



North Carolina Department of Cultural Resources

James B. Hunt, Jr., Governor
Betty Ray McCain, Secretary

Division of Archives and History
William S. Price, Jr., Director

June 7, 1993

J. Allen Tice
Technical Program Director
Law Engineering, Inc.
3301 Atlantic Avenue
Raleigh, NC 27604

Re: Historic Structures Survey, North Carolina Low-Level Radioactive Waste Disposal Facility Project, Richmond County Potentially Suitable Site, ER 93-8765

Dear Mr. Tice:

Thank you for your letter of May 4, 1993, transmitting the historic structures survey report by Laura A. W. Phillips concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for the National Register of Historic Places under the criterion cited:

~~Ohio~~^{Ghio} Depot (41), eligible under Criterion A for its association with the late nineteenth century railroad boom and as a surviving example of a small rail station located between larger towns. In addition, the station meets Criterion C as a little-altered example of the small station. The station meets the special criterion consideration for moved buildings since it is still in close proximity to the railroad and the move was necessary for the building's continued preservation.

Bullard Family House (53), eligible under Criterion C as an important example of the one-story, hipped roof dwelling with center-hall double-pile plan and semidetached kitchen/dining rear wing which was a popular middle class regional housing type. The alterations to this house mainly occur in the back which allows its integrity to remain in the main body of the house.

Eli Gibson House (55), eligible under Criterion C, this house embodies the distinctive characteristics of a mid-nineteenth-century house type. In addition, the property may be eligible under Criterion D because it may be a source of significant data on vernacular dwellings of this period due to the natural and manmade landscape features which are currently hidden under the heavy overgrowth. Criterion B may also be applicable since the nearby town of Gibson is associated with Eli Gibson's locally prominent family.



The following properties were determined not eligible for listing in the National Register of Historic Places:

H. L. Rush House (54), this property does not meet Criterion A or B since it is not associated with a historical event or person. The house does not meet Criterion C or D because it is a common house type.

House (63), this house does not meet any of the criteria for eligibility because it was moved, altered, and rearranged so as to compromise its integrity.

Bowman House (71), this property does not meet Criterion A or B since it is not associated with a historical event or person. The house is architecturally interesting, but it is not significant and does not represent a regionally popular house type so it is not eligible under Criterion C. The archaeological context of the house remains undetermined.

Morgan Mill Houses (73), these houses have been moved and no longer maintain the integrity of the mill village of which they were once a part; therefore, they are not eligible under Criteria A, C, and D. In addition, these houses are not eligible under Criterion B since they are not associated with a person or event of historical significance.

Hamlet Coca Cola Bottling Company Plant (84), this structure is less than fifty years old. It does not meet the special criteria consideration for exceptional importance for structures less than fifty years old.

W. Hamlet Avenue Residential Area (93-112), this area does not meet any criteria for listing as a district since the area has a similar development history with other neighborhoods in Hamlet and is not significant enough to be singled out as a historic district.

Thomas Franklin Boyd House (127), this house is not associated with any historic event which would make it eligible under Criterion A. Its association with locally prominent Thomas Franklin Boyd is not during the period of Boyd's prominence so the house is not eligible under Criterion B. In addition, the house is not eligible under Criterion C because it is not a prime example of its type due to alterations and deterioration.

Until additional information for the property listed below is provided, we are unable to make a determination of its eligibility for the National Register:

Seaboard Air Line Railway Overpass (82). We understand this information cannot be obtained at present; however, if this site is selected, we will need information on the other railroad overpasses in the Hamlet area so that we can make a proper determination of eligibility.

The report meets our office's guidelines and those of the Secretary of the Interior. According to our staff reviewers, Ms. Phillips has done an excellent job in survey methodology, evaluation, and presentation within her scope-of-work.

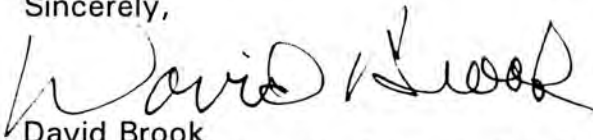
J. Allen Tice
June 7, 1993, Page 3

We would note, however, that we do not concur with the area of potential effect (APE) as described on page 4 and on the map on page 9. We have stated on several occasions our opinion that the APE should include all structures within a three-mile radius of the site and not just the likely access roads.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act of 1966 and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106, codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,



David Brook
Deputy State Historic Preservation Officer

DB:slw

cc: J. Allen Kibler, Jr., Project Manager
Laura A. W. Phillips
Ed Burt, Division of Radiation Protection

bc: File
Brown/Dowd
County
RF

D R A F T R E P O R T
HISTORIC STRUCTURES SURVEY

RICHMOND COUNTY POTENTIALLY SUITABLE SITE
NORTH CAROLINA LOW-LEVEL RADIOACTIVE WASTE DISPOSAL FACILITY
Law Job No. J47289-4670, Task No. 0151

Laura A. W. Phillips, Architectural Historian
Consultant to Law Engineering, Inc.

March 31, 1993

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II. MANAGEMENT SUMMARY

Project Name and Summary:

Richmond County Potentially Suitable Site
North Carolina Low-Level Radioactive Waste Disposal Facility

The project is a low-level radioactive waste disposal facility intended to be constructed at one of two sites currently under study. The facility will consist mainly of a series of concrete disposal modules constructed mostly above existing ground and capped with an earthen cover on which vegetation is planted. The completed disposal facility will cover about 100 acres and will be surrounded by about 200 acres of unused buffer zone. Administrative and laboratory buildings will occupy another approximately fifteen acres outside the disposal facility itself.

The Richmond County Site is located in the southeastern corner of Richmond County about two miles southeast of Hamlet, six miles southeast of Rockingham, one mile north of Ghio, and approximately ten miles northwest of Laurinburg. The area of the site is approximately 2,800 acres.

State Clearinghouse Number:

N/A

Project Purpose:

The North Carolina Low-Level Radioactive Waste Management Authority was created by North Carolina General Statute 104G and given the responsibility of selecting a site for a Low-Level Radioactive Waste Disposal Facility to serve the eight states in the Southeast Compact. The Division of Radiation Protection (DRP) is the agency responsible for issuing the license to construct and operate the facility. Two potentially suitable sites have been designated by the Authority--one in Richmond County (the Richmond County Site) and one straddling the Wake and Chatham County line (Wake/Chatham County Site).

Chem-Nuclear Systems, Inc. (CNSI) has been retained by the Authority to site design, construct, operate, and close the facility. As part of the site studies (Site Characterization), Law Environmental, Inc., a subcontractor to CNSI, is conducting cultural resource surveys of the two potentially suitable sites. The work is being conducted to meet the North Carolina regulatory requirement for cultural resources information as expressed in 15A NCAC 11.1207 (2) (a) and (d). The cultural resources studies are also being conducted to meet the requirements of Section 106 of the National Historic Preservation Act and the North Carolina State Historic Preservation Office. The Site Characterization Plan prepared by CNSI and approved by the DRP outlines the activities conducted for the cultural resources survey.

Summary of Survey Methodology:

The survey was conducted according to the requirements of the North Carolina Department of Transportation's "Description of Services Required for Consideration of Cultural Resources in the Preparation of Environmental Documents" (Part VII, Historic Architectural Resources). The report was prepared following the State Historic Preservation Office's "Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office."

Survey methodology consisted of background research, field activities, analysis, and report preparation. Background research included documentary research at the Survey and Planning Branch of the Division of Archives and History, the State Archives, public libraries in Richmond and Scotland counties, and the Richmond County and Scotland County courthouses, as well as interviews with a number of local informants. Field activities included a reconnaissance survey to identify, photograph, and map properties at least fifty years old in the project area and an intensive survey of those eleven properties which appeared to be potentially eligible for the National Register. Analysis included an evaluation of the significance of the surveyed properties according to the National Register criteria and the historic contexts for the project area, as well as an assessment of the potential impacts of the proposed project on those properties.

Description of the Area of Potential Effect (APE):

The APE consists of the potentially suitable site, its immediate environment, and the likely access roads--US 74, NC 381, and SR 1615--within a three-mile radius of the approximate site boundary, as illustrated by the shaded areas of the map on p. 9.

Percentage of Project Area Covered by Survey and Level of Survey Coverage:

A reconnaissance survey was conducted of 100 percent of the designated APE. All properties which appeared to be at least fifty years old were photographed and keyed to the USGS maps. From this group of 139 properties (see Appendix for list), those eleven which appeared to be potentially eligible for the National Register were intensively surveyed with additional photography, mapping, and the completion of North Carolina Historic Structures Data Sheets. Interiors were recorded when possible and appropriate.

Summary of Survey Results:

A total of 139 properties were identified as appearing to be at least fifty years old. Of these, eleven properties or groups of properties were intensively recorded because of their potential National Register eligibility. These properties include: one nineteenth-century railroad depot, one 1930s railroad overpass,

four farmhouses from the nineteenth and early twentieth centuries, two nineteenth-century non-farm residences, one row of six twentieth-century textile mill houses, one early twentieth-century residential neighborhood, and one mid-twentieth-century bottling facility. Three of the eleven recorded properties appear to be eligible for the National Register. The following list organizes the eleven surveyed properties by National Register eligibility and gives the page numbers in the report where each is described:

Eligible for the National Register

- 41. Ghio Depot (SC 65), pp. 31-37
- 53. Bullard Family House (SC 21), pp. 38-45
- 55. Eli Gibson House (SC 92), pp. 46-54

Not Eligible for the National Register

- 54. H. L. Rush House, pp. 55-58
- 63. House, pp. 59-61
- 71. Bowman House, pp. 62-64
- 73. Morgan Mill Houses (SC 231), pp. 65-67
- 82. Seaboard Air Line Railway Overpass, pp. 68-70
- 84. Hamlet Coca Cola Bottling Company Plant, pp. 71-73
- 93-112. W. Hamlet Avenue Residential Area, pp. 74-78
- 127. Thomas Franklin Boyd House (RH 50), pp. 79-82

The map on p. 9 illustrates the boundaries for all properties within the project APE which are considered eligible for the National Register.

Summary of Potential Effects:

Of the three properties considered eligible for the National Register, none is located within the boundary of the potentially suitable site. Rather, all are located south of the site, along NC 381, a likely access route to the site. Depending on the final circumstances of the project, it could have little effect on the three eligible properties, it could have a positive effect, or it could have a negative effect. For further discussion, see **Potential Effects on Properties**, pp. 83-84.

III. INTRODUCTION

Name of Project:

Richmond County Potentially Suitable Site
North Carolina Low-Level Radioactive Waste Disposal Facility

State Clearinghouse Number:

N/A

Location of Project:

The project is located in the southeastern corner of Richmond County about two miles southeast of Hamlet, six miles southeast of Rockingham, one mile north of Ghio, and approximately ten miles northwest of Laurinburg.

Map of General Project Location:

See p. 8.

Map of Surveyed Area/APE with Locations of Recorded Historic Properties and Boundaries of Properties Eligible for National Register:

See p. 9 and key to properties on p. 10.

Determination of Area of Potential Effect (APE):

The APE consists of the potentially suitable site, its immediate environment, and the area along the likely access roads (US 74, NC 381, SR 1615) within a three-mile radius of the site boundary. The APE, or area to be surveyed, was determined by Law Engineering in agreement with Chem-Nuclear Systems, Inc., and was so-stated in the contract with the Consultant. The Consultant determined that along the likely access roads, those properties which were adjacent to or oriented toward the roads would be included in the survey.

Sponsoring Agency:

North Carolina Low-Level Radioactive Waste Management Authority

Principal Investigator/Survey Team:

The historic structures survey was conducted solely by architectural historian Laura A. W. Phillips. Production assistance during the preparation of the report was provided by the staff of architectural firm Phillips & Oppermann, P. A.

Date of Survey:

Survey field activities were conducted between December 15, 1992, and January 14, 1993, with field work follow-up on March 2, 1993.

Summary of Scope of Work:

According to the contractual scope of services, the Consultant agreed to:

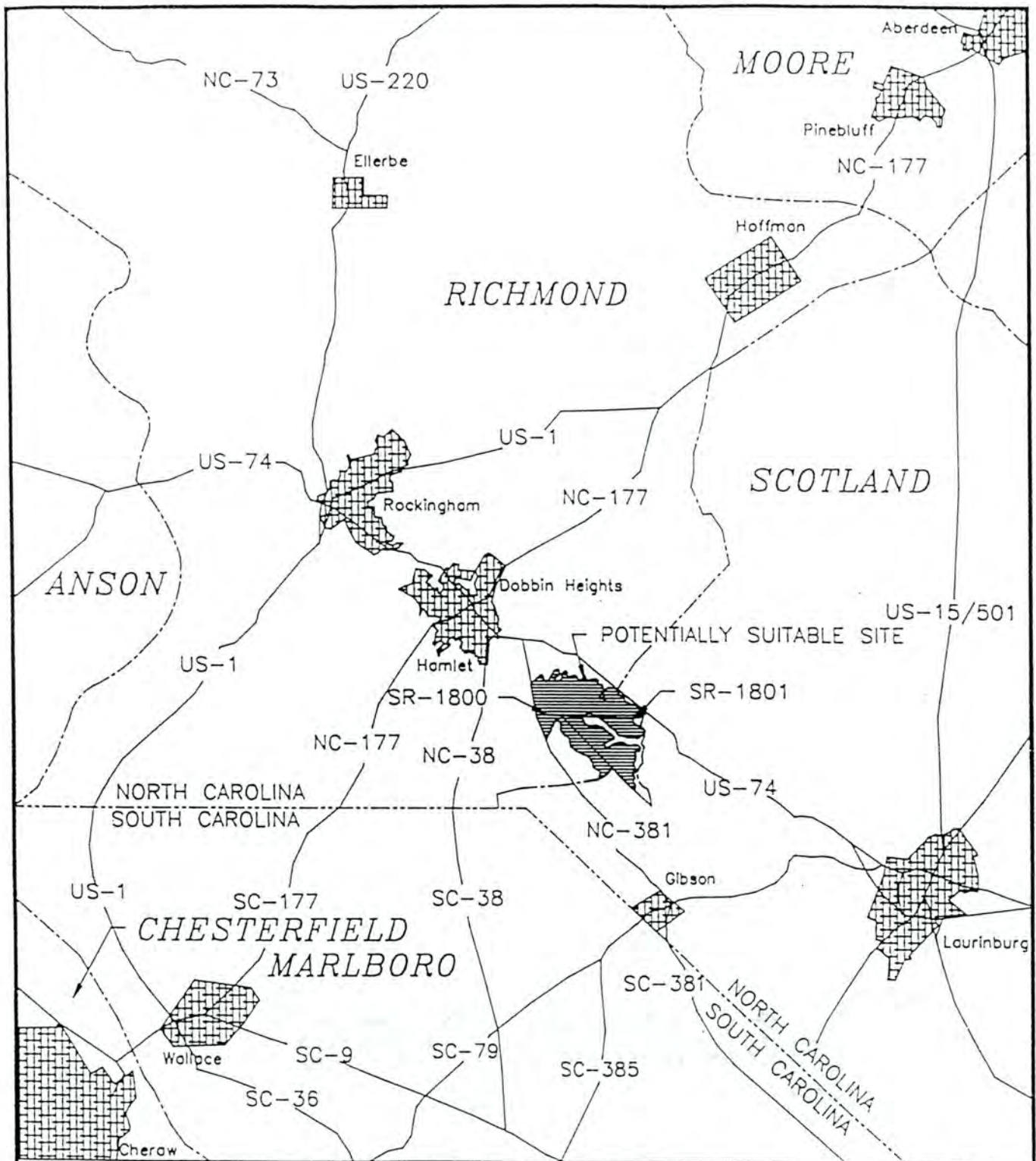
Conduct an intensive historic and architectural resources survey of the area designated as the potentially suitable site and of the likely access roads within a three-mile radius of the site;

Evaluate the surveyed resources according to the criteria for listing in the National Register of Historic Places;

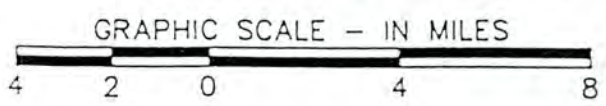
Assess potential impacts of the proposed project on any properties evaluated as eligible for the National Register; and

Prepare a written report on the findings of the survey and evaluation.


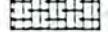


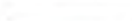
See **Appendix**, p. 89, for copy of scope of work from contract between the Consultant and Law Engineering.



BOUNDARIES OF POTENTIALLY SUITABLE SITE ARE INDEFINITE.
 REF.: NCDOT AND SCDOT COUNTY ROAD MAPS



LEGEND







-  POTENTIALLY SUITABLE SITE
-  MUNICIPALITIES
-  COUNTY LINE
-  STATE LINE
-  ROAD

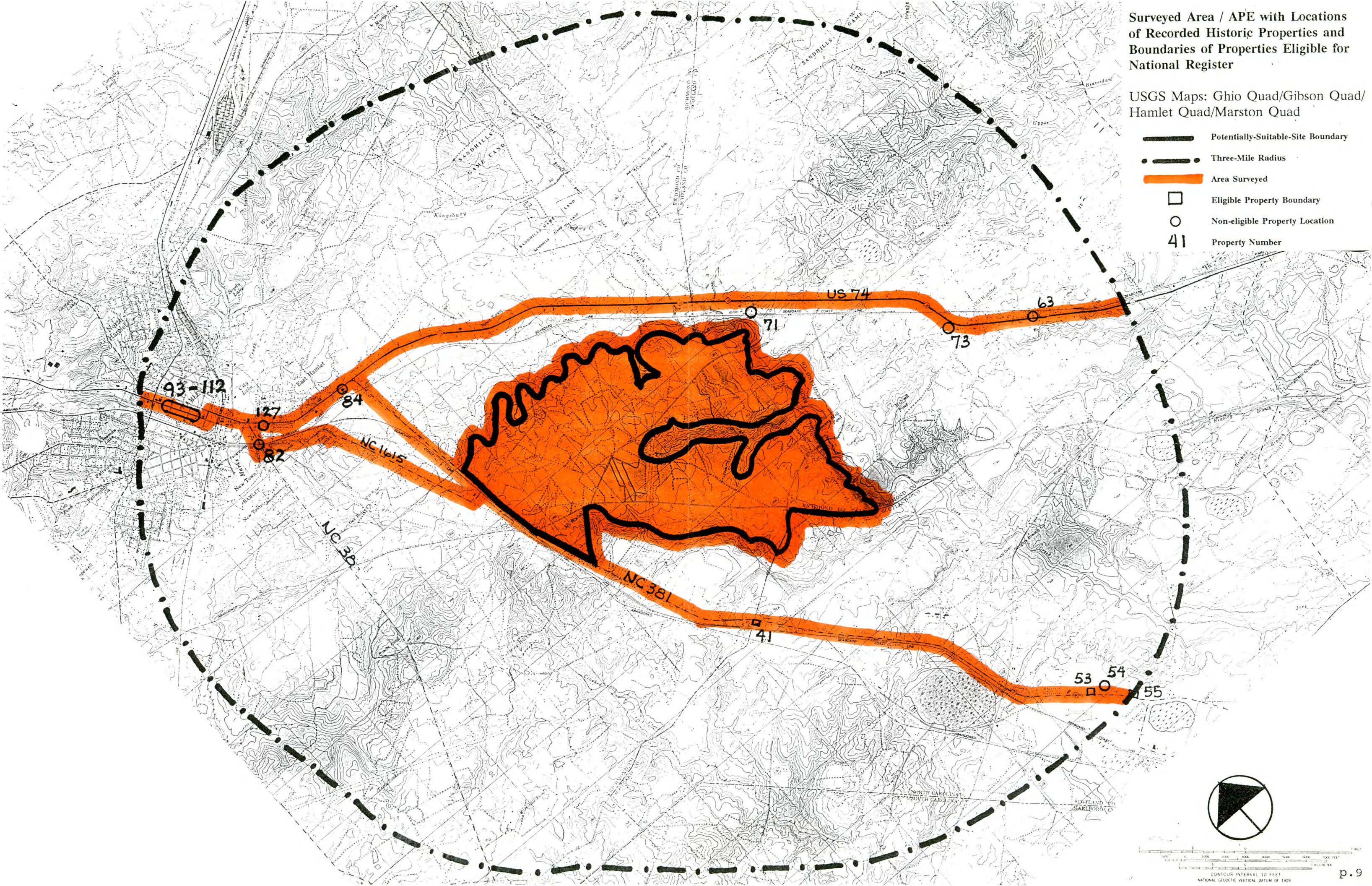
CNSI
 NORTH CAROLINA
 PROJECT

General Project Location
 Richmond County Potentially Suitable Site

Surveyed Area / APE with Locations of Recorded Historic Properties and Boundaries of Properties Eligible for National Register

USGS Maps: Ghio Quad/Gibson Quad/
Hamlet Quad/Marston Quad

-  Potentially-Suitable-Site Boundary
-  Three-Mile Radius
-  Area Surveyed
-  Eligible Property Boundary
-  Non-eligible Property Location
-  Property Number



Key to Recorded Properties:

Eligible for National Register

- 41. Ghio Depot (SC 65)
- 53. Bullard Family House (SC 21)
- 55. Eli Gibson House (SC 92)

Not Eligible for National Register

- 54. H. L. Rush House
- 63. House
- 71. Bowman House
- 73. Morgan Mill Houses (SC 231)
- 82. Seaboard Air Line Railway Overpass
- 84. Hamlet Coca Cola Bottling Company Plant
- 93-112. W. Hamlet Avenue Residential Area
- 127. Thomas Franklin Boyd House (RH 50)

IV. PHYSICAL ENVIRONMENT

Total Acreage of Project Study Area:

The project study area (site) includes approximately 2,800 acres. This area was surveyed, along with the properties on either side of the likely access roads (US 74, NC 381, and SR 1615) within a three-mile radius of the boundary of the site. (See p. 29 for further explanation of the APE).

Effective Environment:

The Richmond County Potentially Suitable Site is located in the southeastern corner of Richmond County about two miles southeast of Hamlet, six miles southeast of Rockingham, one mile north of Ghio, and approximately ten miles northwest of Laurinburg. The site is positioned within the vee formed by the junction of US 74 and NC 381. The likely access roads within a three-mile radius of the site extend northwestward into Hamlet and southeastward into Scotland County toward Gibson and Laurinburg.

The project site is within the Sandhills section of the Coastal Plain physiographic province. The Sandhills section consists of sub-parallel divides and hills, commonly with flat crests, separated by relatively narrow stream valleys. The site is a relatively flat upland ridge that forms a boundary between two creeks and three watersheds. The site is underlain by Coastal Plain sediments consisting of interlayered sands, clayey sands, and clay. The Coastal Plain sediments are underlain by a basement of Paleozoic crystalline rocks.

The area formed by the potentially suitable site along with that area which is within a three-mile radius of the site is characterized by environmental contrasts. The northwest area is dominated by the urban development of Hamlet, a town dating from the late nineteenth century which experienced its greatest period of growth during the early decades of the twentieth century. East of Hamlet, the area includes part of the state-owned Sandhills Game Management Area, which is sparsely populated and heavily forested with pine, gum, and oak. The rest of the area--the central and southeastern portions--is rural in character, with a combination of broad, open fields, heavily wooded sections, low hills, broad expanses of flatlands, creeks and swamps (including several "Carolina bays"), and small crossroads communities and linear communities along some stretches of the area's roads.

Present Land Use:

Current land use in the project area includes primarily agricultural and residential uses, with some commercial uses along US 74 and in Hamlet and a scattering of churches. Hamlet also includes a typical collection of industrial, recreational, institutional, and governmental uses commonly found in towns.

Outside of Hamlet, the most common uses include unpopulated forest lands, lightly to moderately populated non-farm residential areas, and agricultural lands.

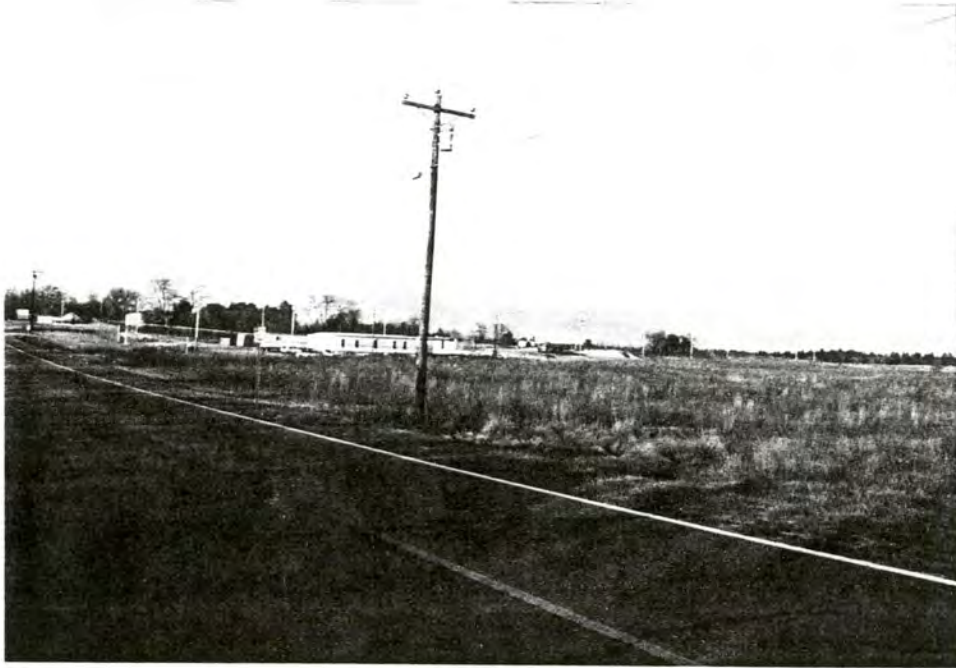
Photographs providing an overview of the physical environment of the project area are found on pp. 12-15.



1. E. Hamlet Ave. (US 74), view to SE from Spring St./City Lake



2. SR 1615, view to NE from curve about 0.8 mi E of jct
w/NC 381



3. NC 381, view to N toward project site offices



4. SR 1800, view to SE from 0.8 mi NW of jct w/SR 1802



5. NC 381, view to SE from just S of jct w/SR 1802 & SR 1803



6. US 74, view to NW at jct w/SR 1156

V. HISTORICAL AND ARCHITECTURAL BACKGROUND

Historical Development of Project Area:

The Richmond County Potentially Suitable Site is located in the southeastern corner of Richmond County. The area studied as part of the Historic Structures Survey included not only the project site but also a broader area which extended northwest into the city of Hamlet and southeast into the western tip of Scotland County. The area is rural in character except for the northwestern section which is dominated by the urban development of Hamlet. A study of the area's historical background includes, therefore, the combined histories of this portion of the Richmond/Scotland area with a focus on the development of Hamlet in the late nineteenth and early twentieth centuries. The best information currently available pertained to Scotland County (which was part of Richmond County until 1899). Therefore, when good comparable information was not available for Richmond County, Scotland County was used as the model.

Creation of Counties

Richmond County was created from Anson County in 1779. It was not until 1784, however, that authorization came from the North Carolina General Assembly for the laying out of the town of Rockingham (five miles northwest of present-day Hamlet) as the county seat. Throughout the remainder of the eighteenth century and the entire nineteenth century Richmond County included most of the area of Scotland County. In 1899 Scotland became a separate county with Laurinburg as its county seat.¹

Settlement

Three main groups settled the area. The earliest, most numerous, and most prominent were the Highland Scots, who arrived during the Scottish migrations of the 1740s through 1770s. They were predominantly Presbyterian. The Scots bestowed the area with its many family names with the prefix "Mc", as well as with other names now common to the area. The Quakers constituted a second settling group in the late eighteenth century. Prior to the Civil War, however, many Quakers migrated westward to such places as Indiana and Ohio because of their anti-slavery stand. Others married locally and remained in the area. The third major settling group was composed of the English and Scotch-Irish who migrated from Virginia. Two of the earliest families of this group, the Gibsons and Pates, have many descendants in the area

¹James E. and Ida C. Huneycutt, A History of Richmond County (Rockingham, N.C.: James E. and Ida C. Huneycutt, 1976), 30, 32; Thomas R. Butchko, "Scotland County Architectural Essay" (unpublished report on architectural survey of Scotland County, N. C. Division of Archives and History, ca. 1980), 3.

and particularly in the Williamson's Township of present-day Scotland County.²

Agriculture

Most, if not all, of the early settlers were farmers, growing produce for their personal use and some trade. Early crops probably consisted of corn, wheat, oats, rice, and cotton.³

Typical of the region, the two decades prior to the Civil War were a time of agricultural growth. The majority of the land was owned by a relatively small number of planters, who consequently controlled most of the wealth and power. At the same time, the vast majority of farmers in the area owned small farms with under 100 acres. The primary crops during this period were Indian corn, sweet potatoes, rice, and cotton. Slave statistics give an indication of the level of agricultural growth in the decades prior to the Civil War. From 1850 to 1860 the number of slaves in the area increased approximately 25%, while the number of owners changed little. The greatest changes came in the large slave holding category: by 1860 more than 40% of the slaves were held in groups of twenty or more. All this is one reflection of the increasing prosperity among the planter class, which facilitated the construction of large plantation houses in the 1850s.⁴

The Civil War brought changes to the agrarian economy of the Richmond/Scotland area, as it did throughout the South.⁵ In particular, farming practices had to be altered to accommodate the absence of slave labor. A major way in which this was accomplished was through the development of tenant farming and share cropping. In tenant farming, farm land was rented from the owner for a fixed money value, and in share cropping, farm land was rented in exchange for a share of the crops or other farm

²Butchko, "Scotland County," 4-7.

³Butchko, "Scotland County," 7.

⁴Butchko, "Scotland County," 14-16.

⁵Some of Sherman's troops marched through the area in March, 1865 on their way from Savannah to Virginia. Local tradition claims that some of the troops camped near present-day Hamlet--south of US 74, east of NC 381, and not far north of the project site--and many artifacts from the encampment have been recovered in the area. Although properties such as the Buchanan-Morrison gun shop, the Malloy grist mill, and the repair shops of the Wilmington, Charlotte, and Rutherford Railroad in Laurinburg were destroyed by the troops, many sizeable homes and farms remained unscathed. S. David Carriker, interview by author, 16 February 1993; Butchko, "Scotland County," 21-22.

products. By 1890 slightly less than half of the farms in Richmond County were cultivated by owners. Accompanying this change in the decades following the Civil War was the steady trend toward an increase in the number of farms and at the same time a decrease in the number of acres per farm. This trend was characteristic not only of the Richmond/Scotland area but also of the whole state.⁶

Although various crops such as wheat, oats, and sweet potatoes continued to be cultivated during the late nineteenth century, corn and cotton accounted for the great majority of the tilled acreage. Of these, cotton was the chief money crop and the mainstay of the local economy. It was the source of much of the wealth in the Richmond/Scotland area, which in turn produced substantial and stylish dwellings during both the late nineteenth century and the early twentieth century.⁷

Cotton became even more important after the turn of the century. Although tobacco was introduced during this period, it never seriously challenged the status of cotton in this part of North Carolina. In 1927 Scotland County's cotton production yielded 95% of the total cash farm income in the county. During the 1920s and 1930s, other significant crops included cantaloupes, watermelons, dewberries and peaches.⁸

Today the area is still farm-oriented, and cotton still constitutes the main crop, at least in Scotland County. Producing approximately one-third of the state's cotton, it is the only county in the state in which the traditional money crop of the nineteenth-century South remains dominant.⁹

Industry

The earliest industrial efforts in the Richmond/Scotland area were for local use and consisted primarily of grist mills. Throughout the nineteenth century--particularly during the second half of the century--industrial development expanded, falling into three general categories. Into the first category can be grouped the smallest but most numerous elements of the overall industrial activity. These consisted of the typical small-scale

⁶Report on the Statistics of Agriculture in the United States at the Eleventh Census: 1890 (Washington: Government Printing Office, 1895); Thirteenth Census of the United States Taken in the Year 1910, Vol. VII: Agriculture 1909 and 1910 (Washington: government Printing Office, 1913).

⁷Butchko, "Scotland County," 25-17.

⁸Butchko, "Scotland County," 38, 3.

⁹Butchko, "Scotland County," 3-4.

industries found throughout much of North Carolina during the period, such as grist mills, flour mills, corn mills, saw mills (often combined at one location), tanneries, wagon and carriage making, blacksmithing, saddle and harness making, woodworking, and cotton ginning. Branson's Business Directories from the 1860s through the 1890s suggest the number and variety of these industrial undertakings.¹⁰

The second industrial category consisted of naval stores. This region of North Carolina possessed an abundance of longleaf pine forests which enabled the production of valuable naval stores. Industrial Census records show that between 1860 and 1870, in particular, there was a tremendous growth in the production level of turpentine and rosin--from several hundred barrels to tens of thousands of barrels.¹¹ By 1884 Branson's Business Directory listed sixteen facilities for the production of naval stores in the Richmond/Scotland area.¹² Naval stores continued to be a major industry in the area through at least the end of the nineteenth century, but the depletion of the forests eventually took its toll.

The third and most financially significant industrial concern was the textile industry, beginning in the second quarter of the nineteenth century. Richmond Mill south of Rockingham was chartered in 1833, the fifth textile mill to be chartered in North Carolina. It began production in 1836, continuing until 1865, when Union troops burned it to the ground. In 1869 Great Falls Mill was built on the site of Richmond Mill. It operated until the Depression forced its closing in 1930. The mill building itself survived until it burned in 1972.¹³ Other mills included Malloy's Mills (1873), the Pee Dee Manufacturing Company (1874), Hamlet Woolen Mills (1880), Midway Mills (1881), Ledbetter Mills (1882), Roberdell Manufacturing Company (1882), and others well into the twentieth century. Most were located around Rockingham or Laurel Hill.¹⁴ Thus, cotton became a major factor in both the agricultural and the industrial aspects of the local economy.

Rail Transportation

¹⁰Branson's North Carolina Business Directory (Raleigh: Levi Branson, 1867-1868, 1869, 1872, 1877-1878, 1884, 1890, 1896).

¹¹Butchko, "Scotland County," 23.

¹²Branson's North Carolina Business Directory: 1884.

¹³Huneycutt, History, 351-353.

¹⁴Branson's North Carolina Business Directory: 1884; Huneycutt, History, 354-374.

The development of rail transportation in the Richmond/Scotland area during the second half of the nineteenth century had a tremendous impact on many aspects of life, but particularly facilitated the development and expansion of agriculture, industry, and commerce. With the coming of the railroad, the ability to transport manufactured goods and agricultural produce was greatly enhanced. An increased prosperity resulted.

Starting in the 1830s, a policy of state aid to railroads was implemented by the Legislature as a way to enable farmers and timbermen to have easy access to markets for their products. State appropriations in the mid-1830s allowed the completion of two privately-owned lines. Their importance to local economies increased the demand for more state involvement in planning and financing additional lines, and in 1849 the state-owned North Carolina Railroad was chartered. In 1856 this 223-mile line was opened to traffic. Freight rates were halved, the production of surplus goods for market was encouraged, and towns along the railroad lines grew. However, the Civil War, railroad bond scandals, and state financial problems brought an end to state support of railroads in 1870.¹⁵

Thereafter, privately-financed railway expansion linked towns not on the antebellum lines and made them part of a system that rapidly expanded because of an influx of Northern capital, the consolidation of many small lines into larger systems, and a friendly legislature that granted special privileges and freedom from regulation to major railway companies. Track mileage more than doubled in North Carolina between 1870 and 1890, and the state's lines were integrated into a national network.¹⁶

By 1877 Hamlet had two connecting railroads: the Raleigh & Augusta Air-Line Railroad which came from the north and the east-west Carolina Central Railroad. In 1883 the Raleigh & Augusta made plans to build a spur southward to the new town of Gibson. Construction on the ten-mile-long "Gibson Branch" began January 1, 1884, and was completed July 1, 1884. Within a week's time a daily train was operating to and from Gibson.¹⁷ Soon, the Ghio Depot was built at the halfway point between the two towns, thus making the railroad even more accessible to the rural countryside.

¹⁵Linda Harris Edmisten, "Main Street Commercial Historic District" National Register nomination, December 1991, Survey and Planning Branch, Division of Archives and History, Raleigh, 8.4.

¹⁶Edmisten, "Main Street," 8.4.

¹⁷S. David Carriker, Railroading in Richmond County, North Carolina (Hamlet: Richmond Technical College, 1982), 7.

In 1900 the Seaboard Air Line Railway was formed, absorbing the Raleigh & Augusta and the Carolina Central lines. Hamlet became a major interstate railroad crossroad. The impressive two-story L-shaped frame building constructed in 1900 to serve as the Seaboard passenger depot and offices for the North Carolina division of the railroad gave physical expression to Hamlet's important new role.¹⁸

In 1912 the Rockingham Railroad finished its line from Rockingham south of Hamlet to Gibson. There it connected with the Atlantic Coast Line Railroad (another of the major railroad systems), which absorbed the Rockingham line in 1921.¹⁹ And so the web of railroad lines continued to spread across Richmond and Scotland counties, as it did elsewhere in the North Carolina, bringing prosperity in its trail and having a particular impact on agriculture, industry, and the growth of Hamlet.

Development of Hamlet

A major factor influencing much of the project area since the late nineteenth century has been the creation and subsequent development of Hamlet. In 1876 the site of the present town of Hamlet was occupied only by the woolen mill, sawmill, and house of John D. Shortridge, along with a few small houses. In that year Shortridge deeded a strip of land to the Raleigh & Augusta Air-Line Railroad for a track right-of-way and predicted that the small settlement would soon be a larger village, or "Hamlet." The first train from Raleigh arrived on August 10, 1877, and the settlement indeed began to grow. In 1897 the town was formally incorporated. During the first decade of the twentieth century Hamlet's population nearly quadrupled, from 639 to 2173. It continued to increase steadily every decade until 1940.²⁰

Hamlet's late nineteenth-century business district was centered along Hamlet and Front streets and Railway Avenue, north and east of where the depot was built in 1900. Much of the early twentieth-century commercial development--particularly that along Main Street--resulted from the efforts of entrepreneur E. A. Lackey. In 1897 he purchased 100 acres of land on the west side of the Seaboard tracks and south of the nineteenth-century business district and opened up Main, Lackey, Champlain, Henderson, and Rice streets. Main Street was divided into commercial lots, and the rest was divided into residential blocks. By 1912, when it was described in a special issue of the

¹⁸Carriker, Railroading in Richmond County, 7; Edmisten, "Main Street," 8.5.

¹⁹Carriker, Railroading in Richmond County, 7-8.

²⁰The entire section on the development of Hamlet is taken from Edmisten, "Main Street," 8.5-8.9.

Hamlet Messenger, Hamlet was a flourishing town that served both railway passengers and railway workers. Additionally, it was the source of commercial goods, banking services, and professional services for the surrounding agrarian townships. When E. A. Lackey died in 1918, Main Street was almost completely developed with hardware, jewelry, dry goods, furniture, and grocery stores; professional offices; two hotels; and the Hamlet Opera House. Lackey's residential blocks were in the process of being developed, as were other residential sections of town.

Hamlet continued to grow and prosper through the 1920s. A view of the town today verifies the rapid growth which Hamlet experienced during the late nineteenth and early twentieth centuries. Nevertheless, because Hamlet's prosperity was so closely linked to that of the railroad companies, it suffered during the Depression when the railroad companies were forced to reduce their ranks of employees. The only significant development that occurred in Hamlet from 1930 to 1941 were three projects initiated by the Works Progress Administration: the Post Office, the City Library, and the Community Center. Subsequent to World War II, Hamlet's growth has been slower in nature. Today it is a town of more than 6,000 citizens.

Architectural Development of Project Area:

It is assumed that the houses of the earliest settlers in the Richmond/Scotland area were constructed of log, because of the immediate need for shelter, the relative quickness of log construction, and the ready supply of timber. However, none of these first structures is known to survive. The log houses which do remain from the early nineteenth century share several basic characteristics. They are covered with weatherboarding, never having been meant to be exposed, and the interiors are often sheathed with pine boarding. The form of these houses is that of the so-called "coastal cottage" typical of coastal North Carolina. This house type predominated in the area during the early decades of the nineteenth century and was used for the more popular mortise-and-tenon frame structures as well as for those built of log. The coastal cottage is characterized by a deep front porch and rear shed rooms engaged under the main roof. Log construction was also used for a variety of agricultural outbuildings, such as smokehouses, barns, cribs, and tobacco barns, although not many remain. Some which do, particularly tobacco barns, date from after the 1930s. It appears that although log construction was used in the area, it simply was not as prevalent as in the upper and western piedmont.²¹

²¹The architectural development of the project area is taken largely from Tom Butchko's "Scotland County Architectural Essay," based on his architectural survey of the county conducted ca.

By the late eighteenth century, stylistic influences were beginning to appear in the architecture of the area. The earliest was the Georgian, the English-influenced style of the Colonial period (or architecture built in the manner of that period). The Georgian detail and form that filtered into the back country regions such as Richmond/Scotland was a great simplification of the high-style Georgian found in the coastal towns. In the Richmond/Scotland area Georgian features were generally limited to the raised panels of doors and wainscots, segmental-arched fireplace openings, and beaded weatherboards. Typically, architectural style in the back country was slow to develop and was behind the times when compared to the coastal style centers. Thus, Georgian elements such as raised panel wainscots could still be found in houses of the first four decades of the nineteenth century, a time more closely associated with Federal style architecture.

The Federal style was generally popular from the 1790s through the 1830s and was so-called because it was the style popular during America's early republic period. It was both an outgrowth of the classical Georgian style and an adaptation of the more delicately classical English Adamesque style. As with the Georgian, the elements of this style that reached Richmond/Scotland were simplified. The popularity of the traditional coastal cottage form continued, and the depth and importance of the engaged front porch the rear shed rooms became more pronounced than in earlier log examples. The porch often featured wide flush-sheathed boards instead of weatherboarding to increase the porch's appearance and function as an exterior "room." Sometimes the end bays of the porch were enclosed to create two small rooms flanking a small central porch. The two-room hall-and-parlor plan was typical, as were single-shouldered, exterior-end brick chimneys. This coastal cottage form remained the most popular house type in the area through the 1830s. Federal details applied to the form often included flat-paneled wainscots, flat-paneled doors--often with seven or eight panels--large, three-part mantels with simple detailing, and nine-over-six sash windows with six-over-six sash on the second floor.

By the 1840s and 1850s, agricultural prosperity, in particular, was creating a level of wealth that permitted the erection of some large and stylish dwellings as well as smaller-scale houses.

1980. No comprehensive architectural survey has been conducted of Richmond County, but the southeastern corner of the county which is included in this project study area can be addressed, in part, by the overview of Scotland County, especially since present-day Scotland County was a part of Richmond County until 1899. Personal observations concerning the architectural character of southeastern Richmond County, and particularly of Hamlet, supplement Butchko's overview.

The prevalent house form by this time was the two-story, single-pile block with center hall. It remained popular until the early twentieth century. Stylistically, the Greek Revival took hold, predominating in the area until the 1870s, although its influence could be seen even later.

Typically, the earliest houses to exhibit the Greek Revival were stylistically transitional houses which still reflected much influence from the Federal style. The ca. 1850 Eli Gibson House (# 55) in the project survey area is a good example. Although its form could easily have been that of a Federal period house, the Greek Revival is suggested by the larger six-over-six sash windows, the two-part door and window surrounds, and some of the mantels.

Another form which gained popularity during the Greek Revival period in the area was the center-hall, double-pile plan, seen in both one and two-story versions. Pedimented center-bay porches were a common feature, along with a hipped roof or a returning boxed cornice under the eaves of a gabled roof, side lights and transom around the front door, two-panel doors, post-and-lintel mantels, and Greek moldings.

The Greek Revival style continued to exert a major stylistic influence on houses built in the Richmond/Scotland area in the two decades after the Civil War. However, many of these houses also included elements of later Victorian styles, suggesting another stylistic transition. A good example in the project survey area is the Bullard Family House (# 53). This house exhibits a strong collection of Greek Revival elements, but the curvilinear frieze and shelf of some of its mantels, as well as the curvilinear exterior window lintels, heralds the approach of late Victorian styles. (Surviving original details of House # 63 suggest that it was also a house of this transitional late Greek Revival period.)

During the second half of the nineteenth century and extending into the early twentieth century, four traditional house forms were most popular in the Richmond/Scotland area. The first of these was the two-story, single-pile block which was also popular during earlier periods, as demonstrated by the Eli Gibson House. The second was the one-story, double-pile block sheltered under a dominant hipped roof, as exemplified by both the Bullard Family House and the early twentieth-century H. L. Rush House (# 54). This was probably the most prevalent type used by the middle-class farmer and merchant. The third type was the two-room house with an ell, such as the ca. 1890 Thomas Franklin Boyd House (# 127) in Hamlet. The fourth type exhibited a rambling asymmetrical form, as suggested by the Bowman House (# 71). During the early years of this period, the houses frequently expressed the continued influence of the Greek Revival. However, as time progressed to the late nineteenth and early twentieth

centuries, later Victorian and post-Victorian stylistic elements were used to embellish these basic forms. Queen Anne influences appeared in such elements as turned porch posts and balusters; sawnwork brackets and other sawn details on porch posts, cornices, and gables; and gables with decorative wood shingles in various patterns. In the 1910s and 1920s, some of the same house types were built with more up-to-date bungalow-inspired porches, typically with heavy tapered wood posts set on wood or brick plinths.

During the late nineteenth and early twentieth centuries there were other houses built in the area that were very stylish. Although some of these were found in rural areas, most were located in the region's towns, such as Laurinburg, Gibson, Hamlet, and Rockingham. In these houses the characteristics of the Queen Anne, Classical Revival, and Colonial Revival styles were full-blown, though sometimes intermixed. The Queen Anne was exuberant with an irregularity of plan and massing and a variety of textures and details. One of the best examples in Hamlet, although now altered and deteriorated, was the second and long-time house of Thomas Franklin Boyd, built in 1907. The Classical Revival, derived from the embellished, imposing buildings of Imperial Rome (rather than from the more austere buildings of ancient Greece which influenced the Greek Revival), boasted monumental two-story columned porticos, clustered columns, and heavy oversized ornamentation. Its popularity was briefer than that of the Queen Anne. The most prevalent of the early twentieth century styles in the area was the Colonial Revival, a reinterpretation of the architecture of the American colonial period. Its most common form was a continuation of the traditional double-pile one or two-story block under a dominant hipped roof. With a central gabled dormer and a wrap-around porch with Tuscan columns, this style house was one of the most popular of the period in the Richmond/Scotland area. A variety of relatively modest, though typical, examples can be seen in the W. Hamlet Avenue residential area of Hamlet as well as elsewhere in town.

The last of the major architectural styles in the area, before the Depression and World War II drastically slowed residential construction, was the Craftsman style epitomized by the bungalow. These houses were generally unpretentious and were typically characterized by one or one-and-a-half stories, informality of plan, asymmetry, an emphasis on the use of natural materials, simple angular detailing, broad gables, and heavy, tapered porch posts set on plinths. Because the 1910s and 1920s constituted a period of heavy growth in the area, particularly in the towns, numerous bungalows were built. Examples can be seen throughout Hamlet, including along both E. and W. Hamlet Avenue.

Of course, buildings were erected in the project area which were not houses, although houses formed the bulk of the building

stock. Among other building types are commercial buildings, churches, and buildings associated with railroad activity.

In the rural areas, small stores were often found in the vicinity of crossroads. Early stores were probably of frame construction, but those of the first half of the twentieth century were frequently built of brick or rusticated concrete block. In Hamlet, surviving early twentieth-century commercial buildings are mostly of one and two-story brick construction with flat roofs, restrained ornamental brickwork, and storefronts with recessed central entries flanked by plate glass display windows. During the second quarter of the century, some commercial buildings reflected modern influences in styling, seen particularly in automobile service stations and in the Coca Cola Bottling Company Plant (# 84), a commercial/industrial building.

Whereas the area's nineteenth-century churches were built largely in the Greek Revival temple form, those of the twentieth century were built largely in the Gothic and Colonial Revival styles. The more substantial of these churches were built in the towns. In the rural areas churches sometimes were simple, functional structures with little evidence of style, such as the Green Chapel and the Mt. Moriah churches adjacent to the potentially suitable site. (Both of these were inspected and found not to have those qualities necessary for the listing of religious properties in the National Register.)

Because of the importance of railroads in the area, railroad structures form another architectural type erected from the late nineteenth century through the first two quarters of the twentieth century. Depots constituted the most prominent form and varied largely according to size and importance. The ca. 1900 Seaboard Air Line Passenger Depot in Hamlet is an impressive two-story, L-shaped frame structure dominated by a rounded pavilion with a conical roof at the outer angle of the ell. Its size and architectural prominence were due to the fact that it was not only the depot for a major railroad crossroad, but it also served as the North Carolina division offices for Seaboard. More typical of the frame depots built in North Carolina during the late nineteenth century are those at Gibson and Ghio. These rectangular structures feature board-and-batten siding, broad gables, widely overhanging eaves, and both pedestrian and freight doors. The depot at Ghio is smaller and slightly more simple than the one in Gibson, reflecting its status as an intermediary depot along the line between two towns rather than a depot serving a full-fledged town.

Overpasses made up another type of railroad structure. Depending on their location, they were either totally utilitarian in appearance or were built with simple classical and/or modern stylistic influences. Several located in and around Hamlet show the variety in visual presentation of these overpasses.

VI. METHODOLOGY

Primary and Secondary Sources Reviewed:

Documentary research was conducted at the Survey and Planning Branch of the Division of Archives and History; at the State Archives; at the public libraries in Hamlet, Laurinburg, Rockingham, and Forsyth County; and at the courthouses in Richmond and Scotland counties. Documentary resources which were used can be grouped into four general types: 1) historic survey and National Register files; 2) public records, including deeds, tax records, court settlements, and census records; 3) county and local histories; and 4) miscellaneous materials, such as architect's plans, historical maps, Branson's North Carolina Business Directories, and newspaper articles. Particularly useful in the study of the project area were Tom Butchko's "Scotland County Architectural Essay" and Linda Edmisten's National Register nomination for the Main Street Commercial Historic District in Hamlet. For a complete listing of the documentary sources used in the preparation of this report, refer to the **Bibliography** on pp. 85-87.

Previous Architectural and Historic Structures Surveyed:

Around 1980 Tom Butchko conducted an historic survey of Scotland County, in which he recorded nearly 300 properties and groups of properties. Only four of those properties were in the area surveyed for this project, and four others were within a three-mile radius of the project site boundary. Nevertheless, his overview of the architectural history of Scotland County was invaluable in gaining an understanding of the historical and architectural development of the area, particularly since Scotland County was a part of Richmond County until 1899.

No comprehensive survey of historic and architectural resources has been conducted of Richmond County, but there have been surveys of smaller areas in the county, such as Hamlet's downtown commercial area and Rockingham. Only one property within the survey area for this project had been surveyed previously, while four other properties or groups of properties in Richmond County had been surveyed within a three-mile radius of the project site boundary.

No properties in the area have been recorded by either the Historic American Building Survey or by the Historic American Engineering Record, and none have been locally designated as historic properties or districts.

No properties in the area surveyed for this project are listed in the National Register, and only one property--the Eli Gibson House (formerly called the Gibson-Odom House)--is on North Carolina's Study List for the National Register. However, within a three-mile radius of the project site boundary, two Hamlet

properties--the Seaboard Coast Line Passenger Depot and the Main Street Commercial Historic District--are listed in the National Register, and the Gibson-Blue House in Scotland County is on the Study List.

Local Authorities and Historical Groups Contacted:

Historians familiar with the area and other local resource people were indispensable in gaining a better understanding of the historic resources within the project survey area. Discussions with many of these people took place during the course of the survey. The **Bibliography**, pp. 86-87, provides an annotated listing of sixteen of those people whose information proved to be the most pertinent to the survey.

Description of Survey Techniques and Intensity:

The survey of historic and architectural resources in the project area included background research, field activities, analysis, and report preparation. The survey was conducted according to the requirements of "Description of Services Required for Consideration of Cultural Resources in the Preparation of Environmental Documents" (Part VII, Historic Architectural Resources). "Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluations Submitted to the North Carolina State Historic Preservation Office" was also utilized. In preparation for the work, a Quality Assurance indoctrination training session was attended at the offices of Law Engineering in Raleigh.

Background Research

Background research began with a literature/records search to compile information for the development of historic contexts specific to the project area. For the research phase, the project area was considered to include not only the site itself and the likely access roads within a three-mile radius of the site boundary, but also everything within that three-mile radius. Indeed, some aspects of the research included an even broader area necessary for understanding the overall history and architectural history of the area. Files at the Survey and Planning Branch of the Division of Archives and History were reviewed for previous survey and National Register work in the project area, and documentary resources at the State Archives were explored for materials pertaining to the project area. Later, during field activities, local documentary resources were investigated and local resource people were interviewed.

Field Activities

Preparation for the field activities included a series of consultations. The survey was coordinated with the State Historic Preservation Office (SHPO) to ensure appropriate coverage of the designated areas. (See **Appendix**, pp. 90-93 for November 19, 1992, letter from the Consultant to Renee Gledhill-Earley and the December 23, 1992, response.) Consultation with

the SHPO continued as useful and appropriate throughout the course of the survey, including an informal meeting with SHPO staff to review the results of the survey and analysis by the Consultant prior to preparation of the draft survey report. The project archaeologists were consulted concerning any data collected during their site survey that would be pertinent to the historic structures survey. Dames and Moore personnel were also consulted concerning any data collected during their land use surveys that might be useful in conducting the historic structures survey. (The consultations with the archaeologists and with Dames and Moore personnel did not prove to be particularly useful regarding the historic structures survey.)

Actual field activities began with a reconnaissance-level survey of the general project area to gain an understanding of its physical environment and of the nature of the historic and architectural resources found therein. The subsequent survey work was conducted within the boundaries of the potentially suitable site and along the likely access roads (US 74, NC 381, SR 1615) within a three-mile radius of the site. This "area of potential effect" was determined by the Client (Law Engineering) in agreement with Chem-Nuclear Systems, Inc. and was so stated in the contract with the Consultant. Along the likely access roads, only those properties which were adjacent to or oriented toward the roads were included in the survey. All properties which appeared to be at least fifty years old were identified, photographed, and their locations were mapped on USGS maps. A list of these properties is provided in the Appendix. The USGS maps showing locations are part of the package provided to the SHPO. From the 139 properties in this category, eleven appeared to be potentially eligible for the National Register and were revisited for further recording. Each of these was more intensively surveyed with additional photographs, the sketching of a site plan, the completion of a North Carolina Historic Structures computer form, and additional documentary and oral research. Interiors were inspected whenever possible.

Analysis

Following the background research and the field activities, the significance of each of the eleven surveyed properties or groups of properties was evaluated according to the National Register criteria and the historic contexts for the project area. In this way, three were considered to be eligible for the National Register, and eight were considered not eligible. Eligible boundaries were then determined for those properties considered eligible for the National Register, and the potential impacts of the proposed project on these properties were assessed.

VII. PROPERTY INVENTORY AND EVALUATIONS

Total Properties Recorded:

Eligible for National Register

- 41. (SC 65) Ghio Depot, pp. 31-37
- 53. (SC 21) Bullard Family House, pp. 38-45
- 55. (SC 92) Eli Gibson House, pp. 46-54

Not Eligible for National Register

- 54. H. L. Rush House, pp. 55-58
- 63. House, pp. 59-61
- 71. Bowman House, pp. 62-64
- 73. (SC 231) Morgan Mill Houses, pp. 65-67
- 82. Seaboard Air Line Railway Overpass, pp. 68-70
- 84. Hamlet Coca Cola Bottling Company Plant, pp. 71-73
- 93-112. W. Hamlet Avenue Residential Area, pp. 74-78
- 127. (RH 50) Thomas Franklin Boyd House, pp. 79-82

Property Descriptions and Evaluations: Eligible Properties

41. (SC 65) Ghio Depot

S cor, jct of SR 1803 & NC 381

The Ghio Depot is a rectangular one-story frame building resting on large wooden sills which are set on low brick piers. Physical characteristics of the depot include board-and-batten siding, a broad, metal-sheathed, gable-end roof with widely overhanging eaves (supported by horizontal braces on the northeast elevation), and a single interior brick chimney located near the front of the building. The gable-end facade faces SR 1803 and is symmetrically designed with a paneled door near each corner and two six-over-six sash windows in between. Moving from front to rear, the northeast elevation has a six-over-six sash window with louvered shutters, a six-over-six sash window without shutters, and a large loading door. The southwest elevation follows the same pattern, except that instead of the second window, there is a door. The rear elevation has no openings.

The interior of the depot is divided into three rooms: two small front rooms and one large rear room which occupies about two-thirds of the building. This room, into which the loading doors open, has an unfinished interior with exposed framing members. It was used as the freight section of the depot. The two front rooms were finished with plastered walls and ceilings and molded surrounds around doors and windows. An exterior door leads to each of the rooms, which appear to have been accessible to each other only through a framed opening in the dividing wall which is about one-foot high, three-feet long, and about four feet above floor level. These two rooms likely served a combination of uses, such as freight office, ticketing and waiting room, and post office. In recent years the building has been used for agricultural storage, and most of the plaster in the two front rooms has fallen.

Ghio Depot faces SR 1803 at its junction with NC 381. Originally located adjacent to the railroad track, it is now situated downhill from the track, though still connected with it visually. When it was moved has not been determined, but it likely happened when the building ceased being used as a depot and had to be moved from the railroad right-of-way in order to be preserved.

In January of 1884 construction began on the "Gibson Branch" of the Raleigh & Augusta Air-Line Railroad. The ten-mile stretch of track connected Gibson to Hamlet so that Gibson farmers could more easily ship their cotton to market and obtain needed supplies. On July 1, 1884, the railroad was completed to Gibson, and within a week was operating a daily train to and from Hamlet. On April 9, 1885, F. V. and Mary Jane Scholl deeded (for \$1.00) to the Raleigh and Augusta Air-Line Railroad Company

approximately one acre of land on the east side of the track "for the building of Depot named Ghio." The depot was likely built soon thereafter. According to railroad historian S. David Carriker, the depot was named for Enoch G. Ghio, who was general engineer of the Raleigh & Augusta Air-Line Railroad. (He was also general engineer of the Raleigh & Gaston Railroad which owned the Raleigh & Augusta.) Enoch Ghio probably lived in Raleigh, although this is not certain. According to Carriker, it was not uncommon for stops on the railroad to be named for railroad executives. The 1886 Map of Richmond County shows Ghio as the only stop between Hamlet and Gibson and located approximately halfway between the two towns. The depot was the reason for the creation of the community which began to be listed thereafter on maps as Ghio. In the 1890s Branson's North Carolina Business Directories list Ghio with a population of 58. The directories also list a sawmill, a general store, and a lawyer in Ghio. In 1900 the Raleigh & Augusta became a part of the Seaboard Air Line Railway. How long the building served as a depot is not clear, although there are some indications that it may have operated as such until the 1930s.

Local tradition claims that the depot building also served as a post office. The Record of Appointment of Postmasters first lists the appointment of a postmaster for Ghio in 1883, the year that the Gibson Branch was being planned. It appears that in 1893 the post office was consolidated with the one at Gibson's Station, but by 1894 Ghio once again had its own post office, when James L. Riggan was appointed postmaster. He retained that position until retiring in 1940, and then Roger M. Riggan served until the Ghio post office was closed in 1954 and the mail went to Hamlet. By the 1930s J. L. Riggan owned the 13,300 square-foot tract on which the depot now stands (and may have stood at that time), for in 1938 he sold it to Alva J. Riggan and Roger M. Riggan. It remains in R. M. Riggan's ownership.

The Ghio Depot appears to be eligible for the National Register under Criteria A and C. It fulfills Criterion A because of its association with the railroad boom of the late nineteenth century which transformed the town of Hamlet and brought prosperity to the surrounding farm communities. It is a surviving representative of the once numerous small rail stations located between larger towns which, with access to transportation and postal service, provided better links to the outside world for many of North Carolina's farming communities. Indeed, in this case it became the focal point for a rural community.

Ghio Depot meets Criterion C because it is a little-altered representative of the small rail stations that dotted the newly-constructed rail lines in this area of North Carolina during the late nineteenth century. It exemplifies well the building type often used for the smallest of the stations--those located between larger towns. This can be seen by comparing it with the

stations in Hamlet and Gibson. Hamlet became a major railroad crossroads in this part of North Carolina during the late nineteenth and early twentieth centuries. In recognition of this, an impressive L-shaped, two-story depot and railroad office building was constructed there in 1900. The Gibson depot, built in 1884 when the railroad reached that town, is a long, multi-sectioned, one-story frame structure with board-and batten siding and a broad gable roof with widely overhanging eaves. The Ghio Depot, built soon after the one in Gibson, is very similar to it, but is a smaller version more appropriate to its needs as a smaller, halfway-point station between two towns.

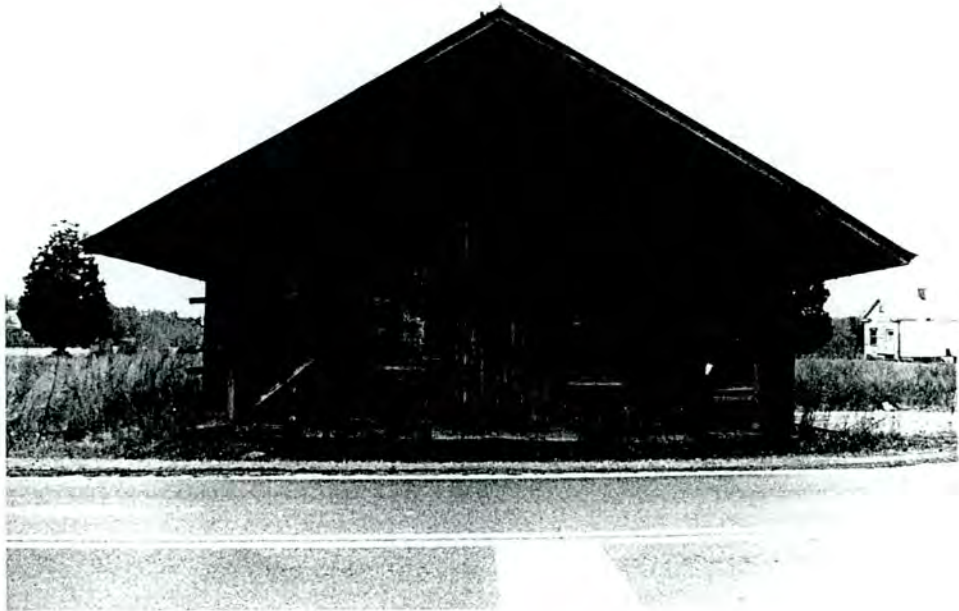
Although Ghio Depot has been moved, it is eligible for the National Register because it fulfills the Criterion Consideration for moved buildings. Its present location remains in close proximity to the railroad, and the move enabled its continued preservation.



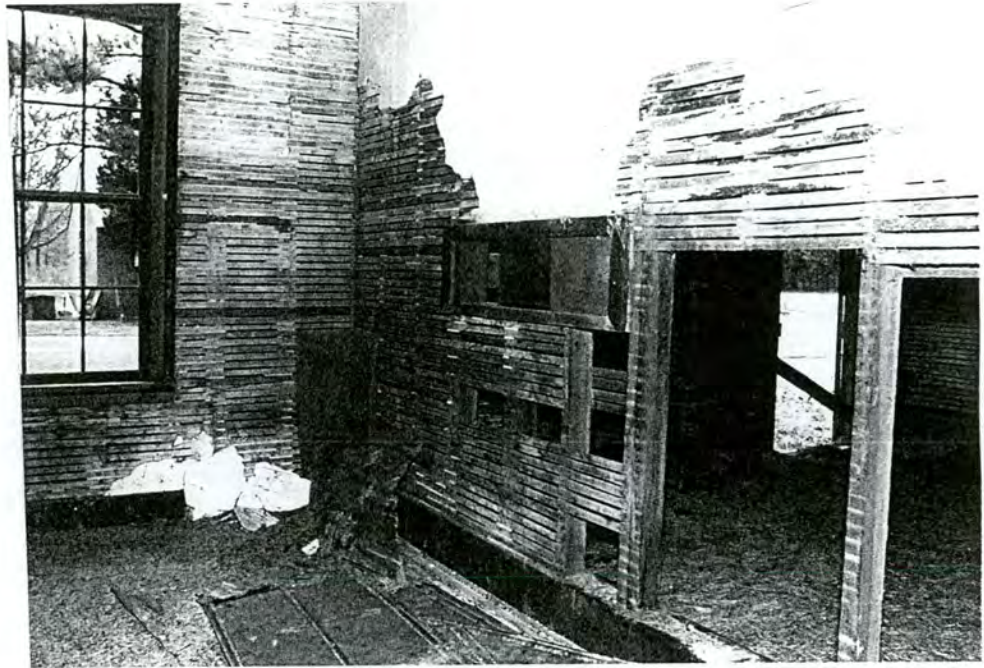
41-A. Ghio Depot, context view to S



41-B. Ghio Depot, overall view to E

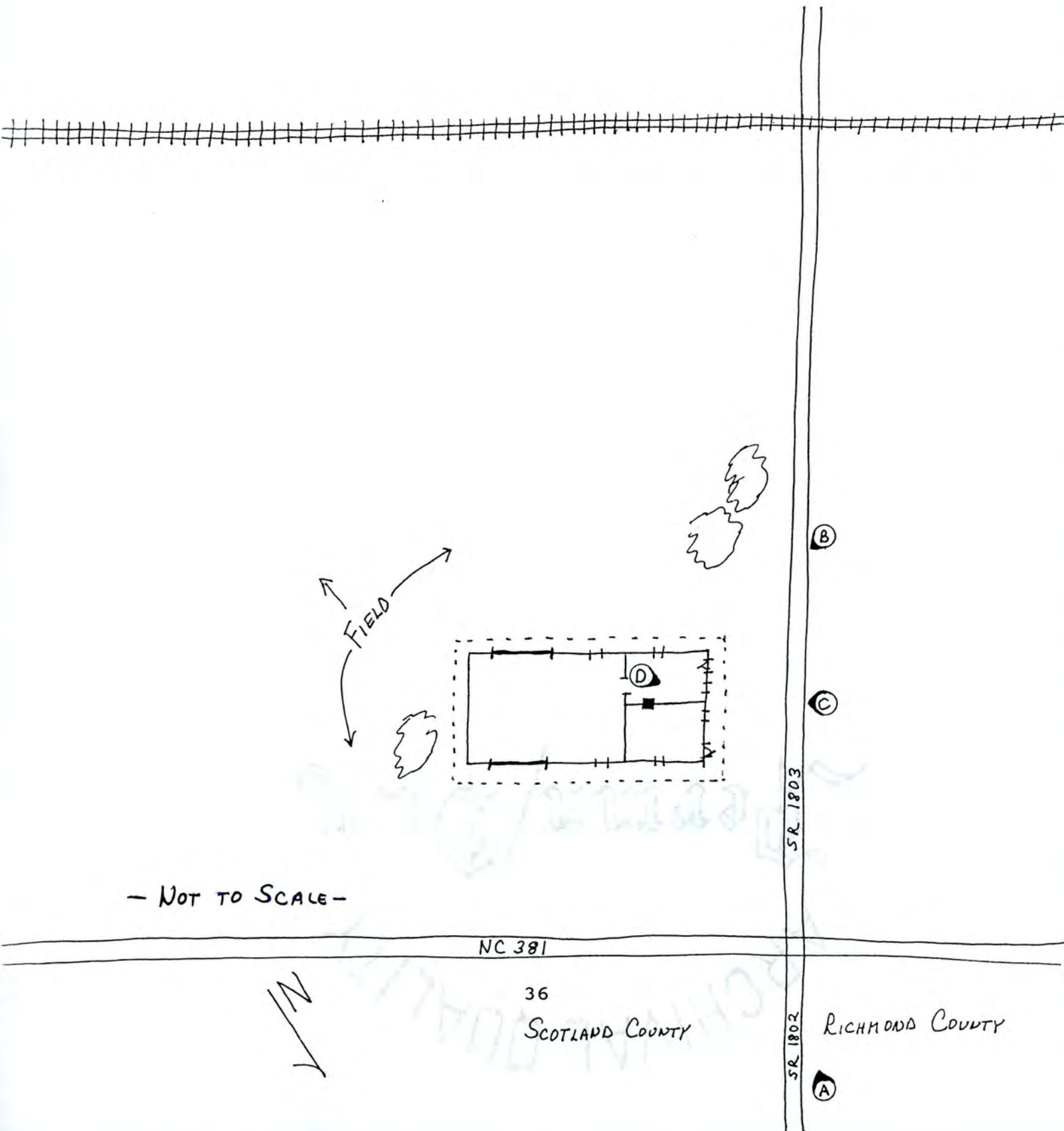


41-C. Ghio Depot, facade, view to SE



41-D. Ghio Depot, interior, view to N

S-41. Ghio Depot



- NOT TO SCALE -

NC 381

36

SCOTLAND COUNTY

SR 1803

SR 1802

RICHMOND COUNTY

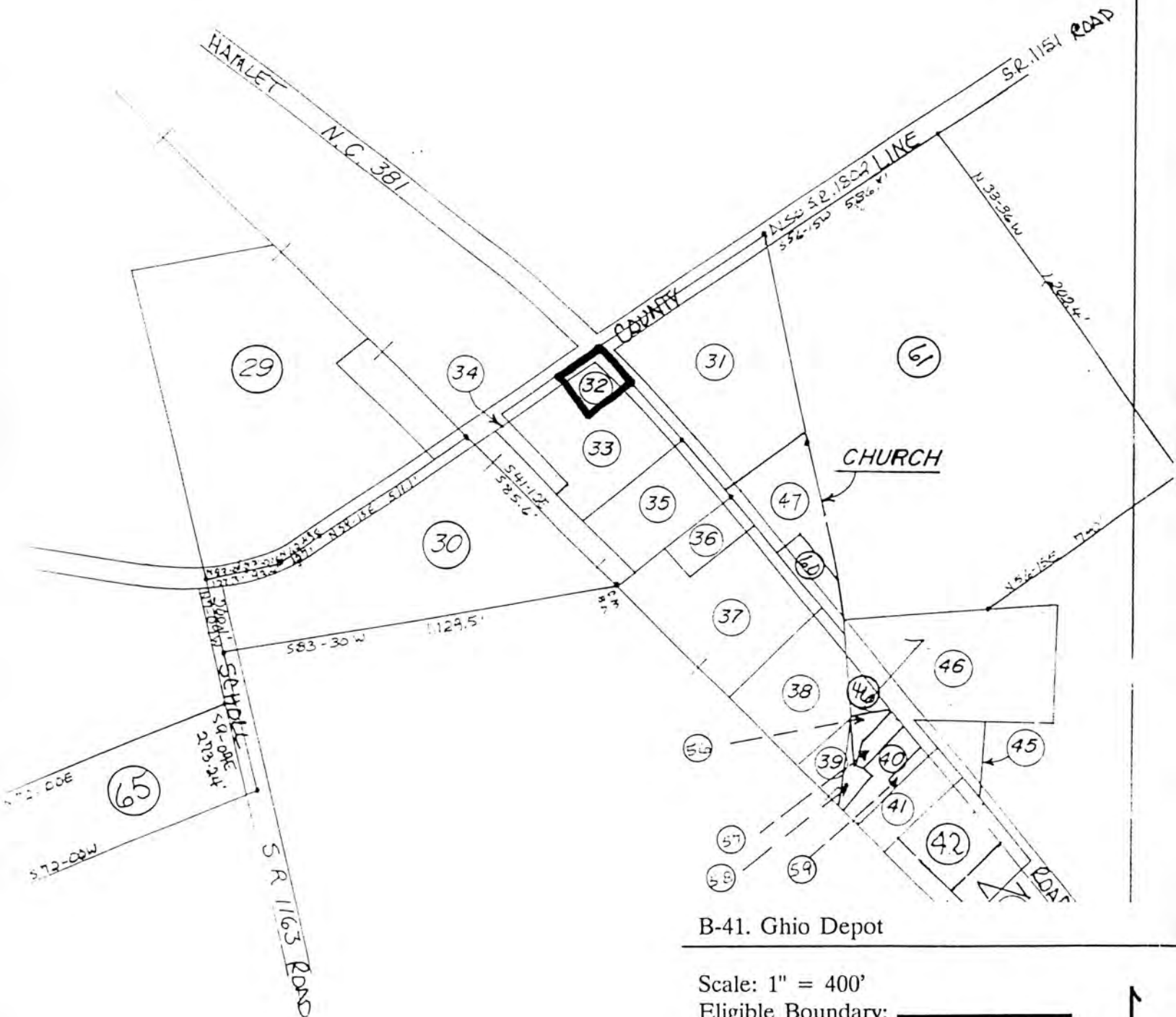


B

C

A

D

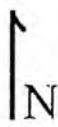


B-41. Ghio Depot

Scale: 1" = 400'

Eligible Boundary:

From: Scotland County Tax Map 166 & Aerial Photo 20-L



53. (SC 21) Bullard Family House

NE side NC 381, 0.55 mi NW of jct w/SR 1144

Probably built between 1860 and 1885, the Bullard Family House is a late Greek Revival dwelling with hints of the emerging Victorian in some of its details. It is a one-story weatherboarded frame house of symmetrical design with a brick pier foundation (now infilled with concrete blocks), a hipped roof, a center-hall double-pile plan, and a once-separate rear kitchen and dining room. Although small additions have been built to the rear of the house, its original organization and detailing remain remarkably intact. The house has six-over-six sash windows with molded surrounds--the curved lintels of which are particularly distinctive, interior brick chimneys which provide a fireplace in each of the four main rooms, and a central chimney dividing the former kitchen and dining room in the rear. At each corner of the main body of the house is a simple Classical pilaster, and a full Classical entablature encircles the house. Plain posts define the corners of the kitchen/dining room section, which is encompassed by a simple frieze and boxed cornice. The most impressive feature of the exterior of the Bullard House is the five-bay facade with its central entrance and three-bay pedimented porch. In addition to the window and cornice features already described, the facade boasts an unusual nine-panel front door surrounded by sidelights, a transom with frosted and geometrically-etched lights, and a molded surround whose lintel matches that of the windows. The three-bay pedimented porch is particularly noteworthy. Its entablature continues that of the main body of the house, while its inner side creates a paneled frieze as seen from within the porch. Each of the square, slightly tapered Classical posts has a pedestal base, a fluted shaft, and a molded capital. A railing attached to the pedestal bases encircles the porch and features square-cut balusters, an octagonal base rail, and a molded hand rail.

The interior of the house continues the sophistication of the exterior. It remains largely intact, although the ceilings have been lowered and the entrance to the parlor has been enlarged. Doors are four-paneled with two-part surrounds. The walls of the wide center hall and of the four main rooms are decorated with a raised-panel wainscot. The two fanciest Classical mantels on the northwest side of the hall are variations of each other, each with fluted pilasters and a curvilinear frieze. A third mantel is of a more simple post-and-lintel Classical variety, and the fourth was not seen. The kitchen/dining wing suffered a fire in recent years, but the dining room portion retains a flat-panel wainscot and a simple Classical mantel. The kitchen portion has been remodeled.

Most of the alterations occur toward the rear of the house. The

kitchen/dining wing was originally attached to the rear of the house by a breezeway. Although the main body of the house and the kitchen/dining wing can still be read clearly as two separate structures, the space between the two has been infilled in recent years. A porch and enclosed corner room have been added to the rear of the kitchen/dining wing.

None of the original outbuildings associated with the house remain. Instead, a modern two-bay frame garage stands north of the house. The house is situated close to the road, and miscellaneous shrubs and several trees are scattered around the house and yard. A chain link fence encloses the side and back yards. Behind the house lot and across the road are open fields.

This house is being called the Bullard Family House because it is not clear who actually had the house built--Joel Bullard or his son, William F. Bullard. A search of deeds and other court records provides some information about the history of the property. In 1857 Eli Gibson (see #55) sold 260 acres to Joel Bullard which appears to have included this tract. Between 1862 and 1873 Bullard added to his property until he had nearly 400 acres. In the 1870 census he was listed as a forty-six-year-old farmer whose real estate was valued at \$2,000 and who had a thirty-year-old wife, Nancy, and a ten-year-old son, William F. The date of Joel's death is not known at present (it must have been post-1873 and pre-1901), but apparently he left no will. In 1901--after both Joel and his son, William F. Bullard, had died--Joel's heirs--George R. (or A.) Bullard (son of William's brother George?) and Maggie Bullard, widow of William, and her four children--legally partitioned the lands they had held in common to that time. Maggie Bullard and her children received two tracts, including that part of the home tract (138 acres) which included the house. By 1916 Maggie Bullard had remarried R. A. Peele and she and her children by William F. Bullard petitioned to divide their inherited Bullard lands. A map was made showing the partition. John W. Bullard, son of William F. and Maggie, who was still a minor and who was represented by his mother, received the home place, including 23.3 acres. Across the road from the house, on the tract received by John's brother, Joel C., stood a cotton gin, suggesting that typical of area farmers, the Bullards were engaged in the cultivation of cotton. The gin no longer stands. (John's sister, Willie Margaret Bullard Rush, received the tract of 23.3 acres adjoining John's to the south, and she and her new husband, H. L. Rush, soon thereafter built their home--see #54.) What happened to John W. Bullard after 1916 is not known. In 1982, 8.82 acres of John's 23.3 acres (including the house) were sold by the heirs of Laurin Black Peele to the present owner (whose mother purchased the remaining fourteen acres). Laurin Black Peele may have been a descendent of Maggie Bullard and R. A. Peele, but this is not known at present.

The Bullard Family House appears to meet Criterion C for National Register eligibility. Even with its alterations, it is an important example of a regional house type--the one-story, hipped roof dwelling with center-hall double-pile plan and semi-detached kitchen/dining rear wing which reflects--in smaller and simpler form--the main body of the house. This house type, seen occasionally in the antebellum period, remained a popular "middle-class" form throughout the second half of the nineteenth century and into the first two decades of the twentieth century. As time passed, the type took on more and more late Victorian characteristics in detailing. The Bullard House is an earlier example which exhibits a strong late Greek Revival influence in its remarkable collection of exterior and interior details.



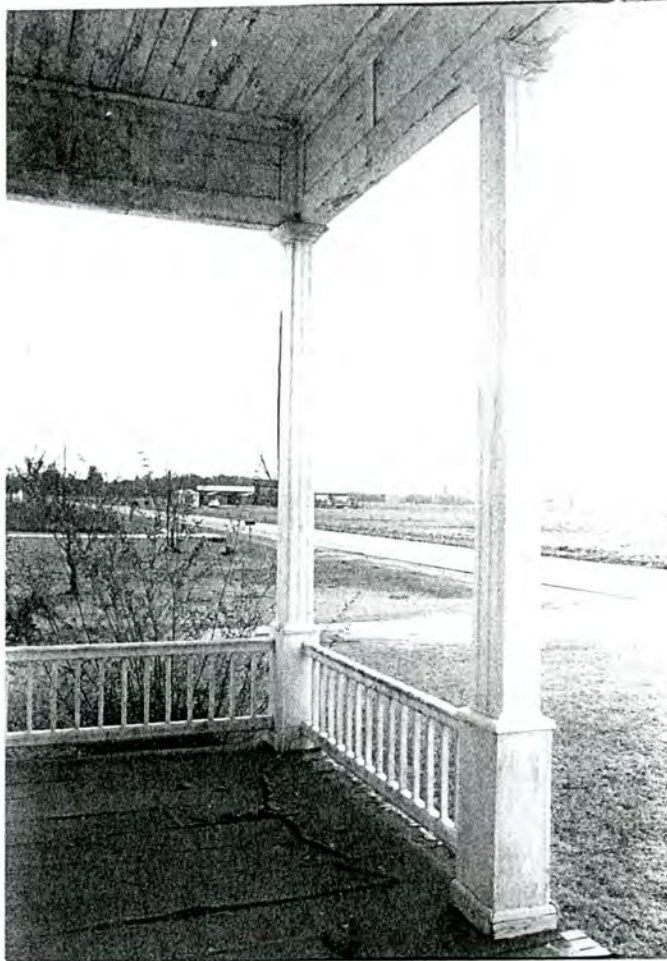
53-A. Bullard Family House, overall view to N



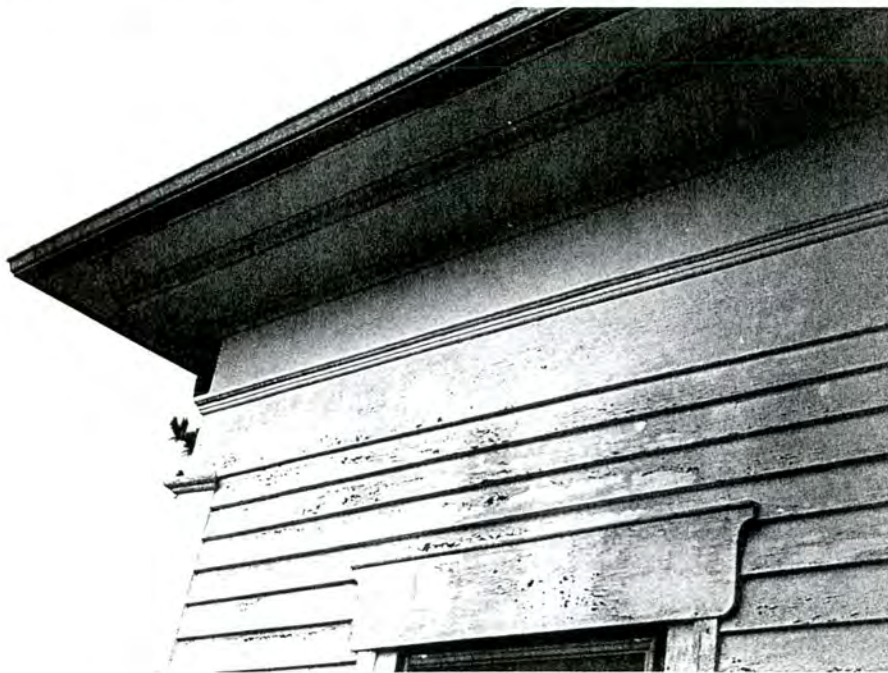
53-B. Bullard Family House, facade, view to NE



53-C. Bullard Family House, NW elevation, view to S



53-D. Bullard Family House, porch detail, view to SE



53-E. Bullard Family House, Exterior details, view to N



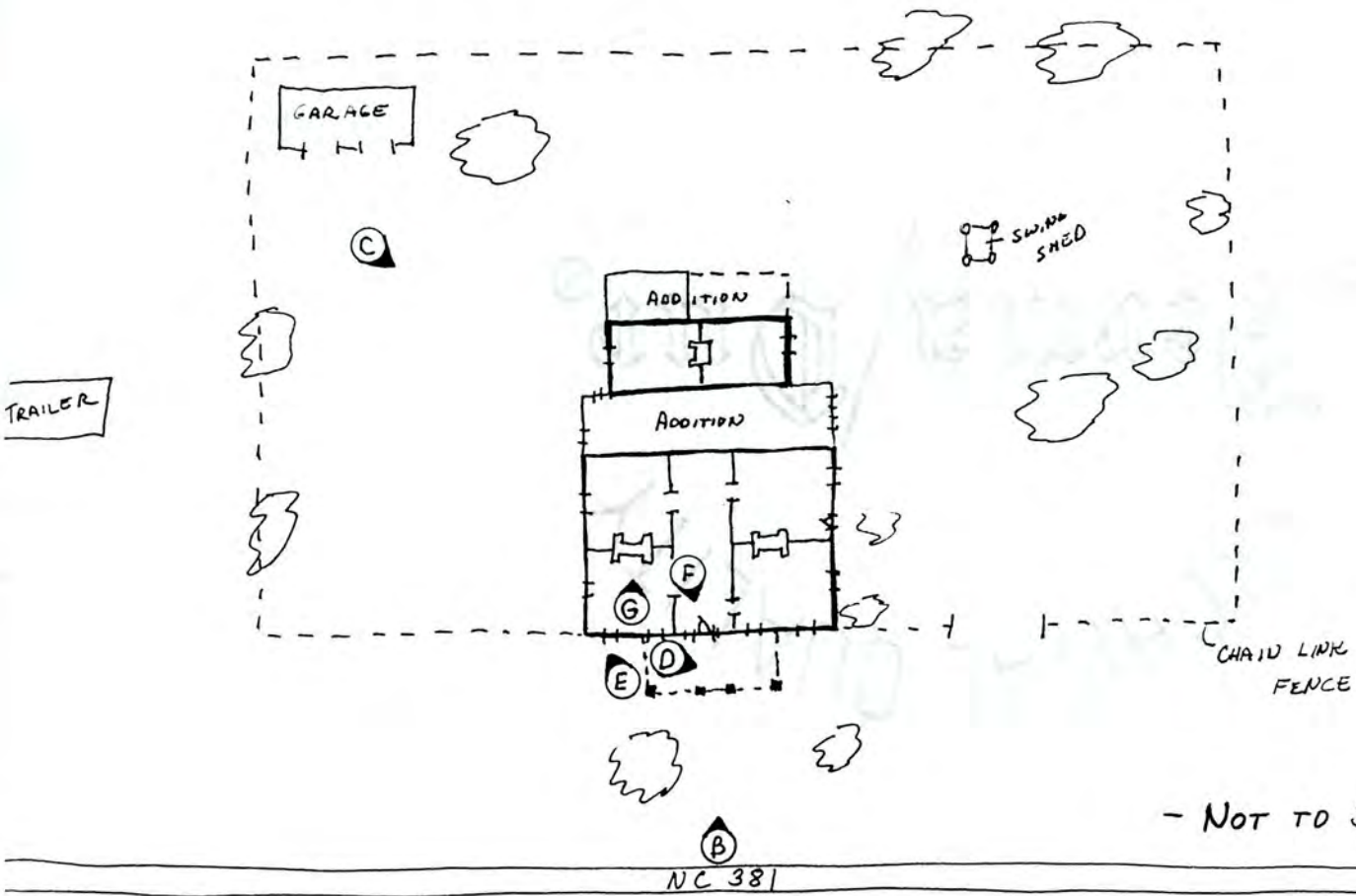
53-F. Bullard Family House, front door, view to S



53-G. Bullard Family House, parlor mantel

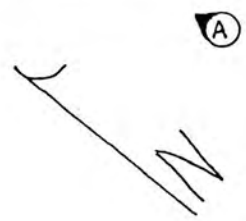
S-53. Bullard Family House

FIELD



- NOT TO SCALE -

FIELD



55. (SC 92) Eli Gibson House

NE side NC 381, 0.15 mi NW of jct w/SR 1144

The Eli Gibson House is a mid-nineteenth-century vernacular dwelling exhibiting a conservative transition from the Federal to the Greek Revival styles. It is a two-story, weatherboarded frame house with a gable roof, a boxed cornice across front and rear, gable-end brick chimneys, and a two-room single-pile plan. A one-story shed-roofed porch across the four-bay facade is balanced by one-story shed rooms on the rear which flank an off-center engaged porch. Behind the house and attached to it by a breezeway is a one-story, two-room, kitchen/dining wing with a central chimney. This wing is further integrated with the house by porches which run along either side of the wing, on the southeast side continuing along the main body of the house to the chimney. Thus, the network of porches plays a significant role in the circulatory patterns of the house. The house contains numerous subtle refinements. The foundation is composed of brick piers stuccoed and scored to resemble cut stone. While the body of the house is weatherboarded, the front porch and the rear engaged porch are flush sheathed. The front porch had octagonal posts, only one of which remains intact. Two front doors (doors themselves missing) with transoms and transitional Federal-Greek Revival molded surrounds lead to the two main rooms of the house. The six-over-six sash windows also have transitional surrounds and L-shaped shutter hinges. (The shutters of the house have been altered in an unusual way. The louvers have been removed and the shutter frames have been filled with screening, so that they are now screened shutters.)

Inside, the refinements continue. Walls are plastered and ceilings are sheathed with flush boarding. The two front rooms had a paneled wainscot, but most of this has been removed. Doors and windows have simple Greek Revival moldings. All rooms have door-height hook racks imbedded in the plaster along at least one wall. Surviving mantels are simple Greek Revival post-and-lintel ones. The enclosed stair to the second floor is entered from the rear of the southeast front room. The inner side of the four-panel door in the northwest shed room has wonderful vernacular wood graining, suggesting that there may have been graining elsewhere in the house, now removed or painted over. The kitchen/dining wing contains a closet next to the dining room mantel and a pantry at the end of the side porch which is entered from the kitchen.

Two outbuildings survive with the house (although others may be hidden by the overgrowth). One is a one-room weatherboarded frame structure located southeast of the kitchen. Its single entrance and window, plastered walls, baseboard, board-and-batten ceiling, and mantel suggest that it may have been used as an office. The other outbuilding is located north of the house

and is a large, shed-roofed structure of unknown use. Not a separate structure, the well shed is attached to the south side porch of the kitchen/dining ell. The remains of a picket fence enclose parts of the northwest side and rear yards. Photographs of the house made around ten years ago show that it was wonderfully landscaped with mature plantings of a variety of trees and shrubs. Now, although some cedars, hollies, pecans, and other trees can be discerned, the majority of the vegetation has become heavily overgrown (even in winter months). Most of the earlier plantings probably remain intact and need only to be reclaimed. Beyond the tangled house lot, the house is surrounded by broad expanses of fields.

Some local tradition claims that this was the home of Nathaniel Gibson (ca. 1778-1848). It is more likely, however, that it was built by Eli Gibson (1825-1907), youngest son of Nathaniel Gibson and his second wife, Elizabeth Mendenhall. Eli Gibson inherited the property by his father's will in 1848. The same year, he married Elizabeth Davis (1830-1900), and they had twelve children born between 1849 and 1872. Eli Gibson, a farmer, was part of the large and locally prominent family for whom the nearby town was named. In 1902 Gibson sold his 158-acre tract to A. P. Fletcher. In 1923 Fletcher sold nearly 38 acres, including the house, to E. Gilbert Odom. The house has descended in Odom family ownership, but it has not been occupied for several years.

The Eli Gibson House was added to North Carolina's National Register Study List in 1981. It appears to be eligible through a combination of Criteria C and D. The house fulfills Criterion C because it embodies the distinctive characteristics of a mid-nineteenth-century vernacular house type: the two-story, single-pile dwelling with a gable roof, gable-end chimneys, a shed-roofed front porch, rear shed rooms flanking an engaged porch, and a one-story kitchen/dining room ell still attached to the main house by a covered breezeway. Along with its traditional house form, the Gibson House represents well the conservative transition from the Federal to the Greek Revival styles typical of vernacular dwellings of the period. The property meets Criterion D because it appears to be a likely source of significant data that would increase our understanding of mid-nineteenth-century vernacular dwellings and because its natural and manmade landscape features--currently disguised by heavy overgrowth--offer an unusual opportunity to expand our knowledge of period domestic landscapes.



55-A. Eli Gibson House, context view to N



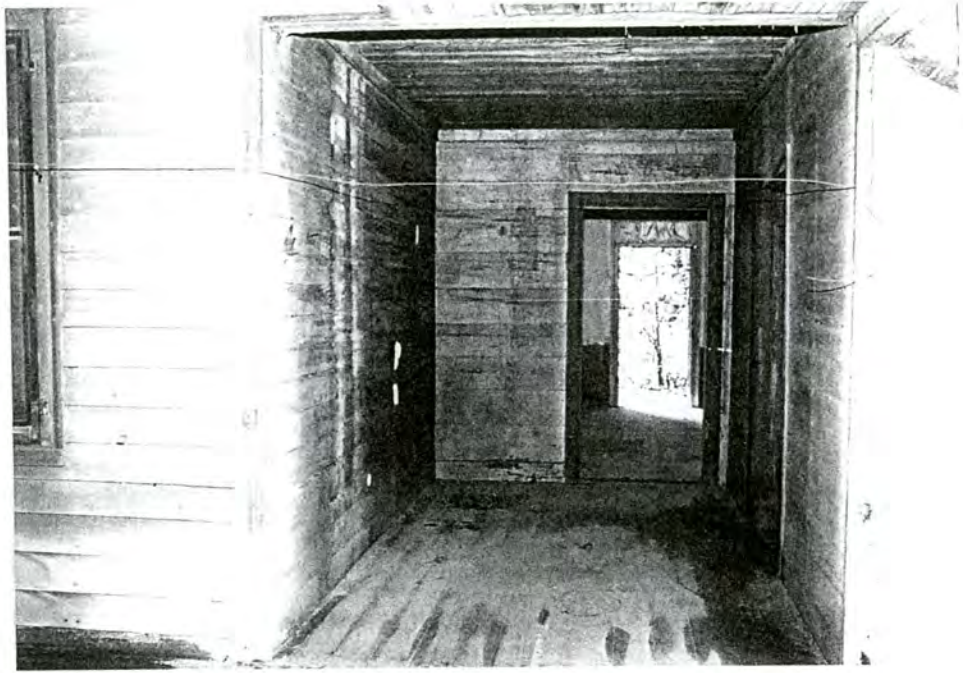
55-B. Eli Gibson House, context view to E



55-C. Eli Gibson House, facade, view to N



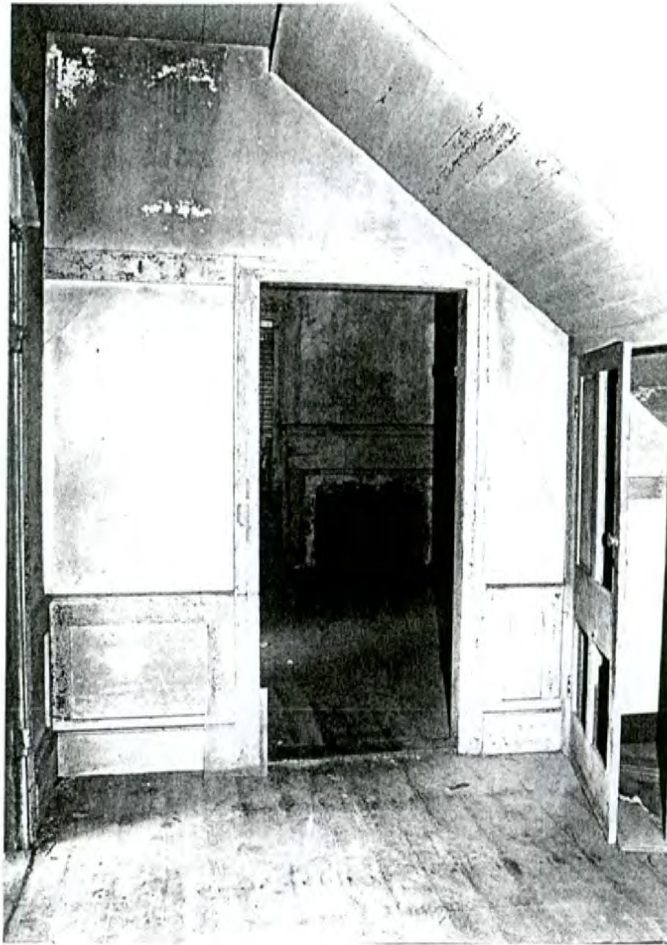
55-D. Eli Gibson House, N cor, rear, view to S



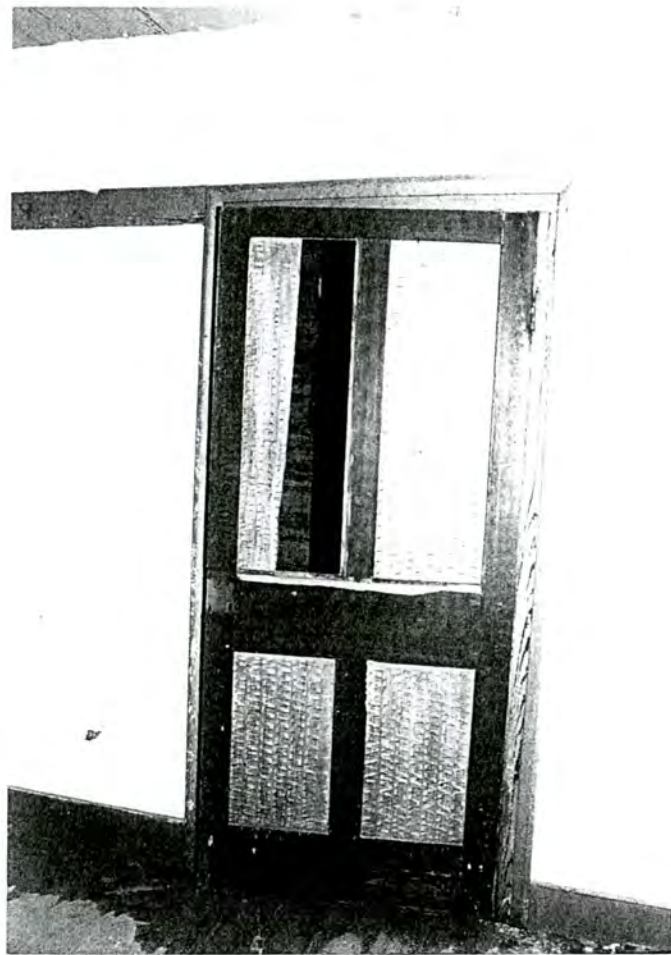
55-E. Eli Gibson House, engaged rear porch, view to SW



55-F. Eli Gibson House, kitchen/dining ell, view to E



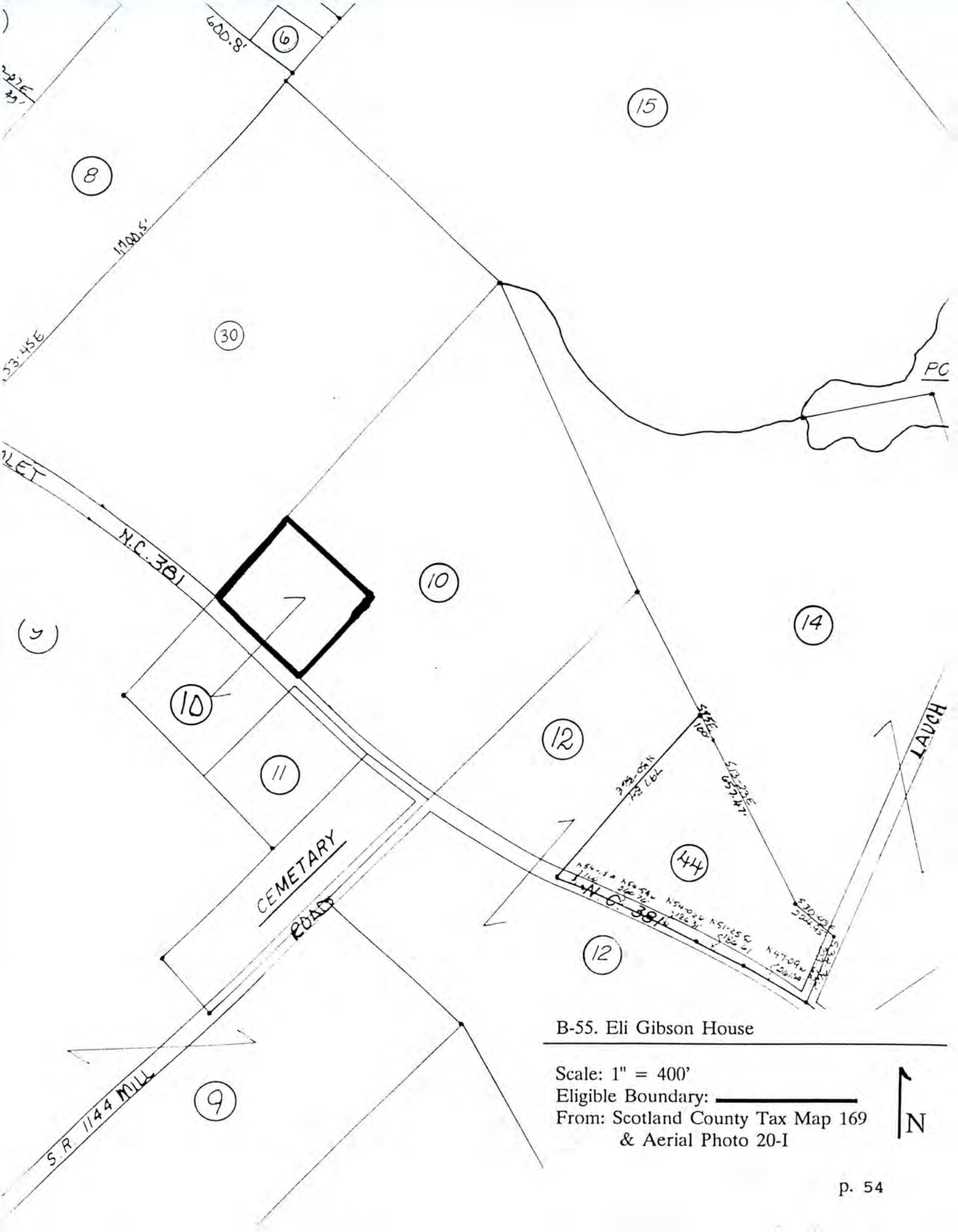
55-G. Eli Gibson House, S room, view to NW



55-H. Eli Gibson House, painted door, N shed room



55-I. Eli Gibson House, dining room mantel, view to NE



B-55. Eli Gibson House

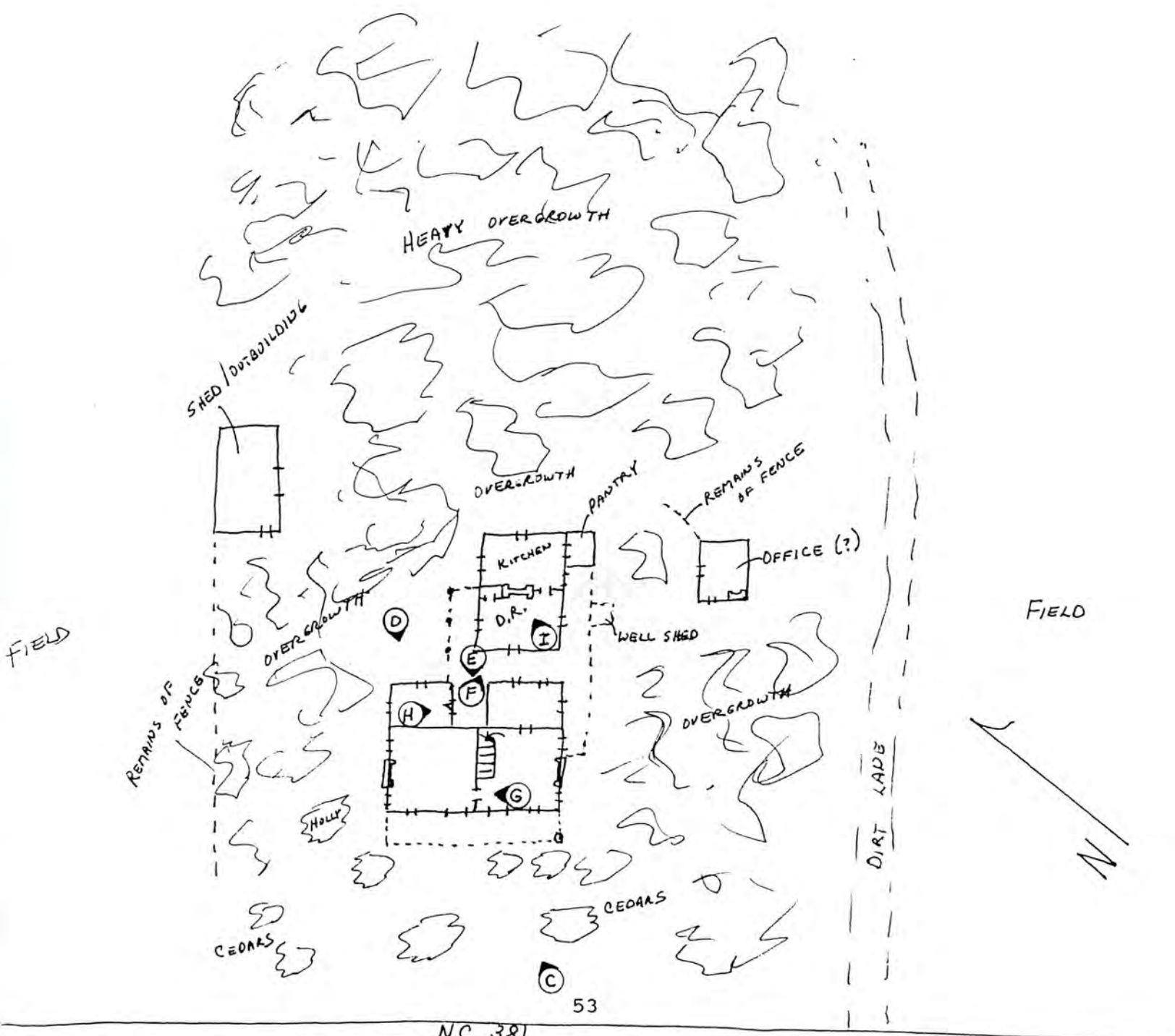
Scale: 1" = 400'

Eligible Boundary:
 From: Scotland County Tax Map 169
 & Aerial Photo 20-I



S-55. Eli Gibson House

FIELD



NC 381

53

(B)

(A) →

- NOT TO SCALE -

Property Descriptions and Evaluations: Non-eligible Properties

54. H. L. Rush House

NE side NC 381, 0.4 mi NW of jct w/SR 1144

Set at the end of a pecan-lined dirt lane on the northeast side of NC 381, the H. L. Rush House was probably built ca. 1916 and exhibits a common house form of the region. It is a one-story dwelling with a brick foundation, novelty wood siding, and a boxed cornice. The pyramidal roof with projecting side gables is covered with sheet metal. Matching chimneys with corbeled caps rise from the interior of the house. The house appears to have had originally a wrap-around front porch, but now there is only a screened-in, shed-roofed porch sheltering the center bay of the three-bay facade. A gable-roofed ell projects from the rear of the house, and its side porch has been enclosed. Fenestration consists of Craftsman-influenced six-over-one sash windows.

From what could be inspected of the interior (only the front entrance hall was accessible), it appears to be typical of this house type and period of construction. The center hall is flanked by two rooms on either side. The walls and ceiling are sheathed with narrow beaded boards, and the one observed mantel (said by the owner to be typical of others in the house) is a fairly standard simple late Victorian vernacular example.

The house is surrounded by a cedar tree, scattered shrubbery, and several of the seventeen pecan trees which otherwise line one side of the lane leading to the house. The surrounding land--consisting primarily of open fields--includes approximately twenty-four acres. According to the present owner, five barns once stood on the property. Now only a collapsed barn behind the house and a small frame structure (possibly a workshop) adjacent to the main road remain.

The property on the which the Rush House stands was earlier a part of the Bullard tract (see #53). When in 1916 the children of William F. Bullard petitioned to have part of the estate of their grandfather, Joel Bullard, divided among them, Willie Margaret Bullard received lot #4, consisting of 23.3 acres. (She also received the 25.75 acres adjacent to the railroad known as the Fork Place.) On October 24, 1916, Willie Margaret Bullard married H. L. Rush, and it is likely that the house was built around that time. It remained in Rush family ownership until 1988.

The Rush House does not appear to meet the criteria for listing in the National Register. Current knowledge does not suggest that it was associated with people or events of historic significance in the area (Criteria B and A). It is one of many farmhouses in the area and is representative of a common form of

regional dwelling built during the second half of the nineteenth century and early twentieth century which was characterized by a one-story height, a hipped or pyramidal roof, and a center hall with a pair of flanking rooms. Nevertheless, with its outbuildings gone and its use changed, it does not remain a good example of an area farmstead, and with its various alterations and lack of architectural distinctiveness, it does not constitute a prime example of what was a common house type in the region. Therefore, it does not meet Criterion C. The archeological contexts remain undetermined.



54-A. H. L. Rush House, context view to E

63. House

NE side US 74, 0.55 mi SE of jct w/SR 1145

Physical evidence suggests that this house may date from the third quarter of the nineteenth century and was probably much like the Bullard Family House (#53) in appearance. Today it is a one-story weatherboarded frame structure with at least some mortise-and-tenoned joints. The rectangular dwelling rests on a concrete-block foundation and is covered by a front-facing gable roof. The six-over-six sash windows are decorated with curvilinear shaped lintels like those of the Bullard Family House and have non-functional louvered shutters. The gabled front porch with metal posts and the front entrance are additions, as are the shed-roofed porch and room on the rear. The interior chimney is a replacement. The house has been moved and has been significantly altered. Surviving original features and their relationship to replacement materials imply that the house once had a hipped roof, that what is now the southeast elevation was the facade, and that a porch with handrail sheltered the center three bays of that facade. The interior of the house was not accessible for viewing.

The house stands on a lot facing US 74 and is surrounded by a miscellaneous collection of fir trees and shrubs. Directly behind the house is a rectangular outbuilding which has been converted to use as a small dwelling. Like the main house, it was moved to its present site from elsewhere in the county and then remodeled. Judging by its appearance, it may originally have been a kitchen/dining ell or dependency to a house. Other outbuildings include three small sheds and a small pump house. Adjacent to the house on the northwest side is house trailer.

The house is unoccupied, and little is known about its history. Pearlie Scott Hinson was the last occupant. According to Mrs. Hinson's daughter, Shirley Phillips, her mother moved the house and building in the rear from the Springfield area of Scotland County in the early 1960s. Both had been parts of the same house prior to the move.

This house is of some historic interest because of its features which recall its earlier appearance in the nineteenth century. Nevertheless, through its move, rearrangement, and multiple alterations, its integrity has been substantially compromised, so that the house does not meet the criteria for listing in the National Register.



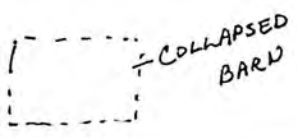
54-B. H. L. Rush House, overall view to E



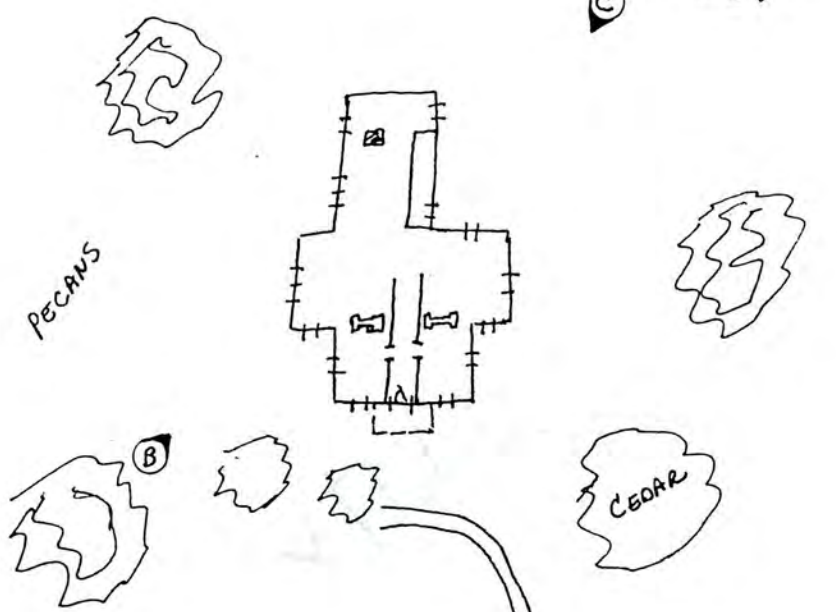
54-C. H. L. Rush House, rear view to W

S-54. H. L. Rush House

FIELD



(C)



PECANS

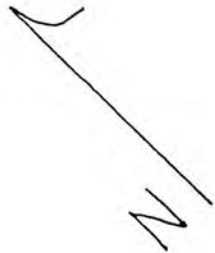
CEDAR

(B)

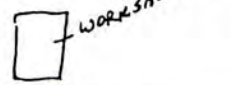
FIELD

FIELD

PECANS



58



- NOT TO SCALE -

(A)

NC 381

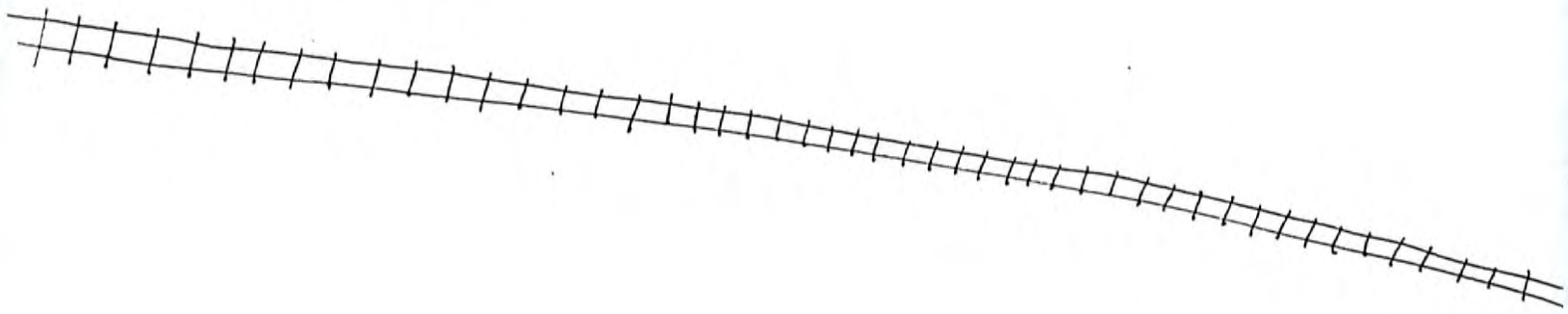


63-A. House, overall view to E

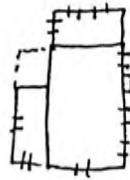


63-B. House, detail of SE elevation

S-63. House



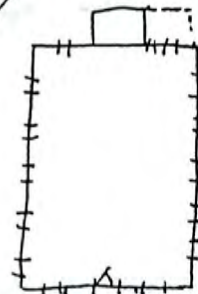
SHED OR PRIVY



PUMP HOUSE



SHED



SHED

(B)

(A)



- NOT TO SCALE -

71. Bowman House

E side SR 1156, 0.1 mi S of jct w/US 74

The ca. 1900 Bowman House is a two-story weatherboarded-frame dwelling with a large one-story wing. Strategically located at the junction of SR 1801 and the railroad, the house is not clearly oriented toward either. This results in perhaps the most curious aspect of the house--its lack of a clearly articulated facade. The two-story section of the house forms a tee with a central chimney and west and south pedimented gables with diamond-cut wood shingles. The front door is on the west elevation and enters a hall which runs from west to east through the house. North of the two-story section is a large one-story wing, flush with the two-story west elevation but recessed from the two-story east elevation. It has two interior chimneys and screened-in shed porches on the north and east sides. A hipped-roof porch with plain square posts wraps around the two-story section from the south tee and across the west elevation to the center of the one-story section in an apparent attempt to unify the two main parts of the house. Other exterior features of the somewhat deteriorated house include one-over-one sash windows and a metal-sheathed roof. Only the hall and one room of the interior were seen, revealing beaded board walls and wainscot, a modern dropped ceiling, and a simple Victorian mantel.

A variety of trees surround the house. No original outbuildings remain. (There was once a smokehouse, but it was bought and removed from the property some years ago.) More recent outbuildings include a small metal-sheathed shed southeast of the house and two large storage barns northeast of the house. According to the present occupant, the barns were not really associated with the house, but were built around the 1940s for use by the Pate Company, long-time owner of the property.

Little is known of the history of this house. Local tradition associates it with the Bowman family, and it is believed to have been built ca. 1900. For some years it has been owned by the Pate Company of Laurel Hill and is currently occupied by a long-time but now-retired employee, Richard Harrington.

The Bowman House does not appear to be eligible for the National Register. There is no known association with either people or events of historic significance, thus ruling out Criteria B and A. The house is of some interest architecturally because of its lack of clear orientation and somewhat unusual plan. Nevertheless, its design, workmanship, use of materials, setting, and association are neither of particular architectural significance nor represent well a popular house type of the region. It does not, therefore, meet Criterion C. The archaeological contexts remain undetermined.

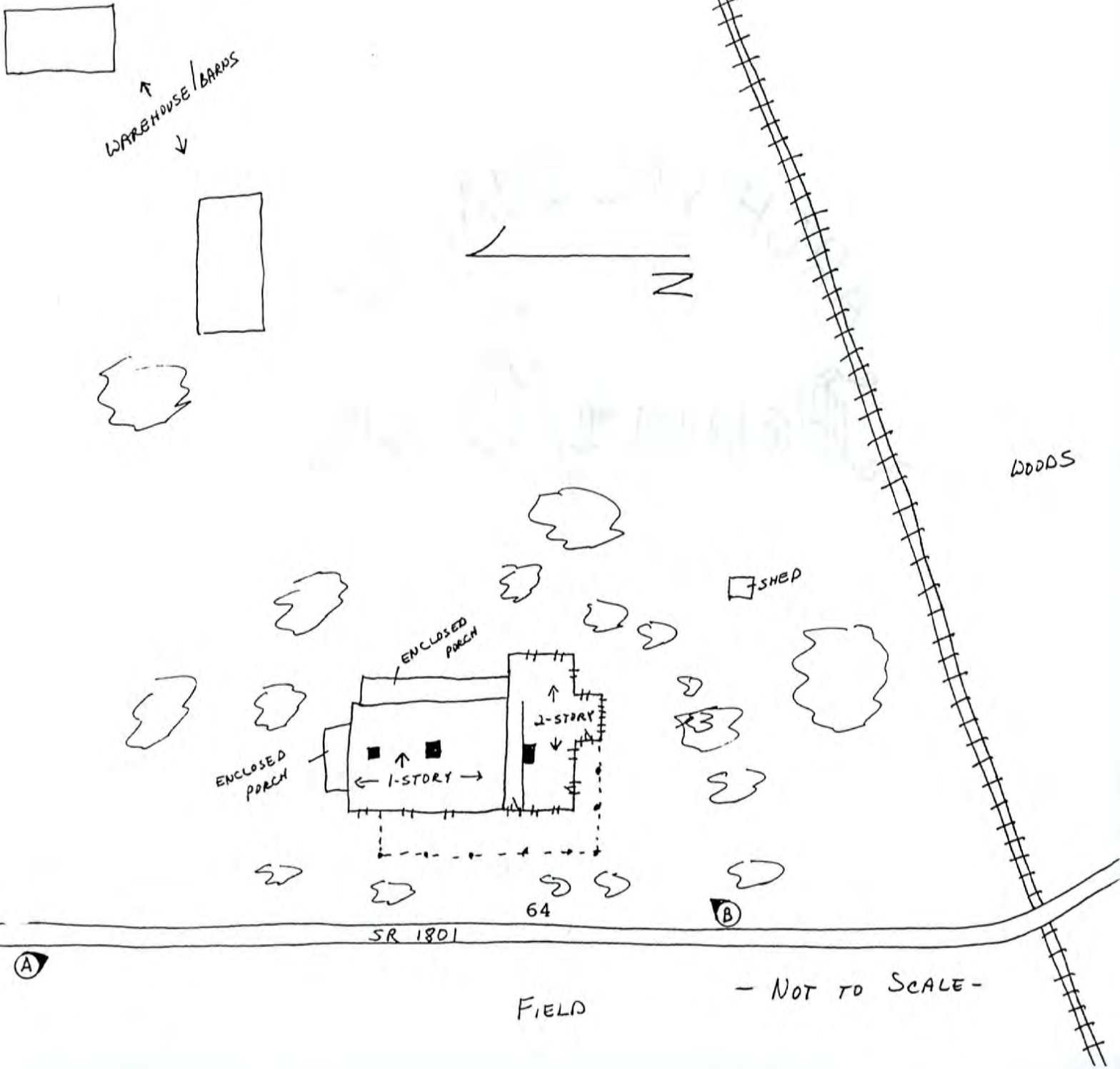


71-A. Bowman House, context view to S



71-B. Bowman House, overall view to NE

8-71. Bowman House



73. (SC 231) Morgan Mill Houses

NE side SR 1154, 0.3 mi NW of jct w/SR 1145

The ca. 1920 Morgan Mill Houses are a group of six nearly identical one-story, weatherboarded frame dwellings--four in a row and two others standing apart to the east and to the west. Each house has a broad gable roof, six-over-six sash windows, and a shed-roofed front porch which carries across part of the facade. (The easternmost house is missing its porch.) Four of the houses have two front doors, while two of the houses have only one front door. The single-family houses have four rooms.

The houses face Marsh Road (SR 1154) in the Old Hundred community. The easternmost house backs up to US 74, and the others are separated from the highway by a stand of pine trees. Little or no landscaping accompanies the houses.

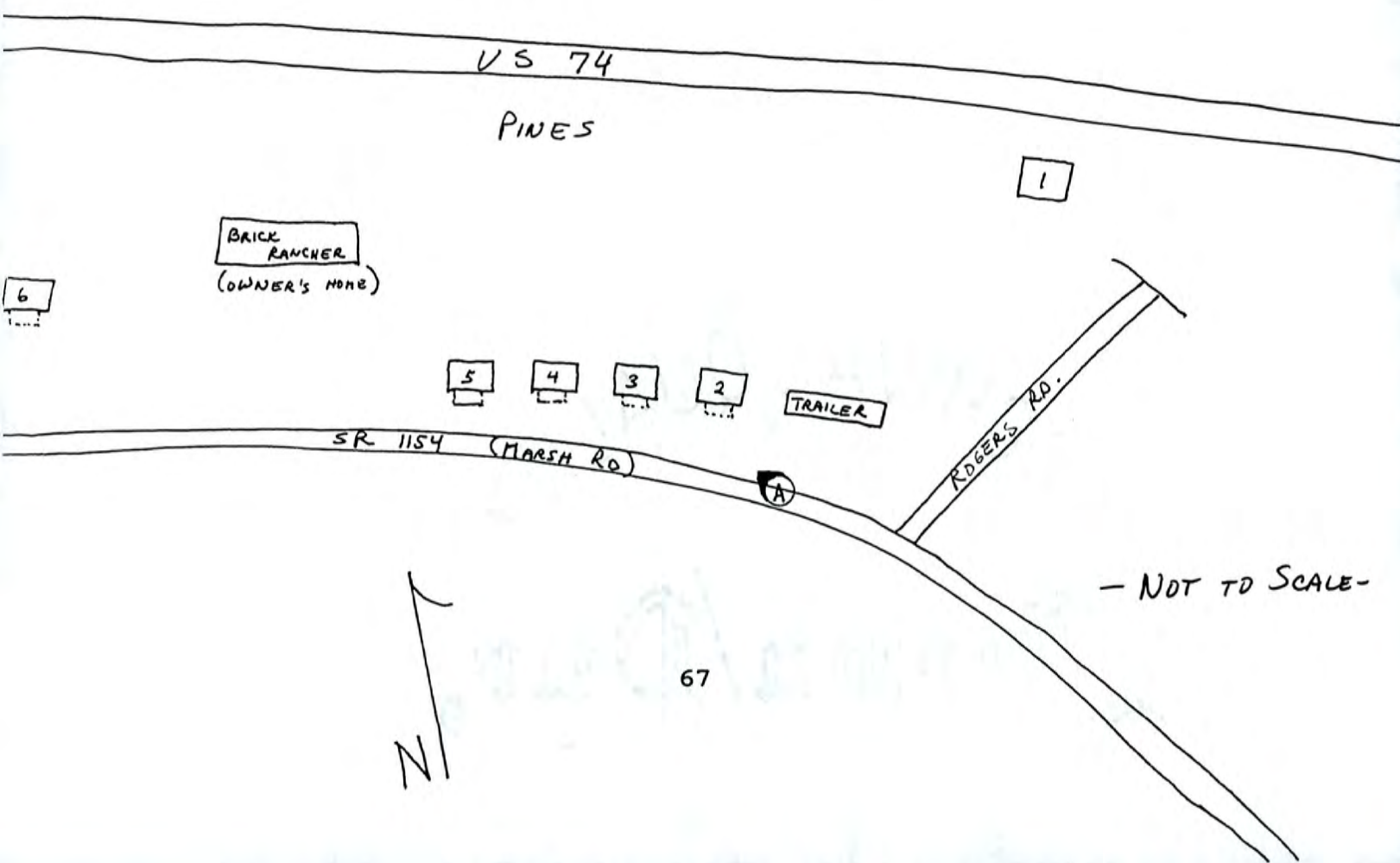
According to owner Willie Norton (whose own brick rancher stands to the rear of the houses between the row and the westernmost house), these six houses were originally located southeast of Laurel Hill near the Ida Mill. They were part of one of the mill villages owned by Edwin Morgan, who owned not only Ida Mill but also several other cotton mills, including Springfield Mill and Richmond Mill. Norton purchased these six houses around 1970 and moved them several miles northwest to Old Hundred, where he arranged them near his own house for use as rental property.

These six houses are not architecturally significant on an individual basis. Their potential significance lay in the possibility that they constituted the remains of a mill village at this location associated with a non-surviving mill, and might therefore have been an architectural reflection of significant local economic history. Although an investigation of the houses did reveal that they had been part of a mill village, that village and mill had nothing to do with this site. Because the houses have been moved and no longer retain the historical association for which they may at one time have been significant, they do not meet the criteria for listing in the National Register.



73-A. Morgan Mill Houses, overall view to N

S-73. Morgan Mill Houses



82. Seaboard Air Line Railway Overpass

Over NC 38, 0.15 mi S of jct w/US 74

The 1939 Seaboard Air Line Railway Overpass is a handsome concrete structure built to allow railway passage over NC 38. In addition to the plain concrete embankments at either end of the overpass, it consists of three sections--the central, slightly-arched span and the two end sections with their arcaded pedestrian walkways. The whole is designed with simple Art Moderne detailing which conveys a streamlined character reflective of the period of construction and appropriate for its railway function. The Seaboard name cut into each side of the span proclaims its ownership. Located near the southeastern edge of Hamlet, the overpass provides a somewhat formal entrance along one of the main routes into town.

The Seaboard Airline Railway emerged from consolidations that took place between 1873 and 1900. The town of Hamlet grew largely in response to the arrival of the railroad, and by 1900 had become a major interstate railroad crossroad. Seaboard Company records indicate that this overpass was erected in 1939. Others were also built in the Hamlet area. While the overpasses vary in appearance, they seem to have been designed with the recognition that countless people would see them and that good design would provide a good image for the company.

Although the Seaboard Air Line Railway Overpass is a handsome structure of period design associated with rail transportation, its potential eligibility for the National Register cannot be determined at present. A request for information concerning the number and type of railroad overpasses built by Seaboard during the period did not result in a positive response from CSX Transportation, the present operator of the line. However, an architectural knowledge of many communities in the state suggests that numerous railroad overpasses which exhibit a conscious interest in design were built by various railroad companies between the 1920s and 1940s. (As has been mentioned, several others can be found in the Hamlet area.) Just how many were actually built and how this overpass compares with the others is not known. The development of such a far-reaching context for evaluating this overpass is beyond the scope of this project. However, without such a context, the overpass cannot be properly evaluated and therefore cannot be considered eligible.

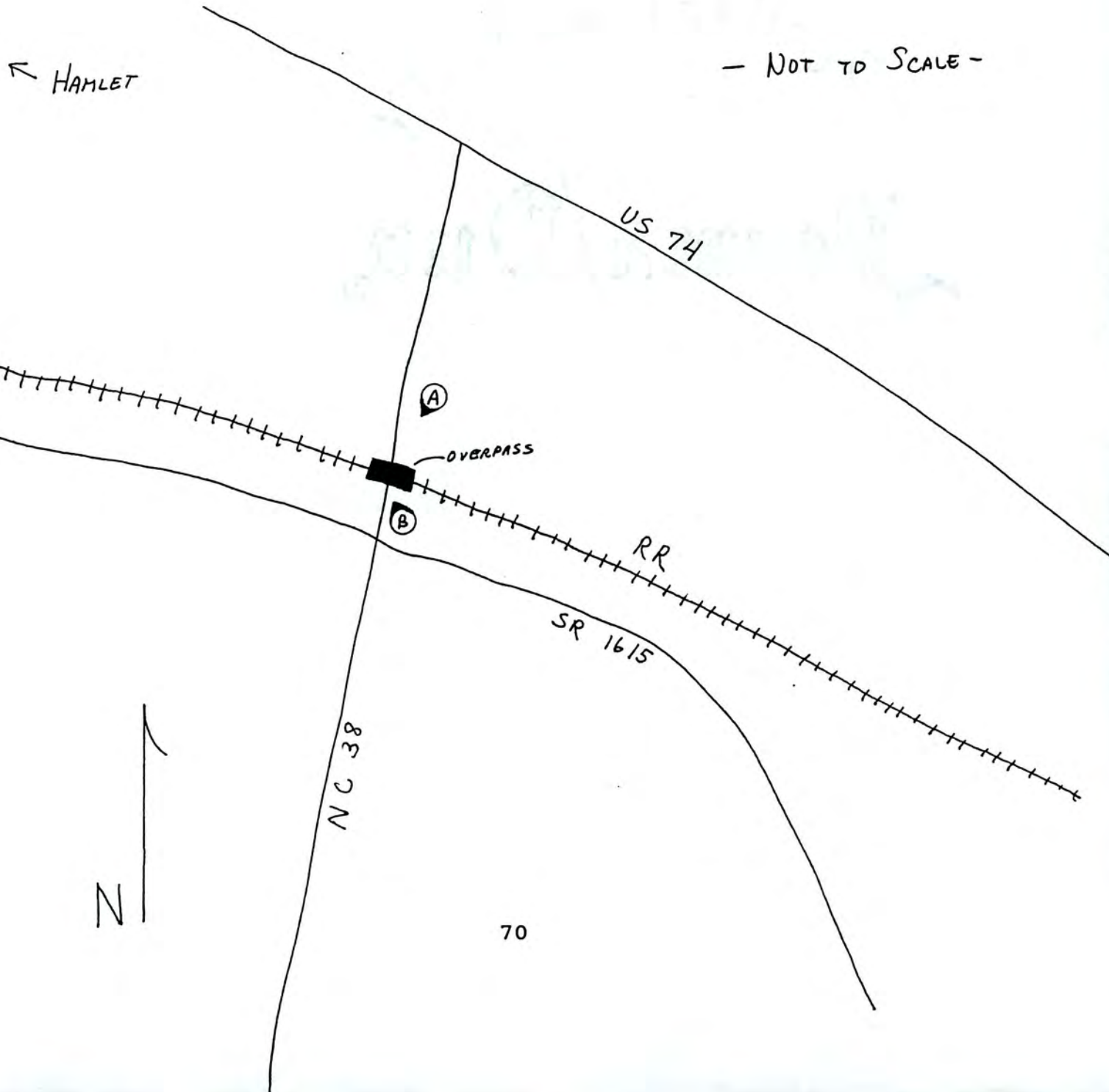


82-A. Seaboard Air Line Railway Overpass, overall view
to SW



82-B. Seaboard Air Line Railway Overpass, detail, view
to N

S-82. Seaboard Air Line Railway Overpass



84. Hamlet Coca Cola Bottling Company Plant

S side US 74, 0.1 mi W of jct w/NC 381

The Hamlet Coca Cola Bottling Company Plant consists of the original 1948 two-story brick structure, one-story brick side wings, and a series of large metal warehouse additions extending from the rear. Simple but handsome modern design typical of the 1930s and 1940s defines the original section of the building. The brickwork is laid in a Flemish-bond pattern, which contrasts sharply with the plain limestone trim. The flat roof, limestone cornice coping, and limestone banding above and below the windows provide a sweeping horizontality. This is interrupted by the two-story, limestone entrance bay topped by the Coca Cola insignia. Typical of modern design, the entrance bay is positioned off-center on the asymmetrical facade. First story facade windows are composed of plate glass, while those on the second story are glass block. Others on the sides and rear are steel-framed industrial windows. Originally the first story housed offices, the bottling room, and a repair room. Now there are just offices and storage rooms. Storage was on the second floor and to the rear of the brick portion of the building. In subsequent additions, one-story brick additions were built to either side of the two-story building and a series of large metal warehouse structures with numerous loading doors were added to the rear. The property also contains a large garage southeast of the warehouse sections and a large area of paved and fenced parking. The plant faces US 74 and the three remaining sides of the property are lined with trees.

The Crown Carbonating Company, as it was then called, was established in 1903 during Hamlet's early period of growth. At the Raleigh Street plant, drinks were bottled by hand. In 1948 the Charlotte architectural firm of Louis H. Asbury & Son designed plans for the present bottling plant on US 74 just east of Hamlet. The company moved into the new building between January and July of 1949. The plant was the first automated bottling facility in the area, with the Coca Cola franchise covering distribution over much of eastern North Carolina. Since 1949 several additions have been made to the facility, consisting primarily of large warehouse space. Bottling no longer takes place at the plant, but it remains a large distributor of Coca Cola products.

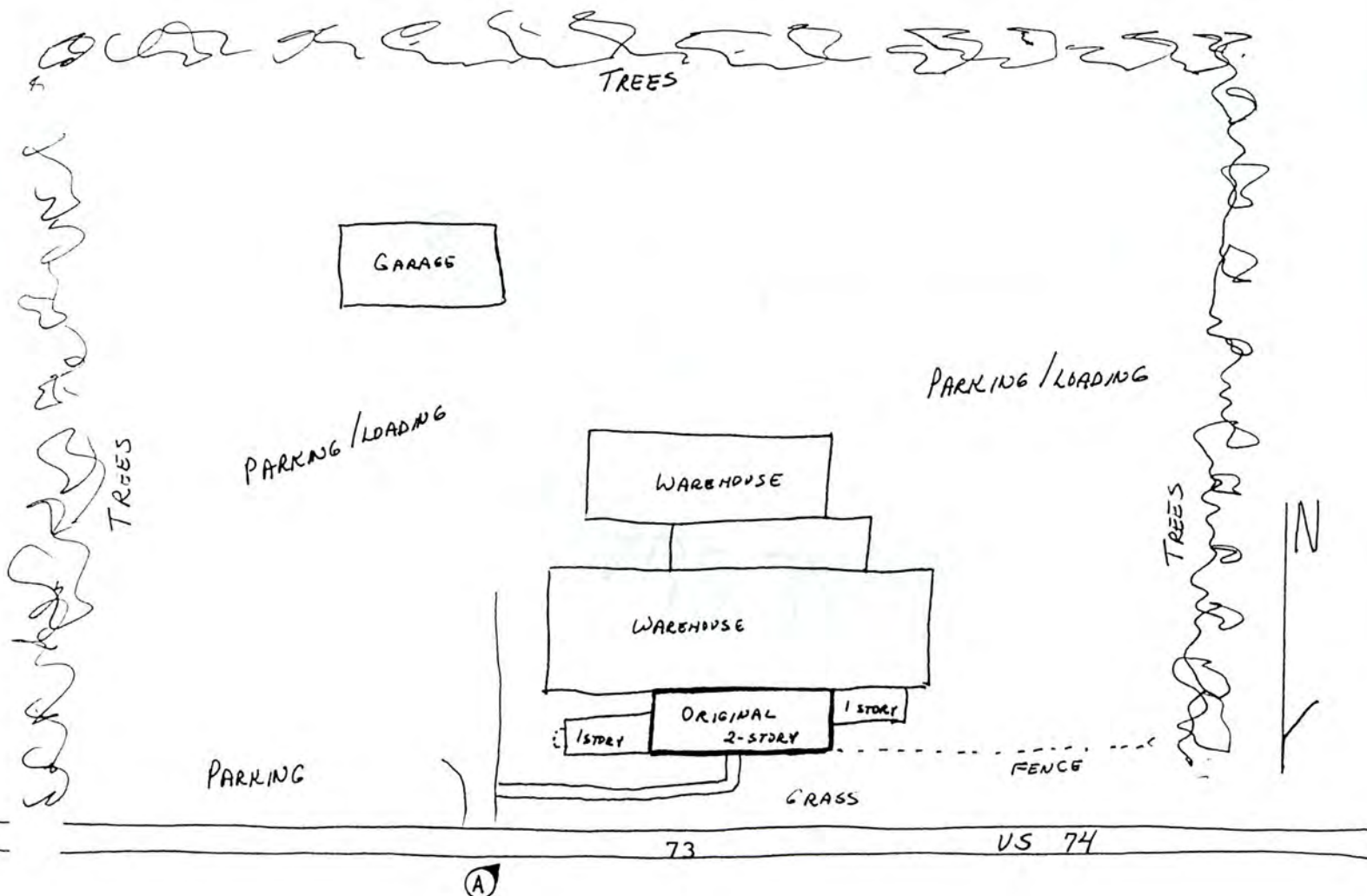
The Hamlet Coca Cola Bottling Plant is a handsome 1940s commercial/industrial building and is typical of the genre of Coca Cola plants built in North Carolina during the period. It is not eligible for the National Register because it does not meet the usual fifty-year-old requirement for listing, nor, as an exception to that rule, does it meet the requirement that it be a property of exceptional importance based on any of the criteria.



84-A. Hamlet Coca Cola Bottling Company Plant, overall view to SW

S-84. Hamlet Coca Cola Bottling Company Plant

- NOT TO SCALE -



93-112. W. Hamlet Avenue Residential Area

W. Hamlet Ave. bet NC 177 & Raleigh St.

This older residential area consists of all or part of five blocks along W. Hamlet Avenue northeast of Hamlet's business district. Forty-three houses are included, of which approximately thirty-two might be considered contributing structures in an historic district. However, most of those are of a "B" or "C"-grade quality, and there are no truly pivotal structures. The houses range from one-and-a-half to two stories, and most are of frame construction. Represented house types and styles include bungalow, Colonial Revival, four-square, miscellaneous Victorian, early twentieth-century traditional vernacular, and Tudor-influenced period cottages. Most houses appear to date from the 1910s and 1920s, while others range from throughout the first half of the twentieth century. Like much of the rest of Hamlet, they represent the strongest period in the town's growth, when Hamlet responded to the great commercial and industrial opportunities occasioned by the development of the place as a major railroad crossroads for southeastern North Carolina.

The houses along W. Hamlet Avenue are positioned fairly close to the street, with small front yards and a sidewalk separating the yards from the street. Numerous trees of a variety of types are planted along either side of the street, although there is no consistency in their placement. Because this section of Hamlet Avenue doubles as US 74, it is one of the busiest streets in town. Vehicular traffic is heavy, including a nearly constant stream of large trucks.

None of the houses along this section of W. Hamlet Avenue merits individual listing in the National Register. Instead, the area was explored as a potential historic district. In doing so, it was investigated in two ways: first, as a potential district composed solely of the houses along these few blocks of Hamlet Avenue, and second, as part of a larger district which might extend to other streets to the northeast and southwest. Two issues were central to the investigation: 1) could boundaries be determined for such a district which would clearly differentiate it in character from the surrounding areas, and 2) how would the potential district compare in architectural character and historic significance with other areas of Hamlet?

The result of the investigation was that the area does not constitute a potential district which meets the criteria for listing in the National Register. Although northern and southern boundaries can be defined fairly easily because of abrupt changes in building types and uses, such is not the case for potential eastern and western boundaries. To the east, the housing remains much the same along Spring Street (which parallels Hamlet Ave.)

and then continues eastward reflecting the same period of development but becoming gradually more diminished in style and quality. There is no clear transition from the "historic" to the "non-historic." Much the same is true of the area west of Hamlet Avenue. Although the railroad track west of Charlotte Street (paralleling Hamlet Ave.) can be viewed as a potential boundary, the housing beyond the track is similar in character and period.

A look at other areas of Hamlet leads to the conclusion that a major portion of the town still reflects its strong period of growth during the first quarter of the twentieth century. This suggests that it would be inappropriate to single out W. Hamlet Avenue as a definable area of distinctive significance. Many areas of the town tell a similar, if not the same, story of development. In the area along the residential part of Main Street and in the streets fanning out from it, there may or may not be a potential district (this could not be fully explored within the scope of this project), but there are certainly some likely candidates for individual eligibility to the National Register.

In short, based on the character and quality of the W. Hamlet Avenue Residential Area itself and on its relationship with the architectural fabric of the rest of Hamlet, this area does not appear to meet the necessary criteria for National Register eligibility.



93-112-A. W. Hamlet Ave. Residential Area, 100 block,
view to E



93-112-B. W. Hamlet Ave. Residential Area, 200 block,
view to SE



93-112-C. W. Hamlet Ave. Residential Area, 300 block,
view to NE

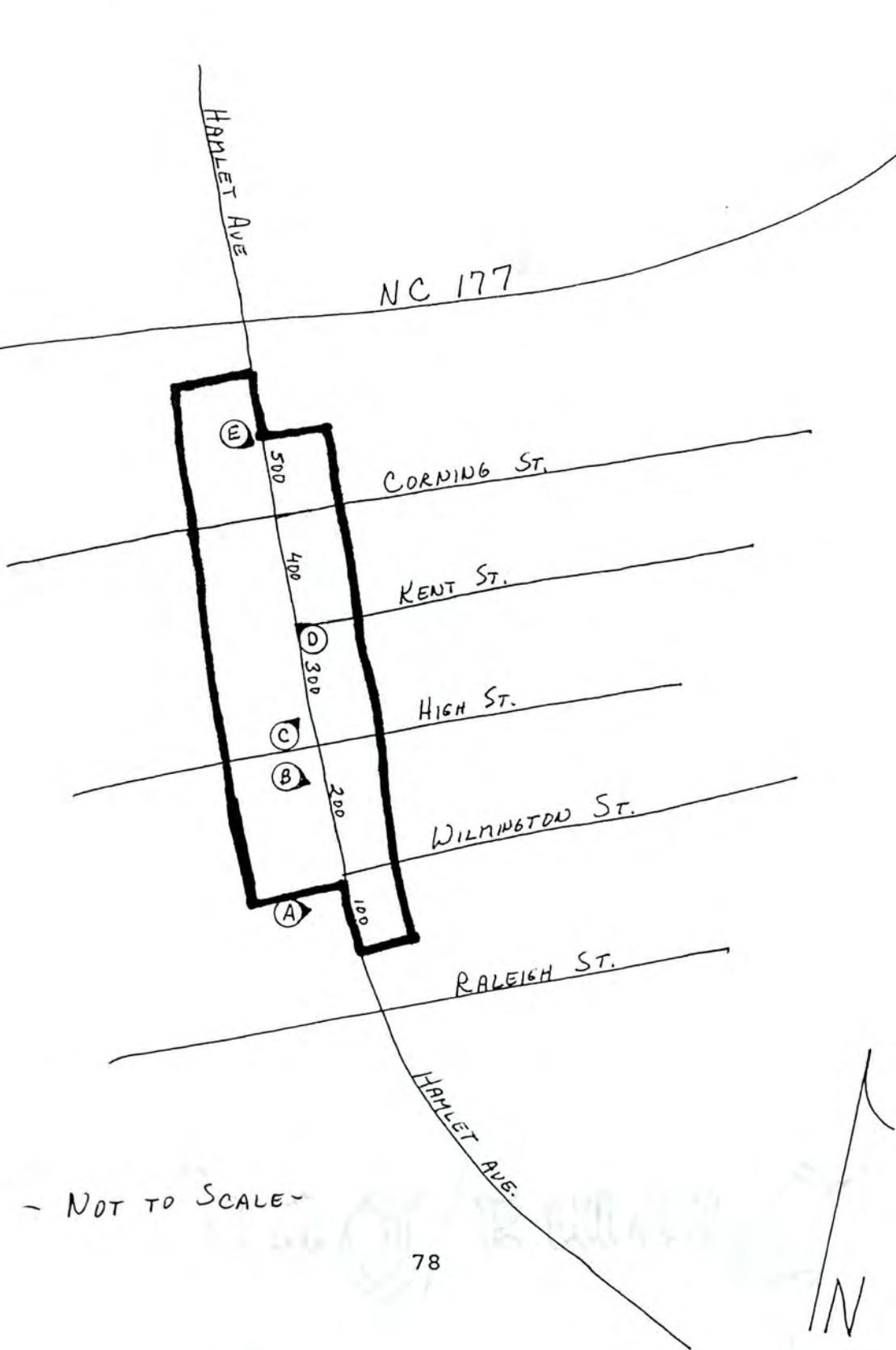


93-112-D. W. Hamlet Ave. Residential Area, 400 block,
view to NW



93-112-E. W. Hamlet Ave. Residential Area, 500 block,
view to SE

S-93-112. W. Hamlet Avenue Residential Area



- NOT TO SCALE -

127. (RH 50) Thomas Franklin Boyd House

506 E. Hamlet Avenue

The ca. 1890 Thomas Franklin Boyd House is a one-story, frame, L-shaped, vernacular cottage typical of many built in North Carolina during the second half of the nineteenth century and early twentieth centuries. The house exhibits a conservative combination of late Classical and simple Victorian features. The house rests on a brick pier foundation infilled with concrete blocks. The walls are sheathed with German or novelty siding, and the gabled roof has boxed and molded eaves with cornice returns and a plain frieze board. At the side gable ends are partially-rebuilt exterior brick chimneys covered in whole or in part by stucco. The three-bay facade features a gable-roofed central entrance porch with replacement posts. The late Victorian rounded glass and wood-paneled door is surrounded by narrow sidelights and a transom set within plain woodwork. The facade windows, as elsewhere on the house, are six-over-six sash with plain surrounds. A two-room ell projects from the rear of the house. Its porch, outlining part of the inner side of the ell, has been partially enclosed to create a bathroom.

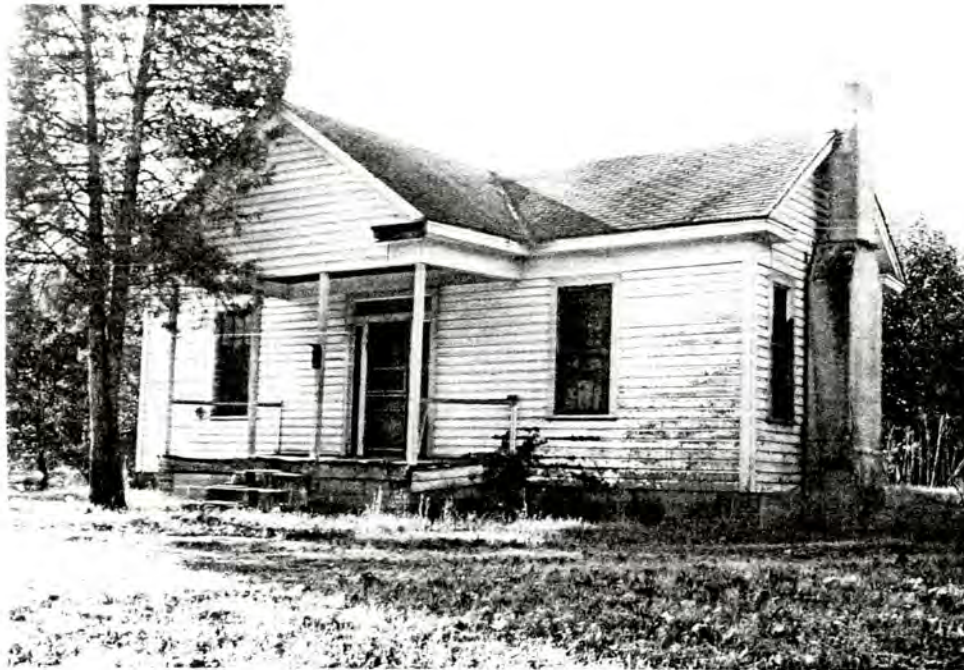
The house is unoccupied, and the interior could be inspected only partially through some of the windows. Those views revealed that the house has a center hall plan, beaded board walls and ceilings, and no wainscot. Mantels could not be seen.

The house faces Hamlet Avenue just south of Third Street. It stands farther back from the street than do the other houses on the block. A tall cedar stands directly in front of the entrance porch, and various other trees are found on the property, particularly along the northwest side and rear. A driveway circles behind the house. No outbuildings survive.

Thomas Franklin Boyd (1863-1934) moved to Hamlet in 1888, began buying up land in the new town, and became a prominent developer. He married Margaret Halyburton, lived in a rental house until around 1900, and then built this house for his young family. Boyd developed East Hamlet, then called Boyd Town, and built many of the houses there. In the 1890s he built a liquor distillery on the dam of Love's Lake in East Hamlet. In 1904 he built Boyd's Lake, which became a popular recreational area. He also developed several residential areas of Wilmington (Sunset Park and Greenfield Park) and owned a summer home at Carolina Beach. In 1914 he bought Baldhead Island off the North Carolina coast and made some attempts to develop it. While Boyd's financial endeavors were expanding, so was his family. In 1907 he built a Queen Anne-style mansion on Wilmington Street near the Hamlet Avenue house. Its size better suited his family with its eight children, and its size and stylishness made a clear statement concerning Boyd's financial success and prominence in the

community. Boyd resided in the Wilmington Street house until his death, and both houses remain in Boyd family ownership.

The first Thomas Franklin Boyd House at 506 E. Hamlet Avenue does not appear to meet the criteria for listing in the National Register. The house is representative of a very common house type found in North Carolina during the second half of the nineteenth and early twentieth centuries. It is not an individually distinctive house, and at the same time, because of its several alterations and deteriorated condition, it does not constitute a prime example of the house type that it represents. It therefore does not meet Criterion C for National Register eligibility. Although the house is associated with Thomas Franklin Boyd, an individual who played a significant role in the early twentieth-century development of Hamlet, it does not appear to meet Criterion B. Instead of this first house, it was Boyd's mansion on Wilmington Street which clearly reflected his prominence in the community and his financial success and which served the longest as his Hamlet residence. In addition, there appears to be no basis for claiming National Register eligibility associated with Criterion A. The archaeological contexts remain undetermined.



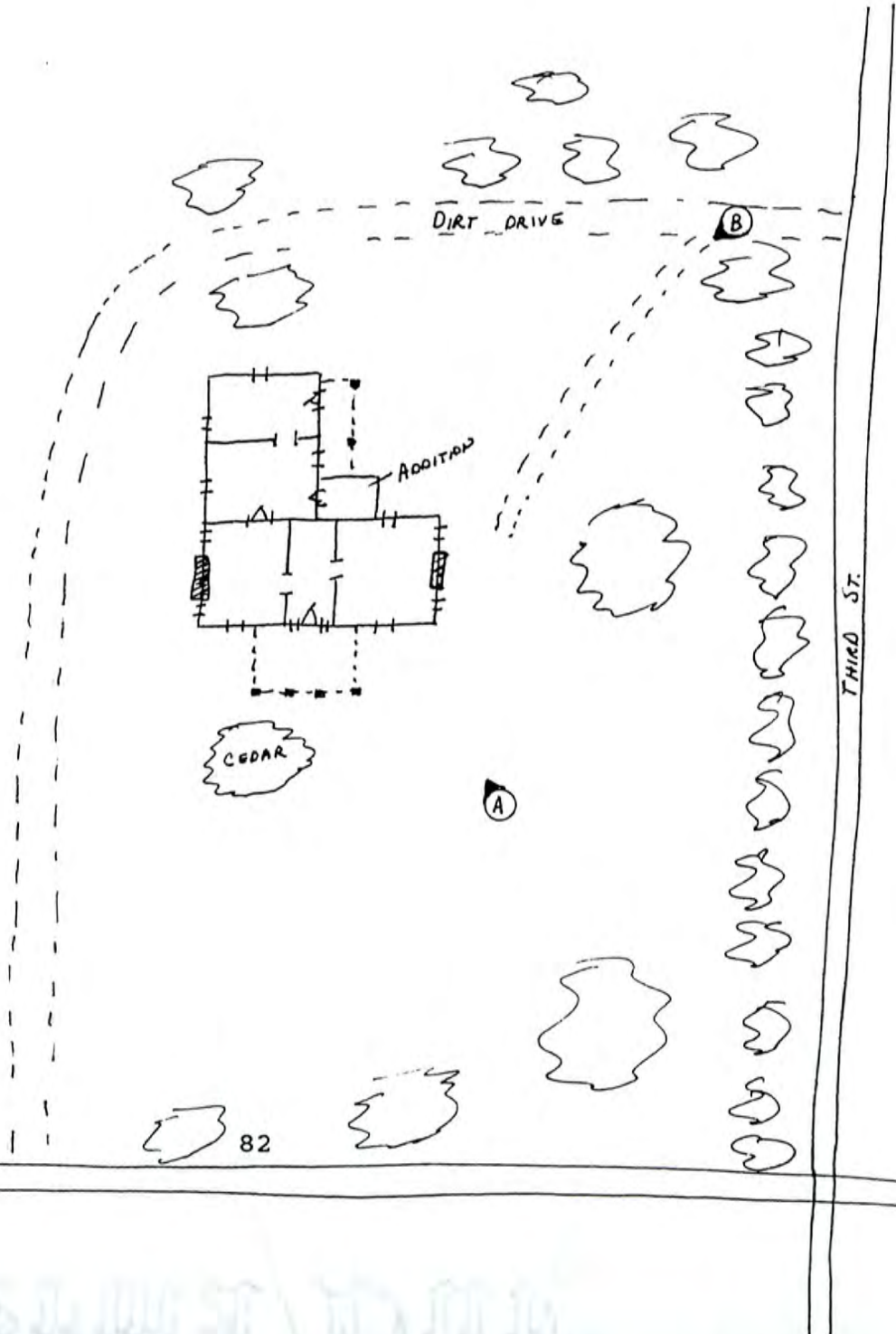
127-A. Thomas Franklin Boyd House, overall view to S



127-B. Thomas Franklin Boyd House, overall rear view to
E

S-127. Thomas Franklin Boyd House

- NOT TO SCALE -



E. HAMLET AVE.

VIII. POTENTIAL EFFECTS ON PROPERTIES

A project has an effect on an historic property when the undertaking could change in any way the characteristics that qualify the property for inclusion in the National Register. Effects may be positive or negative.

In the case of the Richmond County Potentially Suitable Site, there are no historic properties located on the site itself which are either listed in or appear to be eligible for the National Register. Three sites in the surveyed area appear to meet the criteria for the National Register. The Ghio Depot (# 41), the Bullard Family House (#53), and the Eli Gibson House (#55) are all located along NC 381 south of the site but along one of the likely access roads within a three-mile radius of the site. The Ghio Depot and the Eli Gibson House are currently unoccupied and have deteriorated through neglect. The Bullard Family House is occupied.

Potential effects of the project on these three historic properties are uncertain. Depending on the final circumstances of the undertaking, it could have little effect on the properties, it could have a positive effect, or it could have an adverse effect. Construction or other activities on the project site itself are not likely to introduce visual, audible, or atmospheric elements that could have an effect on the historic properties. Rather, any potential effects will depend in large part on the long-term development of the site and on public understanding of it and therefore cannot be fully assessed at this time.

If economic development of the surrounding area accompanies the development of the project site, then the eligible properties could be targeted for rehabilitation, which could improve their chances for preservation. In this way, the project could have a positive effect on any or all of the three properties considered eligible for the National Register.

On the other hand, if there is a public perception of danger in living or working close to the project site, and especially along one of the access roads to it, then the project could have an adverse effect on the properties by making them seem less desirable for preservation and continued use or re-use. In this case, the adverse effect would result from a combination of the project itself and the attitudes of individual property owners or potential property owners. Additionally, if the decision were made to improve NC 381--a likely access route--through either widening or realignment for added safety of transport, this action could constitute another threat to the physical character of the three eligible properties, all of which are located close to the road. If NC 381 is not improved, it should not affect the

historic properties any more than its current presence already
does.

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Norton, Willie. Owner of Morgan Mill Houses. Information on Morgan Mill Houses. January 13, 1993.

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X. APPENDIX

II. SCOPE OF WORK

This proposal is to:

Conduct an intensive historic and architectural resources survey of the area designated as the potentially suitable site and of the likely access roads within a three-mile radius of the site;

Evaluate the surveyed resources according to the criteria for listing in the National Register of Historic Places;

Assess potential impacts of the proposed project on any properties evaluated as eligible for the National Register; and

Prepare a written report on the findings of the survey and evaluation.

The survey will include research, field activities, and analysis and will be conducted according to the requirements of "Description of Services Required for Consideration of Cultural Resources in the Preparation of Environmental Documents: VII. Historic Architectural Resources." (See Appendix B. Any references to NCDOT do not pertain to this project.) The report will be prepared according to the "Guidelines for the Preparation of Reports of Historic Structures Surveys and Evaluation Submitted to the North Carolina State Historic Preservation Office." (See Appendix C.)

In addition, the Consultant will:

Attend a two-hour Quality Assurance indoctrination training session in Raleigh;

Coordinate the survey prior to starting with the SHPO to ensure appropriate coverage of the designated areas;

Consult with the SHPO as useful and appropriate throughout the course of the project, such consultation to include a meeting with the SHPO and the Client to review the results of the survey and evaluation by the Consultant prior to preparation of the survey report;

Consult with the project archaeologists concerning any data collected during their survey work that would be pertinent to the historic architectural resources survey;

Consult with Dames and Moore personnel concerning any data collected during their land use surveys that would be pertinent to the historic architectural resources survey;

Prepare the survey report using Word Perfect 5.0.

Laura A. W. Phillips

Architectural Historian

November 19, 1992

Ms. Renee Gledhill-Earley
State Historic Preservation Office
Archeology and Historic Preservation Section
Division of Archives and History
109 E. Jones Street
Raleigh, NC 27611

Re: Wake/Chatham and Richmond County potentially suitable sites
for the North Carolina Low-Level Radioactive Waste Disposal
Facility

Dear Renee:

This letter is a follow-up to our meeting on November 9 and our phone discussion on November 16. My purpose is to state in writing what I believe our understanding to be on the appropriate methodology to be used in preparing the historic architectural surveys and reports for the above-named projects. I would appreciate a written response from you which can be filed along with this letter for future reference.

Portions of four North Carolina counties are included in the surveys, and the work required varies based on the nature and timing of previous work.

Wake County - I will utilize to the fullest extent possible Kelly Lally's recent survey of the county. First of all, since she has just surveyed and assessed the area in a manner approved by the SHPO, I will not photograph every building that is at least fifty years old. I will check each site that she recorded and note whether there have been any substantial changes in its condition. I will take one to three current photos of each site to be able to use with the report.

In the methodology section of the report, I will state clearly the approach I took and why I was able to do this (e.g. because of Kelly's recent work and because of approval of the SHPO environmental review coordinator.) In the inventory section of the report, I will not include all those elements ordinarily found in a compliance report. Instead, I will give the name, location, and SHPO survey site number. In the write-up I will state that I visited the property on such-and-such date, and that it was recorded by Kelly Lally on such-and-such date as part of the Wake County Historic Inventory. I will then state whether or not there have been any significant changes to the property since

Ms. Renee Gledhill-Earley
November 19, 1992
Page 2

it was surveyed by Kelly. If there have been no changes, I will state that. If there have been changes, I will describe what they are. Then I will state the National Register eligibility status of the property and provide reasons for that evaluation by referring to the National Register criteria. I will include at least one current photo of the property. We agreed that site plans would not be necessary for these properties, but it occurs to me that for any properties evaluated as eligible for the Register, maps illustrating the eligible boundaries would be needed. The Wake County properties which Kelly surveyed will be mapped on one of the overall maps in the report and labeled with the survey site number.

As part of the supplementary data to be submitted with the report, I will include a copy of all of Kelly's survey file materials associated with the properties noted in the report.

Chatham County - A comprehensive historic architectural survey has also been conducted in Chatham County. However, this survey was conducted by Rachel Osborne between 1982 and 1986, and thus is not as up-to-date as the Wake County survey. Certainly, what was fifty years old then is not the same thing as what is fifty years old today. Consequently, all properties at least fifty years old will be photographed and mapped. The recorded properties will be treated much like those in Wake County, except that more updating may be necessary. This will be determined by how closely the inventoried properties of the earlier survey correspond with those properties and the general historic fabric of this section of the county today.

Scotland County - Tom Butchko surveyed Scotland County around 1980. That survey will be utilized to provide information on inventoried properties in the project area, but because of the date of the survey, the area needs to be looked at again carefully. All properties over fifty years old will be photographed and mapped, and properties which appear to be potentially eligible for the National Register will be recorded. The method of reporting will follow the standard guidelines currently in effect.

Richmond County - This county has not had a comprehensive survey and thus will be handled as new survey work, both in terms of methodology and reporting. Of course, any material available in the survey files of the SHPO will be utilized.

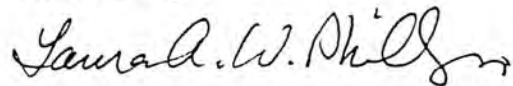
At your suggestion, I discussed with Claudia Brown the most appropriate treatment for the town of Hamlet, or at least that portion which is within the three-mile radius of the project site. I will look toward the identification of potential NR Ms.

Renee Gledhill-Earley
November 19, 1992
Page 3

districts so that to the greatest possible extent buildings can be recorded as related groups. For these potential districts, representative streetscapes will be photographed, tentative boundaries will be determined, and the numbers of contributing and non-contributing resources will be estimated. Individual buildings that are particularly significant will be recorded individually. My observation of Hamlet's built resources also suggests that there are many buildings which are at least fifty years old but which do not conveniently fall into the area of a potential NR district. Therefore, to provide adequate coverage for all buildings over fifty years old, block faces (rather than individual photos or no photos) will be photographed in Hamlet. The reporting will follow the standard guidelines.

This is my understanding of my survey and reporting tasks in the various project areas. Let me know if you disagree with these approaches or if you have any questions. Otherwise, let me know if this seems appropriate. A response at your earliest convenience would be appreciated.

Sincerely,



Laura A. W. Phillips

c: Allen Kibler



North Carolina Department of Cultural Resources

James C. Martin, Governor
Patric Dorsey, Secretary

Division of Archives and History
William S. Price, Jr., Director

December 23, 1992

Ms. Laura A. W. Phillips
736 North Spring Street
Winston-Salem, NC 27101

Re: Methodology for architectural surveys associated
with low-level radioactive waste disposal facility,
Multicounty

Dear Ms. Phillips:

Laura

Thank you for your letter of November 19, 1992, outlining your proposed methodologies for the two areas being considered for siting of a low-level radioactive waste disposal facility. I asked both Claudia Brown, head of the Survey and Planning Branch, and Elizabeth Dowd, environmental review specialist, to review the proposed methodologies so they could determine if there were any omissions and so they would be aware of your proposed approaches once we receive your reports for review. The three of us agree that the course of work outlined appears appropriate for the survey of all structures over fifty years old within three miles of the proposed site.

We will file this letter and yours for future reference. You may, in fact, want to include both as an appendix to your report.

Best wishes for the holiday season!

Sincerely,

Renee slw

Renee Gledhill-Earley
Environmental Review Coordinator
State Historic Preservation Office

RGE:slw

cc: Ed Burt, Radiation Protection Division

NORTH CAROLINA LOW-LEVEL RADIOACTIVE WASTE DISPOSAL FACILITY:

RICHMOND COUNTY POTENTIALLY SUITABLE SITE

PHOTO INVENTORY LIST

The following properties constitute all that were photographed in the project study area because they appeared to be at least fifty years old or because they appeared to be otherwise significant. The properties are keyed by number to the USGS and the Hamlet city maps and to the photographs that are part of the package provided to the SHPO. Those properties listed in **bold type** are those which were considered potentially eligible for the National Register of Historic Places. They were recorded more extensively with North Carolina Historic Structures data sheets and with additional photography and mapping. They are discussed individually in the project report. Context views of the physical environment of the project study area are included at the end of the photo inventory list.

1. Store, E side NC 381 at jct w/SR 1615
2. House, E side NC 381, 0.1 mi N of jct w/SR 1615
3. House, E side NC 381, 0.2 mi N of jct w/SR 1615
4. House, N side SR 1615 (0.4 mi down dirt lane), 0.5 mi E of jct w/NC 381
5. House, N side SR 1615 (0.3 mi down dirt lane), 0.5 mi E of jct w/NC 381
6. House, S side SR 1615 (0.6 mi down dirt lane), 0.5 mi E of jct w/NC 381
7. Mt. Moriah Free Will Baptist Church, SW side SR 1800, at jct w/SR 1801
8. House, N side SR 1801, 0.5 mi E of jct w/NC 381
9. House, N side SR 1800 (0.25 mi down dirt lane), 0.1 mi W of jct w/SR 1801
10. House, N side SR 1801, 0.5 mi E of jct w/SR 1800
11. Green Chapel A.M.E. Zion Church & Cemetery, S side SR 1801, 0.8 mi E of jct w/SR 1800
12. House, SW side SR 1800, 0.8 mi SE of jct w/SR 1801
13. House, NE side SR 1800, 0.9 mi SE of jct w/SR 1801
14. House, NW side SR 1802, 0.05 mi NE of jct w/SR 1800
15. House, S side SR 1802, 0.55 mi NE of jct w/SR 1800
16. House, SW side SR 1800, 0.7 mi SE of jct w/SR 1802
17. House, NE side SR 1800, 0.7 mi SE of jct w/SR 1802
18. Quick House, NW side SR 1802, S of jct w/SR 1800
19. House, NW side SR 1802, 0.2 mi SW of jct w/SR 1800
20. House, E side NC 381, 0.3 mi N of jct w/SR 1615
21. House, SW side SR 1615, 0.6 mi NW of jct w/NC 381
22. House, SW side SR 1800, 0.4 mi SE of jct w/SR 1801
23. House, SW side SR 1800, 0.2 mi SE of jct w/SR 1801
24. House, NE side SR 1615, 1 mi NW of jct w/NC 381
25. House, SW side SR 1615, 1 mi NW of jct w/NC 381
26. House, SW side SR 1615, 1.05 mi NW of jct w/NC 381

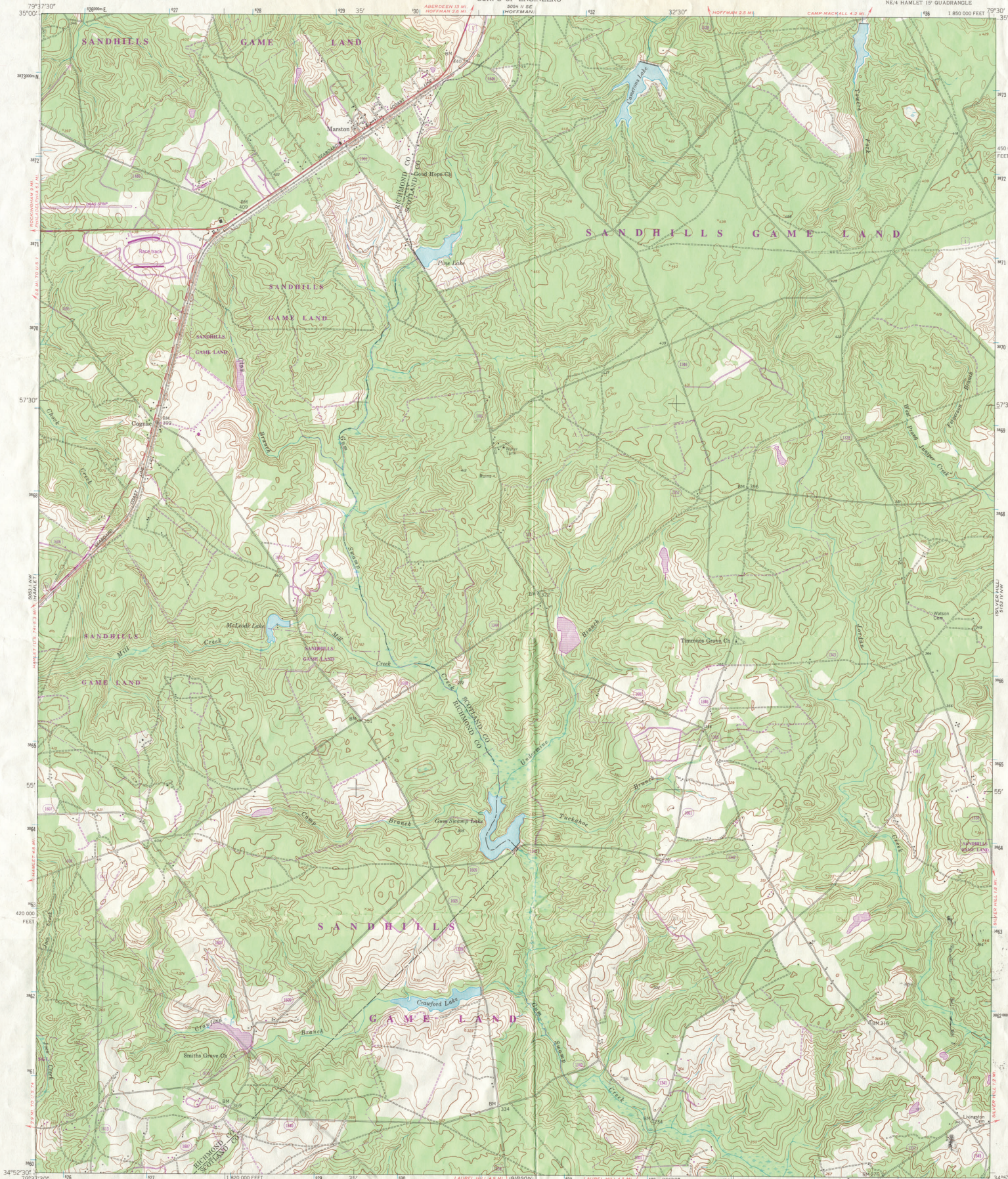
27. House, NE side SR 1615, 1.3 mi NW of jct w/NC 381
28. House, SW side SR 1615, 0.9 mi SE of jct w/NC 38
29. Houses, NE side SR 1615, 0.9 mi SE of jct w/NC 38
30. House, SW side SR 1615, 0.8 mi SE of jct w/NC 38
31. House, NE side SR 1615, 0.7 mi SE of jct w/NC 38
32. House, NE side SR 1615, 0.6 mi SE of jct w/NC 38
33. House, NE side SR 1615, 0.6 mi SE of jct w/NC 38
34. House, S side SR 1615, 0.6 mi SE of jct w/NC 38
35. House, S side SR 1615, 0.5 mi SE of jct w/NC 38
36. House, NE side SR 1615 (next to RR track), 0.6 mi SE of jct w/NC 38
37. Former Gas Station, N side SR 1615, 0.5 mi SE of jct w/NC 38
38. House, E side NC 381, 0.1 mi N of jct w/SR 1800
39. House, W side SR 1806 just S of jct w/SR 1833
40. House, NE side NC 381, 1.05 mi SE of jct w/SR 1800
41. **Ghio Depot, S cor, jct of SR 1803 & NC 381**
42. House, SE side SR 1803 bet NC 381 & RR tracks
43. House, NW side SR 1803 bet NC 381 & RR tracks
44. Store, off NW side SR 1803, bet NC 381 & RR tracks
45. House, off NW side SR 1803, bet NC 381 & RR tracks
46. Store, SW side NC 381, 0.1 mi SE of jct w/SR 1802
47. Tabernacle United Methodist Church, NE side NC 381, 0.15 mi SE of jct w/SR 1802
48. House, NE side NC 381, 0.2 mi SE of jct w/SR 1802
49. House, SW side NC 381, 0.25 mi SE of jct w/SR 1802
50. House, SW side NC 381, 0.3 mi SE of jct w/SR 1802
51. House, SW side NC 381, 0.5 mi SE of jct w/SR 1802
52. House, E side NC 381, 0.05 mi S of jct w/SR 1152
53. **Bullard Family House, NE side NC 381, 0.55 mi NW of jct w/SR 1144**
54. **H. L. Rush House, NE side NC 381, 0.4 mi NW of jct w/SR 1144**
55. **Eli Gibson House, NE side NC 381, 0.15 mi NW of jct w/SR 1144**
56. Gibson Cemetery, NW cor, jct of NC 381 & SR 1144
57. House, SW side US 74, 0.2 mi SE of jct w/SR 1145
58. House, SW side US 74, 0.35 mi SE of jct w/SR 1145
59. House, SW side US 74, 0.6 mi SE of jct w/SR 1145
60. House, SW side US 74, 0.8 mi SE of jct w/SR 1145
61. House, NE side US 74, 0.8 mi SE of jct w/SR 1145
62. Houses, NE side US 74, 0.7 mi SE of jct w/SR 1145
63. **House, NE side US 74, 0.55 mi SE of jct w/SR 1145**
64. House, NE side US 74, 0.45 mi SE of jct w/SR 1145
65. House, NE side US 74, 0.15 mi down lane N of jct w/SR 1145
66. House, N cor, jct of US 74 & SR 1145
67. House, NE side US 74, just NW of jct w/SR 1145
68. House, NE side US 74, 0.75 mi SE of jct w/SR 1155
69. House, NE side US 74, just SE of jct w/SR 1155
70. Houses, NE side US 74, 0.1 mi NW of jct w/SR 1155
71. **Bowman House, E side SR 1156, 0.1 mi S of jct w/US 74**
72. House, SW cor, jct w/US 74 & SR 1145
73. **Morgan Mill Houses, NE side SR 1154, 0.3 mi NW of jct w/SR 1145**

74. House, NE side US 74, 0.95 mi SE of jct w/SR 1615
75. House, NE side US 74, 0.85 mi SE of jct w/SR 1615
76. House, NE side US 74, 0.8 mi SE of jct w/SR 1615
77. Store, NE side US 74, 0.8 mi SE of jct w/SR 1615
78. House, NE side US 74, 0.4 mi SE of jct w/SR 1615
79. House, N side US 74, 0.25 mi E of jct w/NC 381
80. House, SW side US 74, 0.6 mi SE of jct w/NC 381
81. House, W side NC 381, 0.1 mi S of jct w/US 74
82. **Seaboard Air Line Railway Overpass**
83. House, N side US 74, opposite jct w/NC 381
84. **Hamlet Coca Cola Bottling Company Plant, S side US 74, 0.1 mi W of jct w/NC 381**
85. House, S side US 74 bet Laurel Hill Rd. & Hamlet city limits
86. Houses, N side US 74 bet Laurel Hill Rd. & Hamlet city limits
87. Store, N side US 74 bet Laurel Hill Rd. & Hamlet city limits
88. House, 739 W. Hamlet Ave.
89. Houses, 735 & 733 W. Hamlet Ave.
90. Houses, 736 & 734 W. Hamlet Ave.
91. House, 732 W. Hamlet Ave.
92. Houses, 712, 710, 708, & 706 W. Hamlet Ave.
93. House, 531 W. Hamlet Ave.
94. House, 519 W. Hamlet Ave.
95. House, 511 W. Hamlet Ave.
96. Houses, 509, 507, 505, & 503 W. Hamlet Ave.
97. Houses, 514, 512, 510, & 108 W. Hamlet Ave.
98. Houses, 508, 506, & 504 W. Hamlet Ave.
99. Houses, 421 & 415 W. Hamlet Ave.
100. House, 411 W. Hamlet Ave.
101. Houses, 407 & 405 W. Hamlet Ave.
102. House, 420 W. Hamlet Ave.
103. House, 414 W. Hamlet Ave.
104. Houses, 408 & 400 W. Hamlet Ave.
105. Houses, 3— & 309 W. Hamlet Ave.
106. House, NW cor W. Hamlet Ave. & High St.
107. Houses, 302, 306, 308. & 312 W. Hamlet Ave.
108. Houses, 316 & 320 W. Hamlet Ave.
109. Houses, 223 & 215 W. Hamlet Ave.
110. Houses, 222 & 216 W. Hamlet Ave.
111. House, 206 W. Hamlet Ave.
112. Houses, SE cor W. Hamlet Ave. & Wilmington St. & 122 W. Hamlet Ave.
113. Former Gas Station, SE cor Raleigh St. & W. Hamlet Ave.
114. Houses, 219, 223, 229 Raleigh St.
115. House, 303 Raleigh Ave.
116. House, NE side Spring St., 0.1 mi S of cor w/Raleigh St.
117. RR Trestle, over Spring St. bet Raleigh St. & Bridges St.
118. Warehouse, on hill above SW side Spring St. bet. RR trestle & Bridges St.
119. Warehouse, NW cor Spring St. & Bridges St.
120. St. Peter United Methodist Church, NE side Church St. bet Bridges St. & Lakeside Dr.

121. Former Gas Station, in V formed by jct of Spring St. & E. Hamlet Ave.
122. "Night Line Intimate Apparel," NE side E Hamlet Ave. bet First & Second Sts.
123. House, 325 E. Hamlet Ave.
124. "Keep Safe Storage," 406 E. Hamlet Ave.
125. Houses, 403 & 415 E. Hamlet Ave.
126. House, 423 E. Hamlet Ave.
127. **Thomas Franklin Boyd House, 506 E. Hamlet Ave.**
128. Houses, 510 & 514 E. Hamlet Ave.
129. Houses, NE cor E. Hamlet Ave. & Fourth St. & 601 E. Hamlet Ave.
130. Houses, 612-610 E. Hamlet Ave.
131. House, 607 E. Hamlet Ave.
132. House, 611 E. Hamlet Ave.
133. House, 702 E. Hamlet Ave.
134. Houses, 706 & 710 E. Hamlet Ave.
135. House, 707 E. Hamlet Ave.
136. House, 711 E. Hamlet Ave.
137. House, 712 E. Hamlet Ave.
138. Former Gas Station, E. Hamlet Ave., just E of Richmond Co. Residential Recyclables
139. Outbuildings, E side NC 381, 0.1 mi S of jct w/SR 1615

CONTEXT VIEWS OF PHYSICAL ENVIRONMENT OF PROJECT AREA

- A. E. Hamlet Ave. (US 74), looking SE from Spring St./City Lake
- B. NC 381, looking S from just S of jct w/US 74
- C. SR 1615, looking NE from curve about 0.8 mi E of jct w/NC 381
- D. View of FORRCE headquarters & protest signs just N of project compound; view from NC 381, looking SE
- E. View of project compound from NC 381, looking N
- F. SR 1800, looking SE from a point approx. 0.8 mi NW of jct w/SR 1802
- G. NC 381, looking SE from just S of jct w/SR 1802 & 1803
- H. NC 381, looking SE about 1.0 mi NW of jct w/SR 1145
- I. US 74, looking SE about 0.4 mi SE of jct w/SR 1145
- J. US 74, looking NW at jct w/SR 1156



Mapped by the Army Map Service
Published for civil use by the Geological Survey
Control by USGS, NOS/NOAA, and USACE
Topography by photogrammetric methods from aerial photographs taken 1948. Field checked 1949
Polyconic projection. 10,000-foot grid ticks based on North Carolina coordinate system. 1000-meter Universal Transverse Mercator grid ticks, zone 17, shown in black. 1927 North American Datum. To place on the predicted North American Datum 1983 move the projection lines 12 meters south and 21 meters west as shown by dashed corner ticks
There may be private inholdings within the boundaries of the National or State reservations shown on this map

UTM GRID AND 1982 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET
Revisions shown in purple and woodland compiled by the Geological Survey in cooperation with State of North Carolina agencies from aerial photographs taken 1961 and other sources. This information not field checked. Map edited 1982



ROAD CLASSIFICATION

Heavy-duty	6 LAINE 16 LAINE	Light-duty
Medium-duty	4 LAINE 16 LAINE	Unimproved dirt

U.S. Route State Route

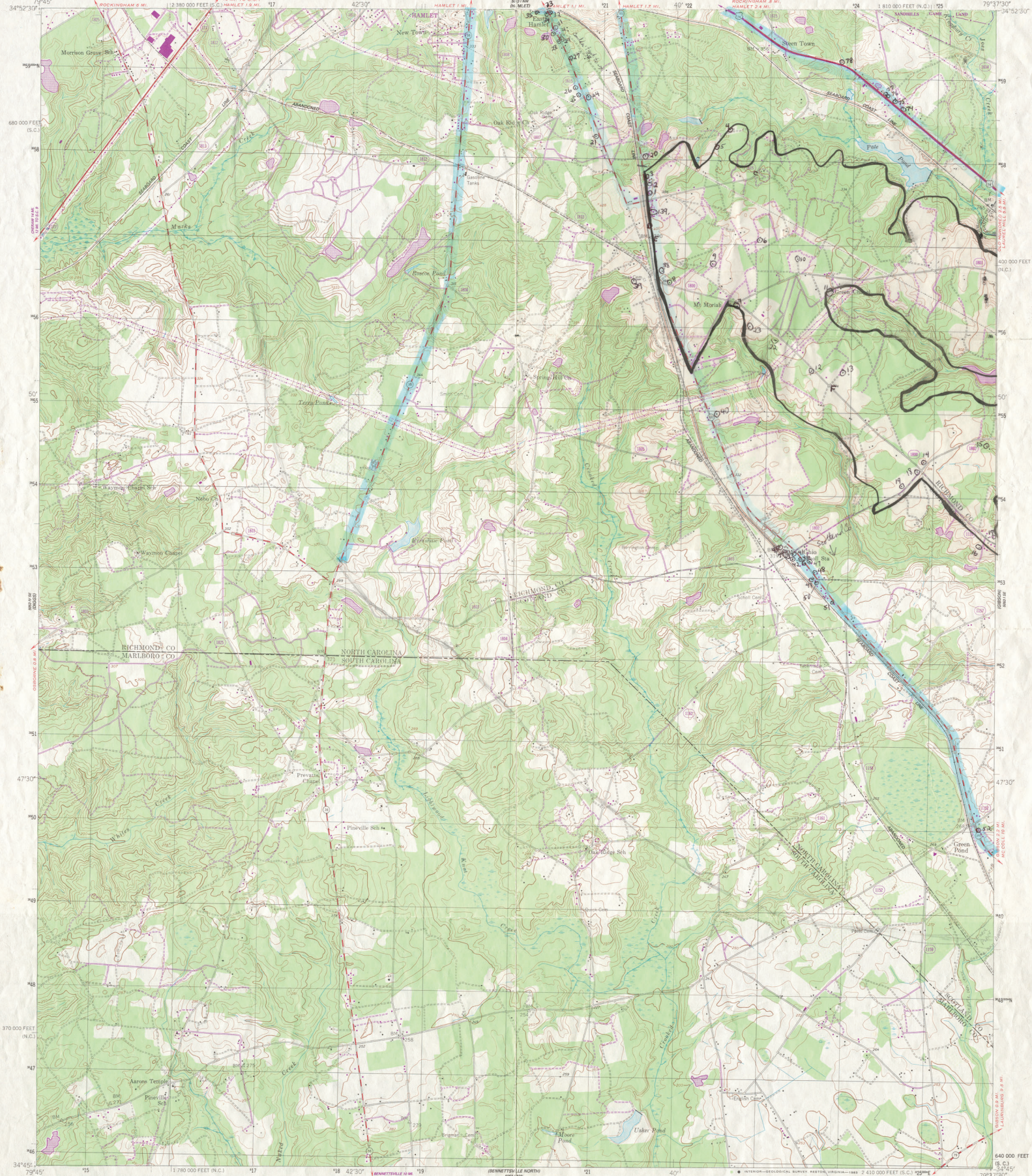
**N. C. LOW-LEVEL RADIOACTIVE
WASTE DISPOSAL FACILITY:**

RICHMOND COUNTY POTENTIAL SITE

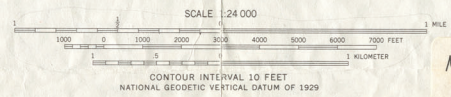
MARSTON, N.C.
NE 1/4 HAMLET 15' QUADRANGLE
N3452.5-W7930.7.5

1949
PHOTOREVISED 1982
DMA 5053 1 NE - SERIES Y842

FIELD MAP



Mapped by the Army Map Service
Published for civil use by the Geological Survey
Control by USGS, NOS/NOAA, and USCE
Topography by photogrammetric methods from aerial
photographs taken 1948. Field checked 1949
Polyconic projection. 10,000-foot grid ticks based on North Carolina
coordinate system and South Carolina coordinate system, north zone
1100-meter Universal Transverse Mercator grid, zone 17
1927 North American Datum. To place on the predicted North
American Datum 1983 move the projection lines 12 meters south
and 20 meters west as shown by dashed corner ticks
There may be private inholdings within the boundaries
of the National or State reservations shown on this map
Revisions shown in purple and woodland compiled by the
Geological Survey in cooperation with State of North Carolina
agencies from aerial photographs taken 1981 and other sources
This information not field checked. Map edited 1982



ROAD CLASSIFICATION

Heavy-duty	4 LANE LEANE	Light-duty
2 LANE LEANE	Unimproved dirt	
U. S. Route		State Route

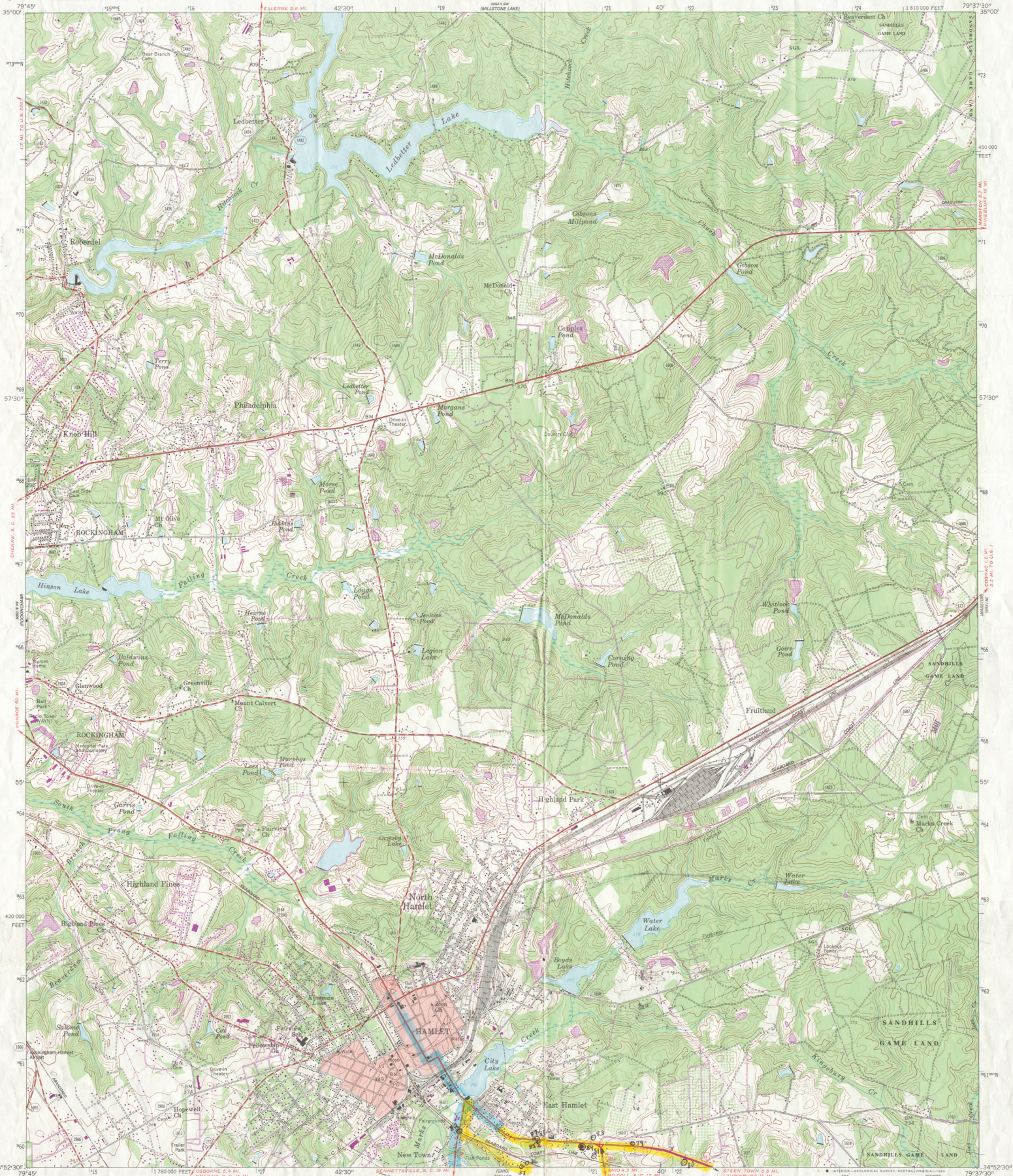
**N. C. LOW-LEVEL RADIOACTIVE WASTE
DISPOSAL FACILITY:**
RICHMOND CO. POTENTIALLY SUITABLE SITE

GHIO, N. C. - S. C.
SW4 HAMLET 15 QUADRANGLE
N3445-W7937.5/7.5

1949
PHOTOREVISED 1982
DMA 5051 SW-SERIES 5842

FIELD MAP

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



Mapped by the Army Map Service
Published for civil use by the Geological Survey

Control by USGS, NOS/NOAA, and USCE

Topography by photogrammetric methods from aerial photographs taken 1948. Culture and drainage revised from aerial photographs taken 1955-1956. Field checked 1957

Polycyclic projection. 10,000-foot grid ticks based on North Carolina coordinate system. 1000-meter Universal Transverse Mercator grid ticks, zone 17, shown in blue. 1927 North American Datum. To place on the projected North American Datum 1983 move the projection lines 12 meters south and 20 meters west as shown by dashed corner ticks

Red tint indicates area in which only landmark buildings are shown. There may be private inholdings within the boundaries of the National or State reservations shown on this map

Revisions shown in purple and woodland compiled by the Geological Survey in cooperation with State of North Carolina agencies from aerial photographs taken 1981 and other sources. This information not field checked. Map edited 1982

SCALE 1:24,000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092

A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Refer to Hamlet city maps for properties within Hamlet

N. C. LOW-LEVEL RADIOACTIVE WASTE DISPOSAL FACILITY:
RICHMOND COUNTY POTENTIALLY SUITABLE SITE

ROAD CLASSIFICATION
Heavy-duty — Light-duty
Medium-duty — Unimproved dirt

U.S. Route — State Route

HAMLET, N. C.
NW 1/4 HAMLET 15' QUADRANGLE
N 3452.5—W 7937.5/7.5

1957
PHOTOREVISED 1982
DMA 5053 1 NW—SERIES 9842

FIELD MAP



Source: Base Map Adapted from USGS 7.5 minute Quadrangle Maps
Adapted from Domes and Moore Land Use Map

LEGEND

• Structures
 Approximate Site Boundary

— Five Mile Radius from Site Centroid

— Historic Properties Surveyed Area Approximate Three Mile Radius

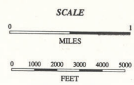
Surveyed Area

○ Non-eligible Property Location

□ Eligible Property Boundary

17 Property Number

Map #: DWG 12 DMLA-03-006



Drawing R-CR-3

Surveyed Area/APE with Locations
of Recorded Historic Properties and
Boundaries of Properties Eligible for
National Register

Figure 3.6-1