, Looking North.



Plate 8. Hamlet Hospital, Front Elevation, Looking East.



Plate 9. Hamlet Hospital, Looking East From Corner of Jefferson and Henderson Streets.



Plate 10. Hamlet Hospital, South Elevation, Looking North.



Plate 11. Hamlet Hospital, Interior



Plate 12. Setting, Hamlet Hospital Complex, Looking Southwest From Bridge.

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Honeycutt, James E. and Ida C. *A History of Richmond County*. Rockingham, N.C.: James E. and Ida C. Honeycutt, 1976.

Jernigan, Norva. Interview with Richard L. Mattson. 12 March 1999. Richmond County, N.C.

The North Carolina Year Book and Business Directory. Raleigh: Edwards and Broughton, 1901.

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Appendix:
Photographic Inventory/Evaluations

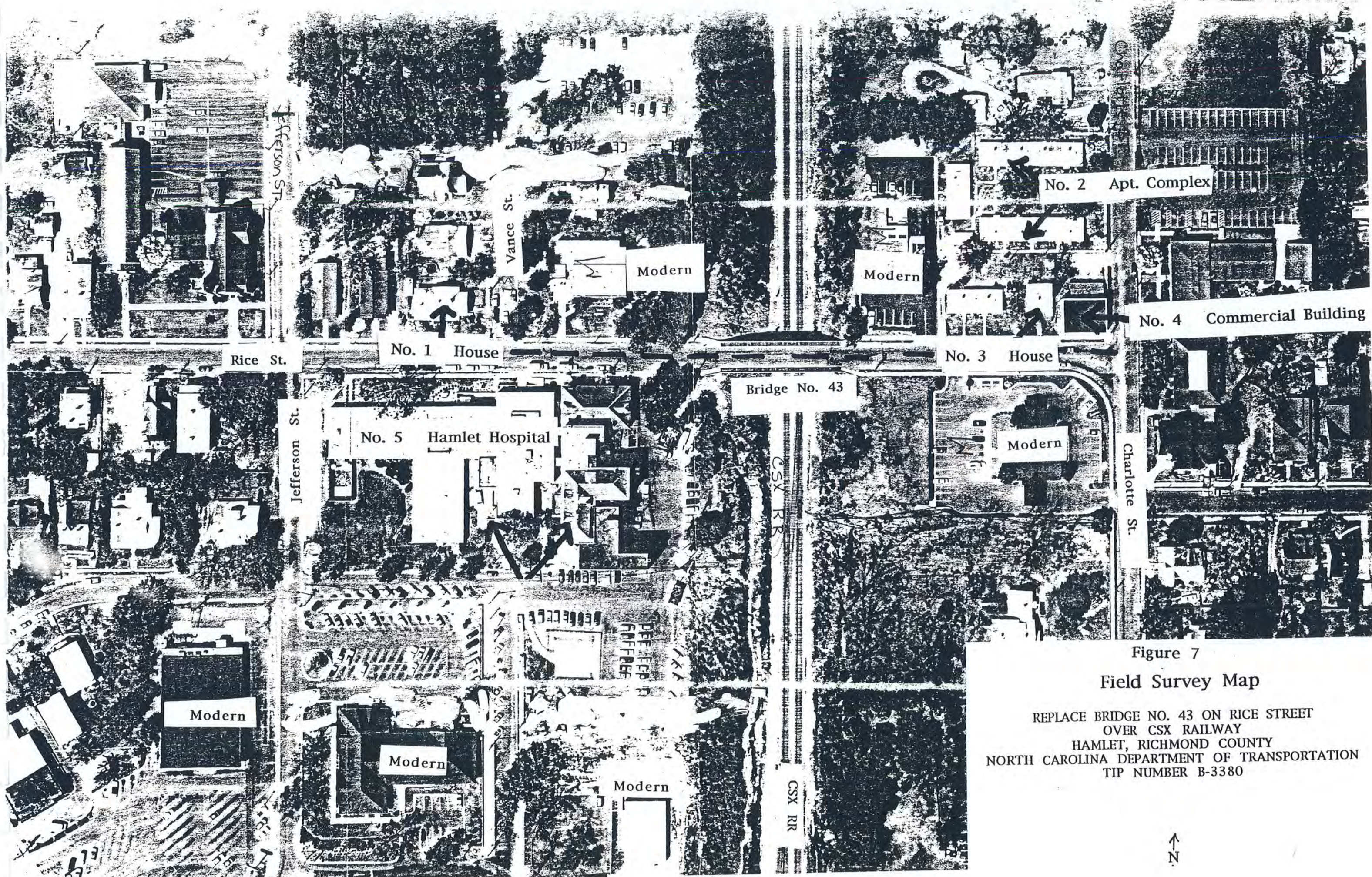


Figure 7
Field Survey Map

REPLACE BRIDGE NO. 43 ON RICE STREET
OVER CSX RAILWAY
HAMLET, RICHMOND COUNTY
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
TIP NUMBER B-3380



PROPERTIES NOT ELIGIBLE FOR LISTING IN THE
NATIONAL REGISTER AND THEREFORE NOT RECOMMENDED
FOR FURTHER EVALUATION
(Keyed to Field Survey Map)

<u>No.</u>	<u>Name</u>	<u>Reason Not Eligible</u>
1.	House	1920s, one-story, weatherboard, cross-gable bungalow with bracketed eaves, six-over-one windows, and square porch posts on brick piers; one of an isolated block of relatively simple, intact bungalows in the vicinity of Hamlet Hospital; no special architectural or historical significance.
2.	Apartment Complex	Mid-20th-century apartment complex consisting of one-story, gable-on-hip-roofed, brick-veneered buildings arranged in a U-shaped pattern with a central courtyard; one of two such apartment complexes in Hamlet; no special architectural or historical significance.
3.	House	1920s, one-story, weatherboard, hip-roofed bungalow with Craftsman-style windows, exposed rafters, and tapered porch posts on brick piers; no special architectural or historical significance.
4.	Commercial Building	Altered early-20th-century, two-story, brick commercial building with three-bay front facade oriented to Charlotte Street; segmental-arched windows; intact two-over-two sash on north elevation; simple brick corbeling along the cornice; extensively remodeled first level on the front facade; modern frame wing on north side; interior modernized for professional offices; no special architectural or historical significance.



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