



### North Carolina Department of Cultural Resources

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

March 4, 1997

Division of Archives and History Jeffrey J. Crow, Director

Nicholas L. Graf Division Administrator Federal Highway Administration Department of Transportation 310 New Bern Avenue Raleigh, N.C. 27601-1442

Re:

Historic Structures Survey Report for US 74 Shelby Bypass, Cleveland County, R-2707, Federal Aid Project NHF-74(14), State Project 8.1801001, ER 97-8452

Dear Mr. Graft

Thank you for your letter of February 5, 1997, transmitting the historic structures survey report by Mattson, Alexander & Associates 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:

Cleveland County Bridge #79 (First Broad River Bridge), on eastbound US 74 over the First Broad River at the western city limits of Shelby. This property was previously determined eligible for the National Register under Criterion C through review of TIP W-3407.

Charles C. Hamrick House, south side of US 74 (Dixon Boulevard), near junction with W. Warren Street, Shelby. The Hamrick House is eligible for the National Register under Criterion C as a notable example of latenineteenth-century farmhouse architecture in Cleveland County that illustrates an adaptation of the traditional I-house type to suite changing tastes during the post-Civil War decades. We believe the proposed boundaries are appropriate for this property.

Burwell Blanton House, north side of US 74, 0.5 mile east of junction with SR 1313, Shelby vicinity. The Burwell Blanton House is eligible for the National Register under Criterion C as a rare and unusually imposing example of post-Civil War architecture in Cleveland County. Its restrained decorative treatment testifies to the influence of the Italianate style in rural Cleveland County at the time. We believe the proposed boundaries are appropriate for this property.



Coleman Blanton Farm (Brushy Creek Dairy Farm) (CL 12), west side of SR 1343, 0.1 mile south of junction with SR 1342, Shelby vicinity. The Coleman Blanton Farm was placed on the state study list on January 10, 1996. It is eligible for the National Register under Criterion A for its agricultural significance as the first commercial dairy operation in the county. It is also eligible under Criterion C for architecture because its vernacular Queen Anne farmhouse is a particularly intact example of this domestic type, and the collection of outbuildings illustrates types of farm buildings erected to support dairy farming. We believe the proposed boundaries are appropriate for this property.

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

Leila Crowder Wilson House, east side of SR 1162, approximately 0.5 mile north of US 74, Lattimore vicinity. This house has undergone extensive interior alterations and finer examples of bracketed L-plan houses survive in the county, and it lacks special historical significance.

Dedmon House, west side of SR 1842, approximately 0.4 mile down unpaved lane, Shelby vicinity. There are more intact I-houses from this period surviving in Cleveland County, and the Dedmon House lacks special historical significance.

The report in general meets our office's guidelines and those of the Secretary of the Interior.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act 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:

H. F. Vick

B. Church

bc:

Brown/Bevin

Martin County RF

# PHASE II INTENSIVE ARCHITECTURAL SURVEY AND EVALUATIONS U.S. 74, SHELBY BYPASS CLEVELAND COUNTY NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TIP NUMBER R-2707

Prepared by

Mattson, Alexander and Associates, Inc. Charlotte, North Carolina

Prepared for

De Leuw, Cather and Company Cary, North Carolina

# PHASE II INTENSIVE ARCHITECTURAL SURVEY U.S. 74, SHELBY BYPASS CLEVELAND COUNTY NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TIP NUMBER R-2707

1 1

#### Prepared by

Mattson, Alexander and Associates, Inc.
Frances P. Alexander, M.A.
Richard L. Mattson, Ph.D.
2228 Winter Street
Charlotte, North Carolina 28203
(704) 376-0985

#### Prepared for

De Leuw, Cather and Company 401 Harrison Oaks Boulevard, Suite 200 Cary, North Carolina 27513 (919) 677-0230

November 15, 1996	
Richard L. Mattson, Ph.D.	11/20/96 Date
Frances P. Alexander, M.A. MATTSON, ALEXANDER AND ASSOCIATES, INC.	Nov. 20, 1996 Date
Project Manager	Date
Barbara Chund_ NCDOT Historic Architectural Resources Section	1/23/97 Date

#### MANAGEMENT SUMMARY

This North Carolina Department of Transportation project is entitled *U.S. 74* Shelby Bypass and is located in Cleveland County. The T.I.P. Number is R-2707. The purpose of the project is to prepare a combined project location planning report and environmental impact statement (E.I.S.) for the proposed construction of a bypass highway around the City of Shelby.

The project alternatives involve the construction of a four-lane, controlled access freeway on new location to the north of Shelby to bypass the existing four-lane section of U.S. 74, or the improvement of existing U.S. 74 to a freeway-level facility through Shelby. The project, which is roughly 15 miles long, begins at SR 1001 east of the city and ends near SR 1162 west of the crossroads hamlet of Swainsville. The alternatives are illustrated in Figure 1.

This survey was conducted and the report prepared in order to identify historic architectural resources located within the area of potential effects (A.P.E.) as part of the environmental studies conducted by N.C.D.O.T. and documented by an environmental impact statement. This report is prepared as a technical addendum to the E.I.S. and is on file at the Department of Transportation, Raleigh, North Carolina. This addendum is part of the documentation undertaken to comply with the National Environmental Policy Act (N.E.P.A.) and the National Historic Preservation Act of 1966, as amended. Federal regulations require federal agencies to take into account the effect of their undertakings on properties included in, or eligible for inclusion in, the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings.

The report meets the guidelines for architectural surveys established by N.C.D.O.T. (15 June 1994). These guidelines set forth the following goals for architectural surveys: (1) to determine the A.P.E. for the project; (2) to locate and identify all resources 50 years of age or older within the A.P.E.; and (3) to determine the potential eligibility of these resources for listing in the National Register of Historic Places.

The methodology for the survey consisted of background research into the historical and architectural development of the area and a field survey of the A.P.E. The field survey was conducted by automobile as well as on foot to delineate the A.P.E. of the proposed highway alternatives and to identify all properties within this area which were built prior to 1946. Every property at least 50 years of age was photographed, mapped, and evaluated, and those considered worthy of further analysis were intensively surveyed and evaluated for National Register eligibility. For those resources considered to be eligible for the National Register, site plans were drawn and National Register boundaries determined.

The boundaries of the A.P.E. are shown on U.S. Geological Survey (U.S.G.S.) topographical maps (see Figure 14 in the Appendix). Situated in rolling, partially wooded terrain typical of the western Piedmont, the APE is defined by either topographical features, such as tree lines, creeks, and significant shifts in elevation, or by modern construction, all of which buffer the proposed alternatives. One hundred percent of the A.P.E. was surveyed.

A total of 105 resources, which appeared to have been built prior to 1946, were identified and evaluated. In depth evaluations for five resources were included in the Property Inventory and Evaluations Section of this report. These five evaluated properties include four farmhouses built in the late nineteenth and early twentieth centuries, and one early-twentieth-century farmstead. Three of these properties were considered eligible for the National Register. One additional property, the Cleveland County Bridge No. 79 (First Broad River Bridge), was determined eligible for the National Register in 1996 (T.I.P. No. W-3407). There are no National Register properties within the A.P.E., but the Coleman Blanton Farm is on the National Register Study List.

Determin	ed Eligible for the National Register	Page
No. 2.	Cleveland County Bridge No. 79	30
	(First Broad River Bridge) (D.O.E. 1996)	3.0
Propertie	es Considered Eligible	
	lational Register	
No. 1.	Charles C. Hamrick House	36
No. 3.	Burwell Blanton House	47
No. 45.	Coleman Blanton Farm (N.R. Study List 1996)	59
Propertie	s Evaluated Intensively and Considered Not Eligible	for the National
Register	the constant was a solution of the contract of	TOT THE NATIONAL
No. 19	Leila Crowder Wilson House	74
No. 56	Dedmon House	74
1.0.00	Deamon House	80
Other Pr	operties Evaluated and Considered Not Eligible for	or the National
Register	(see Appendix B)	. ~
No. 4	House	
No. 5	House	
No. 6	House	
No. 7	House	
No. 8	House	
No. 9	Hamrick Storage Building	
No. 10	House	
No. 11	House	
No. 12	House	
No. 13	House	
No. 14	House	
No. 15	Storage Building	
No. 16.	House	
No. 17	House	
No. 18	House	
No. 20	House	
No. 21	House	
No. 22	House and Outbuildings	
No. 23	House	
No. 24	House	
No. 25	House	
No. 26	House	
No. 27	House	
No. 28	House	
No. 29	House	

No. 30	House
No. 31	House
No. 32	Nolan-Hamrick House
No. 33	House
No. 34	House
No. 35	House
No. 36	House
No. 37	House
No. 38	House
No. 39	House
No. 40	House
No. 41	House
No. 42	House
No. 43	House
No. 44	House
No. 46	Log House
No. 47	House
No. 48	House
No. 49	House
No. 50	House
No. 51	House
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No. 72	House
No. 73	House
No. 74	House
No. 75	House and Outbuildings
No. 76	Hoyle House and Outbuildings
No. 77	House
No. 78	House
No. 79	House
No. 80	House
No. 81	House
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No. 83	House
No. 84	House
No. 85	House
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No. 86	House
No. 87	House
No. 88	House
No. 89	House
No. 90	House
No. 91	House
No. 92	House
No. 93	House
No. 94	House and Barn
No. 95	House
No. 96	Yarbro Farm
No. 97	House
No. 98	House
No. 99	Barn
No. 100	House
No. 101	House
No. 102	House
No. 103	House
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No. 105	House

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#### 11. INTRODUCTION

This Phase II intensive level architectural survey was undertaken in conjunction with the construction of the U.S. 74, Shelby Bypass in Cleveland County, North Carolina. The T.I.P. Number is R-2707. This project was conducted for De Leuw, Cather & Company of Cary, North Carolina, by Mattson, Alexander and Associates, Inc. of Charlotte, North Carolina. Richard L. Mattson and Frances P. Alexander served as the principal investigators, and the project was undertaken between May and August 1996.

The proposed federal undertaking involves the construction of a four-lane, controlled access freeway on new location to the north of Shelby, or the improvement of existing U.S. 74 to a freeway-level facility through Shelby. The project area is approximately 15 miles in length, and extends westward from the junction of U.S. 74 and SR 1001 east of Shelby, to just west of the U.S. 74-SR 1162 junction west of Shelby. The project location is depicted in Figure 1.

This architectural survey was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). Section 106 requires the identification of all properties eligible or potentially eligible for listing in the National Register of Historic Places according to criteria defined in 36 C.F.R. 60. In order to comply with these federal regulations, this survey followed guidelines set forth in Phase II Survey Procedures for Historic Architectural Resources (N.C.D.O.T., 15 June 1994).

Federal regulations require that the area of potential effects (A.P.E.) for the undertaking must be determined. The A.P.E. is defined as the geographical area, or areas, within which an undertaking may cause changes to the character or use of historic properties, if such potentially eligible properties exist. The A.P.E. is depicted on U.S. Geological Survey topographical maps in Appendix A (see Figure 14).

The A.P.E. was based upon the location of the proposed construction in relationship to natural and physical boundaries. The A.P.E. excludes the great majority of Shelby, including the city's historical core located north of existing U.S. 74. However, the A.P.E. encompasses U.S. 74 and its adjacent properties for the entire length of the project, including a segment running through the south side of Shelby. Modern, commercial strip activities border the highway in this area, creating a narrow area of potential effects.

As the proposed bypass alternatives move northward and westward around the outskirts of the city, the A.P.E. is delineated primarily by mature tree lines and modern residential and commercial construction. These features buffer the project from the older sections of Shelby to the west and south, and from an historically rural landscape to the east and north. West of Shelby, which is still characterized by farms and rural open space, the A.P.E. for these bypass alternatives is bordered by woodlands and undulating terrain, as well as modern residential and industrial land uses. Modern industries that border the A.P.E. tend to be concentrated near the small, textile-mill communities of Dover

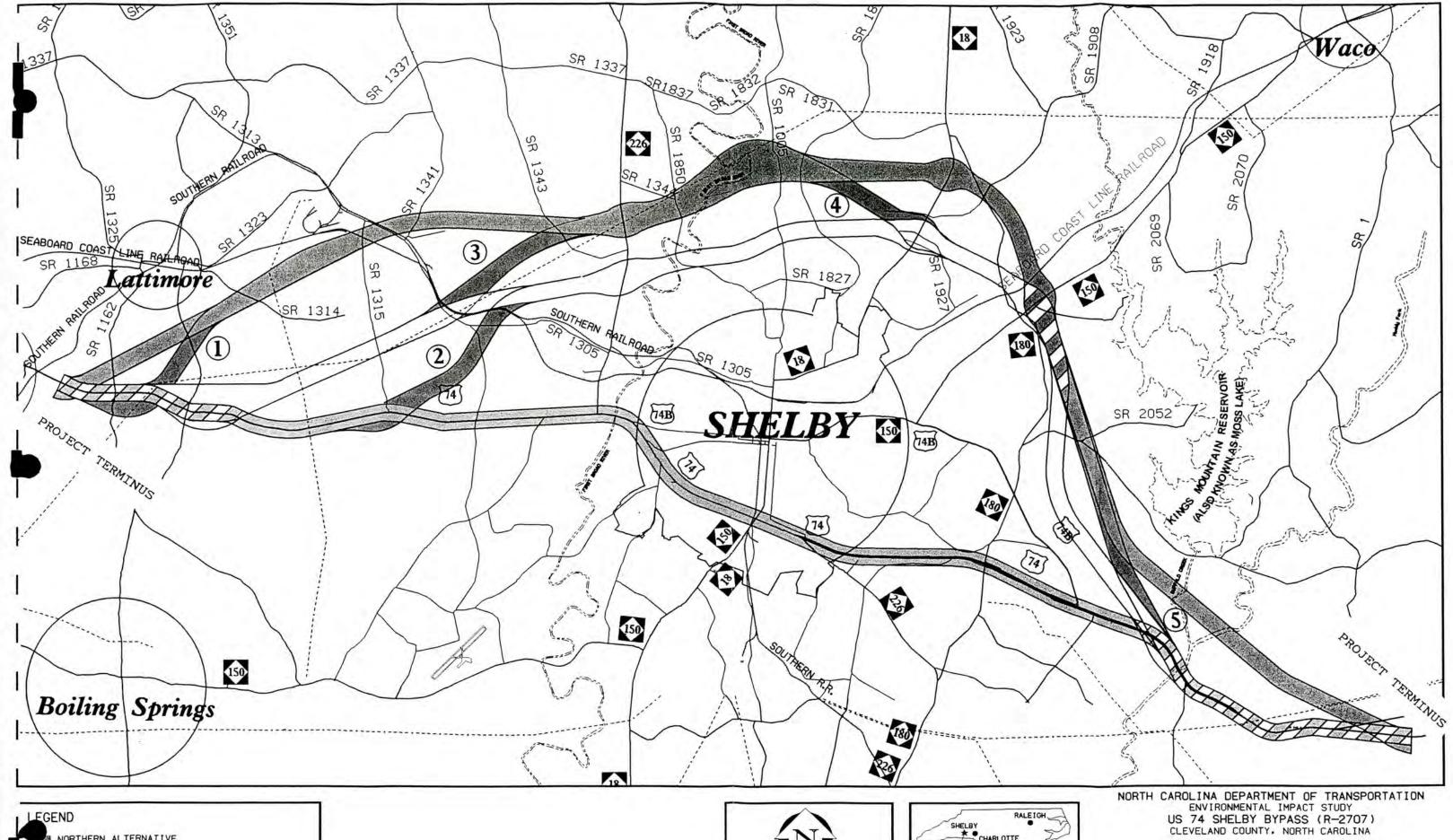
and Ora, reflecting industrial expansion in recent decades. Some modern light industries mark the northwest side of the A.P.E. near the small community of Washburn. Around the western terminus of the project, the A.P.E. is defined largely by residential development lining U.S. 74, and by woodlands and modern housing east of Mooresboro and south of Lattimore.

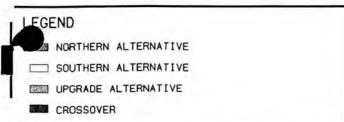
#### 111. PHYSICAL ENVIRONMENT

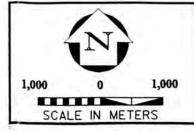
The project area and A.P.E. are characterized by well-rounded hills and low rolling ridges typical of the western Piedmont of North Carolina. Around the outskirts of Shelby, the alternative corridors pass through an historically agrarian landscape that still contains active farmsteads as well as abandoned agricultural fields and small stands of hardwoods and loblolly pines. The north-south First Broad River winds through the A.P.E. west of Shelby. Although not navigable, this quick Piedmont river attracted early industries, including a small, turn-of-the- century textile mill at Dover (just outside the A.P.E.). The Southern and the Seaboard Coast Line railroads both run east-west through the center of the A.P.E. These railways spurred the development of Shelby as a small textile manufacturing center in the late nineteenth and early twentieth centuries, and continue to attract industrial growth near the city. A collection of modern warehouses and light industries stand near the convergence of these two rail lines on the western side of the A.P.E. between the small communities of Washburn and Ora.

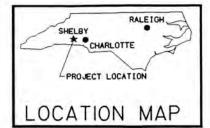
Although sections of the A.P.E. outside Shelby remain rural, modern light-industrial, commercial, and residential growth are rapidly changing this landscape. This modern development is most apparent on the east side of the A.P.E., where growth in recent decades has been triggered by the construction of Interstate 85 to the east.

The south side of the A.P.E. through Shelby and its immediate environs is dominated by modern commercial-strip activities lining U.S. 74. However, west of the First Broad River and N.C. 226, the A.P.E. near U.S. 74 opens into farmland mixed with residential growth and small crossroads hamlets. Although this area holds a scattering of farmhouses built between the late nineteenth and early twentieth centuries, it is dominated by one-story dwellings built along the highway in the 1950s and 1960s. A large industrial park on the south side of U.S. 74 west of the First Broad River signals a trend towards industrial expansion in this section of Cleveland County.









REASONABLE AND FEASIBLE ALTERNATIVES

FIGURE 1



#### IV. METHODOLOGY

This Phase II architectural survey was conducted as part of the planning for the construction of the U.S. 74, Shelby Bypass in Cleveland County, North Carolina. The architectural survey for this federally funded project was undertaken in accordance with the Department of Transportation Act of 1966, Section 106 of the National Historic Preservation Act of 1966, as amended (36 C.F.R. 800), and the F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents). The survey followed guidelines set forth in *Phase II Survey Procedures for Historic Architectural Resources* (N.C.D.O.T., 15 June 1994).

The Phase II architectural survey had three objectives: 1) to determine the area of potential effects; 2) to identify all resources within the A.P.E. which may be potentially eligible for listing in the National Register of Historic Places; and 3) to evaluate these potential resources according to National Register criteria. The N.C.D.O.T. Phase II survey guidelines set forth the following procedures: 1) identify and map the area of potential effects; 2) photograph and indicate on a U.S.G.S. map all properties older than 50 years of age; 3) conduct historical research; 4) prepare a summary of findings; 5) conduct an intensive field survey; 6) prepare a final presentation of findings; and 7) prepare North Carolina survey forms for each property evaluated intensively in the Property Inventory and Evaluations Section of the survey report.

The survey consisted of both field investigations and historical research. The fieldwork began with a windshield survey of the general project area to determine the A.P.E., which is illustrated in Appendix A. Within this A.P.E., all properties 50 years of age or older were photographed and indicated on a U.S.G.S. quadrangle map. Properties were evaluated as either individually eligible for the National Register or as contributing elements to a National Register historic district.

Historical research, using both primary and secondary sources, was conducted to trace the historical and architectural development of the general study area. This research included a review of the architectural survey files at the North Carolina Division of Archives and History in Raleigh. Although no comprehensive architectural survey has been conducted for Cleveland County, in 1979, a survey was completed for Kings Mountain, and in 1982, a National Register historic district nomination was completed for the historical center of Shelby (Perrin 1979; Keller and Keller 1983). Although both Kings Mountain and the core of Shelby are not within the A.P.E., both surveys offered insights into the broader historical and architectural developments of the county. In addition, one property within the A.P.E., Cleveland County Bridge No. 79 (No. 2), was determined eligible for the National Register in 1996 (T.I.P. No. W-3407), and another property, the Coleman Blanton Farm (No. 45), was placed on the state's study list for the National Register in 1996.

Local historians, planners, and private property owners were contacted to provide historical information about specific properties within the A.P.E. Mr. William McCarter, Cleveland County Planning Director, and the staffs of the Cleveland County Public Library, Cleveland County Historical Museum, Uptown Shelby Foundation, and the Historic Shelby Foundation were particularly



helpful. The Heritage of Cleveland County (1982) was also a valuable source of information on the overall history of the county as well as specific families.

Following the research and the preliminary field survey, a preliminary presentation of findings was prepared and submitted to the Historic Architectural Resources Section of N.C.D.O.T. for review. After consultation with N.C.D.O.T., the principal investigators conducted an intensive-level field survey of those resources that merited further evaluation. For each of these resources the following information and supporting materials were provided: a physical description and evaluation of integrity; photographs of the exterior and interior (with owner permission); a site plan; historical background information; and a North Carolina Historic Structure Data Sheet. In addition, for those resources recommended as eligible for the National Register, the eligible boundaries were depicted on county tax maps. The fieldwork for this project was conducted May 12 and 21-22, June 4, and August 1-3, 1996. One hundred percent of the A.P.E. was examined.



#### V. BACKGROUND INFORMATION AND HISTORIC CONTEXTS

#### Historical Overview

#### Settlement to the Civil War

Located in the western Piedmont at the foothills of the Blue Ridge Mountains, Cleveland County was first settled in the mid-eighteenth century. The earliest settlers were principally Scotch-Irish and Germans pioneers who formed a wave of migration into the North Carolina Piedmont from Pennsylvania. However, the greatest influx of settlers, also comprised of Germans and Scotch-Irish, came after the Revolution from surrounding North Carolina counties. Other newcomers in this period arrived from Virginia or traveled up the Broad River from Charleston, South Carolina. These migrants established farmsteads in the southern and central sections of the county where the rolling Piedmont landscape and fertile bottomlands of the First Broad River were conducive to cultivation (Sharpe 1954: 1206). The population grew throughout the early nineteenth century, and Cleveland County was formed in 1841 from a partition of Rutherford and Lincoln counties. Located on land donated by James Love and William Forbes, Shelby was established as the county seat in 1843 (Sharpe 1954: 1206; Cleveland County Historical Association 1982: 2).

Prior to the introduction of rail service in the 1870s, the economy of Cleveland County was largely influenced by the peculiar geography of North Carolina. With few navigable rivers and waterways, which generally flowed north to south, east-west transportation in the state was difficult, and area farmers could not easily reach the port of Wilmington. Local transportation was also hindered by poor roads and numerous streams, which had to be either forded or ferried. Prior to the Civil War, there was only one bridge in the county. that being across the Broad River (Our Heritage 1976: 168). As a result of these transportation obstacles, the Piedmont and mountain regions of the state, though heavily settled, were largely isolated from coastal trading centers. Diversified, self-sufficient farming rather than large-scale, commercial agriculture characterized Cleveland County agricultural practices. In the absence of a market agricultural economy, only limited trade was conducted, principally through York, Columbia, and Charleston, South Carolina. Consequently, the county seat of Shelby remained little more than a crossroads community prior to the Civil War.

While isolation imposed restraints on agricultural development, the subsistence economy promoted localized, cottage industries. Just as the absence of good transportation prevented the marketing of local goods, it also restricted access to manufactured products. Corn was often converted to whiskey; local cotton and flax (grown primarily during the Colonial period) generated small-scale textile production, while tanneries processed leather from local livestock. Because of extensive grain cultivation, the county also had a number of grist mills, taking advantage of the numerous, swiftly flowing streams for water power. A few paper mills were also established to process timber, including one started by Lincoln County native David Froneberger, near Buffalo Mill northeast of Shelby (Our Heritage 1976: 161; Cleveland County Historical Association 1982: 3; Our Heritage 1976: 162).

Isolation also stimulated iron manufacturing for the regional market during

the first half of the nineteenth century. Centered in neighboring Lincoln County, this early iron industry included ten forges and four furnaces by 1823. Peak production occurred in 1830 after which the North Carolina iron industry declined rapidly as the rich Pennsylvania coal fields were opened. The 1860 census noted that there were still forty-nine iron works in the state, most of which were located in Lincoln, Cherokee, Cleveland, Surry, and Cumberland counties (Lefler and Newsome 1954: 377).

In addition to iron mining, gold and tin extraction formed a small but important antebellum industrial activity in several Piedmont counties, including Cleveland County. Iron mines were dispersed across the county, but Kings Mountain became a focal point for gold mining after Ben Briggs, who operated iron mines on his land near Kings Mountain, discovered gold in 1834. This discovery set off a flurry of gold prospecting in the county.

Sulphur springs were discovered east of Shelby, and as other mineral springs were found throughout the county, hotels and inns were built for tourists (Sharpe 1954: 1206). Drawing guests from as faraway as Texas and Missouri, the Cleveland Springs Hotel, owned by Scottish immigrant Thomas Wilson, was one of the most notable of the antebellum inns (Our Heritage 1976: 145).

Despite their potential, mining and this nascent form of tourism represented only a small portion of the overall economy, and the county remained overwhelmingly a society of yeomen farmers until after the Civil War. Although a progressive group of planters began in the 1830s and 1840s to promote railroad and road construction, educational expansion, and a market economy throughout the state, Cleveland County was largely unaffected by this push for modernization (Bishir 1990: 162). Transportation improvements and the emergence of a cash crop economy in Cleveland County were delayed by war. Although largely spared the destruction of the Civil War, the county seat of Shelby was occupied during the final months of the conflict when General George Stoneman's army advanced on Piedmont North Carolina from Tennessee (Lefler and Newsome 1954: 433).

#### Reconstruction through World War II

While the Civil War did little direct damage to Cleveland County, the local economy, like the larger regional economy, was destroyed. In the aftermath of the Civil War, the subsistence agriculture of the antebellum period was slowly transformed to staple crop production, and Cleveland County began to grow cotton on an extensive basis (Branson 1884: 225-229). Merchants spurred this transformation. The self-sufficient farmers of the prewar years conducted little business with storekeepers, but changes in national banking laws after the Civil War, which located most banks in the North, left Southern merchants to control credit. Scarce cash led to the passage of lien laws which permitted the use of unplanted crops as collateral. Thus, stores became powerful economic and political agents as the source of loans and desperately needed credit. The new economy promoted cash crop cultivation, particularly cotton, as a means of repaying debts and purchasing goods formerly produced at home. Consequently, the crop-lien system encouraged dependence on a single crop and reduced the inherent stability and self-sufficiency of a diversified agricultural economy. At first the problems of the new market agriculture were hidden as cotton production, stymied during the war, drove



the price of cotton up by the late 1860s. But by the 1880s, prices had dropped with increased cultivation, both in the U.S. and abroad. Reaching a low of five cents per pound during the depression of the 1890s, the limitations of cash crop production were all too clear (Ayers 1992: 13-14).

Throughout the South, the new mortgage and lien laws and the end of the subsistence economy fell hardest on small-scale farmers who found themselves caught in a vicious cycle of debt. The tenant system increased as small farms were incorporated into larger holdings, and former owners became tenant farmers or wage laborers, or quit altogether.

Of paramount importance to the economic revitalization of the state after the war was the resumption of rail construction. Throughout the South, the construction of rail lines soared by the 1870s so that nine out of every ten Southerners lived in a county served by rail in 1890 (Ayers 1992: 9). For the inland counties of the North Carolina Piedmont, the construction of rail lines after the war transformed local economies, ending decades of isolation. Throughout the area, towns that voted bonds to lure the railroads poised themselves for growth and the rising industrialism of the New South. Those towns that voted down rail bonds, such as Shelby and Lincolnton, subsequently lagged behind neighboring communities in development. In 1873, when the Atlanta and Charlotte Air Line (later consolidated into the Southern Railway system) began constructing a north-south route (ultimately connecting New Orleans with Richmond and northern cities), the county seat of Shelby was bypassed in favor of Kings Mountain. Known originally as White Plains, Kings Mountain quickly grew with the railroad, and by the mid-1880s cotton mills and mining operations had opened in the new rail town. The first rail service to Shelby came in 1875 when the Carolina Central Railroad (subsequently part of the Seaboard Railroad) built the Lincolnton-to-Shelby segment of its route from Wilmington to Rutherfordton, finally giving the county access to the coast (Cleveland County Historical Association 1982: 3; Weathers 1956: 87-88). In 1885, northern investors became interested in building a railroad through Shelby as part of a line from Charleston, South Carolina, through Cincinnati, to Chicago. In 1890, a portion of that railway was completed linking Shelby with Kingsville, South Carolina and Marion, North Carolina (Our Heritage 1976: 171).

Transportation improvements altered not only agricultural patterns, but by the 1880s encouraged the industrialization embraced across the South where productivity and industrial growth rates outstripped national averages (Ayers 1992: 22). Although agriculture remained the mainstay of the economy, rail service promoted industrial production, and textile manufacturing in particular became an increasingly important economic sector. Cleveland County was well-suited to textile production, and the county participated in the textile boom underway throughout the Piedmont during the second half of the nineteenth century. As Cleveland County became a major cotton-growing county in the late nineteenth century, local farms supplied local mills with raw cotton. Cotton also spurred the development of cotton seed and oil processing plants, and by the turn of the century the county supported more than 50 cotton gins (Bureau of Labor 1902: 479-480). In addition, its location in the foothills of the mountains provided numerous sites with falling water for powering the mills.

By the early 1870s, Cleveland County had two mills: the E.A. Morgan and

Company, which produced cotton yarns at Double Shoals, and the Cleveland Cotton Mill, located north of Lawndale. The Cleveland Cotton Mill had been established by Major H.F. Schenck, who also built the Schenck-Ramsaur cotton mill on the site of a former grist mill in 1873. In 1887, the first factories in Shelby and Kings Mountain were erected, stimulating the growth of these two towns. By the end of the century, the county supported seven textile mills. As cotton and textile manufacturing rose in importance, tobacco cultivation in the county went into decline as bright leaf tobacco and automated cigarette production reoriented the tobacco industry to other regions of the state. By the end of the century only one tobacco plant remained (Sharpe 1954: 1208; Cleveland County Historical Association 1982: 3; Branson 1869: 41-42; Branson 1884: 225-229).

Despite the rise in textile production, most nineteenth-century manufacturing firms in Cleveland County continued to be small operations, serving local needs. In the mid-1880s, the county had two tanneries, a vineyard near Shelby, boot, shoe, and saddle manufacturers, as well as several local operations making farm machinery. Lattimore resident W.T. Calton began manufacturing cotton and corn cultivators in 1894, while W.D. Lemmons of Early invented and produced a combination fertilizer distributor and cultivator. J.W. Lineberger, A.W. Eskridge, and B.B. Babington produced a number of farm machines in addition to plows, buggies, and wagons. Paper mills and steam powered planing mills took advantage of the vast timber stands, while numerous corn and flour mills were dispersed throughout the county (Branson 1884: 225-229).

Mineral extraction was resumed after the Civil War. The Mountain Gold Mining Company of Shelby continued the limited gold mining begun before the war, and iron companies reopened to process local ore. However, the discovery of other minerals, notably tin, monazite, mica, and lithium, located in the Lincolnton-Gaffney mineral belt near Kings Mountain, expanded this form of industrial production (Sharpe 1954: 1209; Cleveland County Historical Association 1982: 16). While iron and gold mining had limited markets, mica and monazite (used in paints and incandescent light bulbs) were in particular demand on the national and international markets and remained so into the twentieth century. In 1905, the largest monazite companies in the U.S. were headquartered in Shelby. Monazite mining ended in the early twentieth century when trade restrictions were lifted and other countries began supplying the mineral more cheaply (Weathers 1956: 184).

Railroad construction, industrialization, and the growth of a commercial agricultural economy spurred rapid urbanization. Between 1870 and 1880, the number of towns in the South doubled, and doubled again by 1900. Many Southern towns and cities expanded into sizable commercial centers and experienced growth rates nearly twice the national average (Ayers 1992: 20). Shelby was no exception, and by the end of the 1870s Shelby was entering a period of prosperity and growth. By the 1890s, Shelby had two cotton mills, nine iron foundries or machine shops, two sash and blind factories, as well as thirty dry goods or grocery stores and numerous specialty shops (Keller and Keller 1983: 7-8).

Urbanization continued into the twentieth century. While no town in the county had 2,500 or more residents in 1900, eleven percent of Cleveland County



towns had populations greater than 2,500 in 1910 (Thirteenth Census, 1910: 576, 600). But despite the new rail access, industrialism, and town growth, Cleveland County continued to be primarily agricultural in the twentieth century.

Cleveland County continued to be characterized by small, intensively worked farms, and had some of the highest valued farmland in the state (Bureau of Labor 1900: 128-129). However, farms were equally divided between owner-operated farms and tenant operations, and by 1910 the number of share-cropper tenant farms was on the rise, underscoring persistent problems in the agricultural economy. The tenant system continued to favor cash crop production, and throughout the first half of the twentieth century cotton remained the most valuable staple crop cultivated in the county. In 1900, only ten North Carolina counties produced more cotton than Cleveland County (Bureau of Labor 1902: 92).

However, cotton prices, which had plummeted in the agricultural depression of the 1890s, caused many farmers to look for other forms of cultivation by the early twentieth century. Cleveland County, where ninety percent of the farms already raised livestock, turned to dairy farming as an alternative to cotton. By World War I, the development of refrigeration, improved roads, trucking, and urban markets spurred dairy farming throughout the state. Cleveland County became one of the leading dairy counties in North Carolina (Thirteenth Census 1916: 660).

Beginning in the early 1920s, the state, through the department of agriculture and its extension agents, began advocating a return to greater diversity in an attempt to break the one-crop pattern and to keep more earnings within the state. Despite this trend, Cleveland County became one of the leading cotton producers in the state, emerging from the agricultural depression of the 1920s relatively unscathed as cotton production rose from 8,000 bales to 80,000 bales during the decade. Despite the rise of cotton production in Cleveland County, corn, hay and forage remained important crops as did vegetables and orchard fruits (Department of Labor 1924: 320, 331).

Throughout the Piedmont, the textile industry continued to expand during the early twentieth century. Dispersed throughout the county in railroad towns or located in separate mill communities, Cleveland County had fifteen mills by 1900. The Enterprise Mill (1893), the Cora Mill (1900), the Bonnie Mill (1900), and the Lulu Manufacturing Company were all located in King's Mountain, while the Belmont Mill (1890), the Shelby Mill (1899), the Mary-Etta Mill (1901), and the Lauraglenn Mill (1892) were situated in Shelby. The Double Shoal Mill had been founded in 1894, while the Lawndale Mill (1888) was opened in Cleveland. The Buffalo Manufacturing Company opened in 1893 in Stubbs, and the Samuel Young Company operated a woolen mill at Mooresboro. Two mills opened in 1901: the Waco Knitting Mill in Waco and the Laura Knitting Mill in Shelby (Bureau of Labor 1901: 198). In 1907, John R. Dover began textile operations in Grover, Lawndale, and Dover.

Production accelerated even more in preparation for World War I, with ten cotton mills located in Kings Mountain alone and Shelby supporting seven mills. In addition, the manufacturing base of the county expanded with gristmills, sawmills, planing mills, sash and blind factories, and shingle manufacturers. Cotton seed and cotton oil plants processed the by-products of



cotton cultivation and paper mills, pulp plants, and commercial printing houses developed from the timber industry. Creameries were built to handle increasing volumes of dairy productions, and harness makers and tanneries continues to serve the farm population (Department of Labor 1920: 205-209).

Throughout the Piedmont, the build-up for war generated prosperity and growth in to the 1920s, when nearby Charlotte became the center of the American textile industry. Railroad service, proximity to cotton-growers, inexpensive labor, and an aggressive program of hydroelectric plant construction all spurred the growth of textile manufacturing.

Long a producer of numerous minerals, Cleveland County was also found in the 1920s to have vast deposits of lithium, which had widespread application in automotive lubricants and later in nuclear energy production. One of the most commercially viable sources of lithium was found in the twenty-five mile belt between Lincolnton and Grover, on the south side of Cleveland County, and by the mid-twentieth century, Cleveland County produced one-half of the world's lithium (Our Heritage 1976: 152).

The increasing importance of textiles and other forms of manufacturing to the local economy is reflected in residential patterns. After World War I, the farm population, which still represented the majority of Cleveland County residents. began to drop. In 1920, eighty-one percent of the population resided on farms, but by 1930 the farm population had dropped to fifty-seven percent. By 1940, the county population was equally divided between urban and rural (State Planning Board 1946).

Although the county suffered economically from the depression of the 1930s, the political influence of a group of Cleveland County politicians known as the Shelby Dynasty ameliorated some of the worst conditions. Beginning in 1928 with the election of Shelby native Max Gardner as governor, the Shelby Dynasty began a long period of control over state politics. A friend and political ally of Franklin D. Roosevelt, Gardner initiated a series of state-wide reforms including state control over county roads, the consolidation of the university system, creation of a state tax commission, passage of the Workmens' Compensation Act, prison improvements, and the beginnings of a parole system. Although Gardner left office in 1933, the Shelby Dynasty remained in control of state politics until the early 1950s. Gardner opened an office in Washington, D.C., where he became a member of the National Democratic Committee and an advisor to Roosevelt during the Depression.

The influence of Gardner, and later Senator Clyde Hoey, enabled Cleveland County to benefit from numerous New Deal programs. The Public Works Administration undertook the construction of a new city hall in Shelby, the Shelby High School, and a new sewage system and street paving for the county seat. Of importance to the entire county was the enforced stabilization of the tobacco, cotton, and textile industries which kept many cotton farms intact and many mills open. Nevertheless, the growing production of cotton in the western United States and a global oversupply on the world textile market wreaked havoc for cotton farmers and textile mills alike during the depression. Only the accelerated production in preparation for World War II created a demand for cotton textiles.



#### Conclusion

Since the 1950s, Cleveland County has become increasingly industrialized. Peak production occurred in 1948, when Cleveland County was still producing more cotton per acre than even the Mississippi Delta (Keller and Keller 1983: 14). However, during the 1950s, droughts, insect infestations, and governmental controls forced a decline in cotton production. Federal crop reduction programs made vast cotton acreage a liability, and instability within the textile industry also emphasized the need for diversification. In 1950, agricultural crops had produced income totaling \$14 million, but by 1960 the county was cultivating crops worth less than \$5 million. Local leaders began concerted efforts to attract industry by the mid-1950s, and by 1976 there were more than 100 manufacturing plants in the county (Sharpe 1954: 1203, 1207).

Industry served as a balance to agriculture, but farming also became modernized. Cotton fields were converted to pasture land as livestock, dairying, and poultry production became increasingly important. The postwar period has been a time of adjustment for Cleveland County, and with the decline in cotton production and textile manufacturing the county seat of Shelby has registered a decline in population from 16,571 in 1975 to 15,310 in 1980 (Our Heritage, 1976: 164). Increasingly, however, Cleveland County is attracting new light industry as the county is being absorbed into the outer ring of counties surrounding the Charlotte metropolitan area.



#### Agricultural Context:

#### Commercial Dairy Farming in Cleveland County

Commercial dairying played a small part of the agricultural economy of nineteenth-century North Carolina. In this overwhelmingly rural state, most farmers raised a few dairy cows for domestic consumption, but as with all perishable products, the need for rapid and reliable distribution remained a stumbling block to marketing dairy products beyond immediate locales. A second hindrance was the absence of urban markets in need of milk products. Commercial dairies were generally located near towns or cities where the populations support commercial agriculture. North Carolina supported few such markets in the nineteenth century. Not surprisingly, of the counties which produced milk in 1869 (and only 38 of the 90 counties in North Carolina produced any at all), Wake and New Hanover counties, with the Raleigh and Wilmington markets, respectively, led in milk production (Owen 1995). Cleveland County farms, with their 2,577 dairy cows enumerated in the 1870 Census, had an average number of dairying operations, but one which seems to indicate dairying solely for domestic use (Compendium of the Ninth Census 1870: 766-767).

Throughout the second half of the nineteenth century, rail construction, industrialization, and urban growth all spurred the growth of commercial dairying operations so that while only 17,000 gallons of milk were produced state-wide in 1870, by 1890 North Carolina produced over 55 million gallons of milk (Owen 1995). Even with increased production, dairying remained a dispersed operation because of marketing constraints, and in 1890 the ten leading dairy counties combined accounted for only a quarter of total production (Owen 1995). Although dairying had increased dramatically across state since the end of the Civil War, in 1890 there were no commercial dairying concerns in Cleveland County. Making the transition to a cash economy, Cleveland County had become one of the leading cotton-growing counties in the state since the war (State Board of Agriculture 1896: 159).

The agricultural depression of the 1890s further encouraged the development of a dairying industry as plummeting cotton prices exposed the weaknesses of a cash crop economy. Farmers, in an effort to diversify their risk, increased the production of dairy products, and gradually this sector became a more significant part of the rural economy of North Carolina. Cleveland County was no exception to this trend, and by World War I the county had become one of the leading dairy producers in the state (Thirteenth Census 1916: 660).

Other factors contributed to the expansion of commercial dairying after the turn of the century. Experiments in livestock breeding after the Civil War had put this aspect of production on a more scientific basis while rail expansion and improved local roads fostered more rapid distribution. By World War I, the widespread use of automobiles and trucks became essential elements of the distribution system. Particularly in the industrializing Piedmont, the growth and dispersal of textile mill towns created a demand for dairy products. Technological innovations in refrigeration and pasteurization ensured the safety of these perishables, which in turn widened the markets for dairy products as did the billeting of soldiers for World War I. The establishment of



co-operative creameries as collection, and in some cases, processing centers also allowed farmers to make distribution more efficient. In 1917, nine creameries had been established throughout the state including Cleveland County (Biennial Report of the North Carolina Department of Agriculture 1917: 12).

Dairying was given a boost when state departments of agriculture created extension offices prior to World War I as a means of promoting new methods of farming and soil conservation. State and federal programs also began to encourage a return to diversified agriculture as a safeguard during economic downturns, and dairying became a focal point of the new agricultural programs. Agricultural extension offices introduced clover and alfalfa as winter cover crops, enabling farmers to increase milk production, and in 1918. they initiated a plan to control tuberculosis in dairy cattle (Lally, 1994: 140). In 1921, the state passed a law giving the department of agriculture the authority to inspect dairy products and plants. With these technological improvements, increased demand, and governmental quality controls, dairying increased state-wide, particularly during the 1920s when the boll weevil destroyed the cotton economies of many counties. unaffected by the boll weevil, Cleveland County actually increased its cotton production during the 1920s, making the county the leading producer of the fiber. Nonetheless, dairy operations also continued to grow during the 1920s and 1930s as increasing urbanization ensured demand and buffered dairy farms from the agricultural depression of the 1920s. Cleveland County remained a principal dairy producing county through World War II with dairy products accounting for 4.8 per cent of all farm income in the county, above the 3.6 per cent average for the state (North Carolina State Planning Board 1946).

Commercial dairying coincided, in large measure, with the formation of state departments of agriculture in the early twentieth century, and agricultural extension agents promoted dairying by ensuring the quality and safety of the products and by promoting sanitary farm conditions. The agricultural extension service designed standardized plans for milking barns, with gable or gambrel roofs, and concrete block walls. Concrete block was considered easier to clean than frame construction, and by the 1920s and 1930s milking barns were also required under the new state hygiene laws to have concrete floors which could easily be washed down (Lally 1994: 151).

Located within the A.P.E., the Coleman Blanton Farm was established in 1909 as the first commercial dairy farm in Cleveland County and the first to institute home delivery service. Coleman Blanton also built the first bottling works in Shelby and was one of the founders of the Cleveland County Fair where he exhibited his livestock (Cook Interview 1996). Recommended as eligible for the National Register under Criterion A for agriculture and Criterion C for architecture, this farm retains a remarkable collection of twentieth-century dairy-related outbuildings (1909-1946). The outbuildings include a concrete block dairy barn, a block house for manufacturing the concrete building material, a smokehouse, dairy bottling house, granary, tractor shed, and coal house.



Specific Guidelines for Evaluating the Eligibility of Dairy Farms in Cleveland County

To be recommended as eligible for the National Register, a dairy farm in Cleveland County must retain both architectural and landscape elements to represent the rise of commercial dairy farming in the early twentieth century. The farmhouse should be basically intact, and the farmstead itself must retain a sufficient assortment of intact outbuildings to illustrate the operation of a dairy farm in this period. These buildings must include a well-preserved milking barn and a storage or processing building, such as a milk shed or a bottling house. The property should also have associated pasture land for livestock that relates to the period of significance.



#### Architectural Context:

# Domestic Architecture of Cleveland County: Late Nineteenth and Early Twentieth Centuries

In Cleveland County and throughout the region, the surviving architecture of the late nineteenth and early twentieth centuries demonstrates the persistence of traditional forms and the conservative expressions of nationally popular styles (for similar trends in nearby Piedmont counties, see Mattson and Huffman 1989; Brown 1986). Even as innovative, light framing techniques, the mass production of milled lumber, the widespread distribution of builders' pattern books, and the arrival of the railroad encouraged new forms, plans, and elements of style, customary building patterns predominated (Bishir 1990: 287-295).

Especially in rural Cleveland County, the traditional rectangular dwelling, one room deep, with a front porch, rear ell, and a center hall plan, remained a favorite choice into the early twentieth century. The two-story version--the I-house--persisted as a symbol of rural economic attainment (Southern 1978: 78-81). As throughout the region, these houses tended to be conservatively decorated, with the most fashionable models displaying a vernacular blend of classical and picturesque motifs (Perrin 1979; Keller and Keller 1983; Bishir 1990: 290-294).

Clevelane Although no comprehensive architectural inventory exists for Shelby County, a drive-through survey of the county conducted for this project revealed a host of these traditional house types located in rural areas as well as in the small towns. For example, such communities as Boiling Springs, Lattimore, Mooresboro, Polkville, Bellwood, and Kings Mountain all include various expressions of regional architectural forms. Shelby, the county seat and principal town, retains some handsome I-houses as well as one-story, rectangular cottages built in the late nineteenth and early twentieth centuries. However, along Warren, Marion, North Lafayette and Washington streets--Shelby's major residential thoroughfares--an array of well-preserved Queen Anne, Neo-Classical Revival, and Colonial Revival residences reflect a growing acceptance of mainstream, national styles among Shelby's upper and middle classes as the town prospered in the years before and after 1900. While the county seat boasts a number of impressive residences in these styles, it also contains simpler one-story and story-and-a-half L-plan houses with decorative sawnwork trim (Keller and Keller 1983).

In the countryside, I-houses from this period--and especially the early twentieth century--are dispersed throughout Cleveland County. Although many have been substantially altered by replacement sidings, new porches, and modern fenestration, a number of largely intact versions also survive. These well-preserved examples typically have side-gable roofs, three-bay facades, chamfered- or turned-post front porches, and six-over-six, four-over-four, or two-over-two wood-sash windows. A selective examination of their interiors reveals center stairhalls, two-panel or four-panel doors, and post-and-lintel mantels occasionally embellished with bracketed shelves and curvilinear frieze boards. For example, the ca. 1890 Robert Gidney House, situated east of Shelby (outside the A.P.E.), is an I-house distinguished by its

pedimented window surrounds and bracketed chamfered porch posts. Near the crossroads settlement of Metcalf, the 1890s Cline House displays a chamfered-post front porch as well as a distinctive kitchen wing marked by a chimney flue encased in weatherboards and capped by a conical roof. Known to many local residents as a "German chimney," it appears to be a regional feature, and requires further research to understand its origin and geographical distribution (Kincaid Interview 1996).

Within the A.P.E., the ca. 1885 Charles C. Hamrick House (No. 1) on U.S. 74 ranks among the finer late-nineteenth-century I-houses in Cleveland County. Unlike most versions of this traditional form, which have gable roofs, the Hamrick residence reflects the influence of the Italianate style in its low hip roof and deep bracketed eaves. Italianate tendencies are also clearly evident in the dwelling's bracketed front porch and curvilinear porch braces along the rear ell. Although abandoned, the Hamrick House survives essentially intact and is recommended for the National Register under Criterion C for architecture.

While traditional rectangular forms predominated in rural areas, other house types, inspired by national architectural trends, arose in the countryside. These houses were usually restrained L-shaped or cubic designs with projecting bays and wraparound porches reflecting the Queen Anne style. The most ornate examples tended to have bracketed cornices and porches embellished with jigsawed or turned millwork (Perrin 1979). In the 1870s, Burwell Blanton built a sizable, double-pile, Italianate-inspired farmhouse on his land west of Shelby. Capped by a bracketed hip roof, the Burwell Blanton House (No. 3) is recommended for the National Register under Criterion C for architecture.

A fine example of picturesque cottage architecture was constructed in 1909 on the Coleman Blanton Farm (No. 45) within the A.P.E. northwest of Shelby. This one-story frame dwelling has a gable-on-hip roof and a turned-post wraparound porch with sawnwork brackets. Like the aforementioned Cline House, the Coleman Blanton residence features a rear kitchen wing with a "German chimney." The Coleman Blanton property, which also includes associated farmland and outbuildings reflecting commercial dairy farming in the county, is recommended for the National Register under Criterion A for agriculture and Criterion C for architecture.

# Specific Guidelines for Evaluating the Eligibility of Late-Nineteenth- and Early-Twentieth-Century Domestic Architecture in Cleveland County

To be recommended as eligible for the National Register, late-nineteenth- and early-twentieth-century houses in Cleveland County must either exemplify the traditional domestic types common to the region or be outstanding local examples of national popular styles. Eligible houses must have sufficient integrity to illustrate clearly their original forms, key decorative elements, materials, and interior plans. Porches, windows, siding materials, and interior woodwork--including doors, staircases, and mantels--should be largely original. Because of the rarity of surviving houses built during the post-Civil War years, eligible examples of such dwellings can have greater alterations than those dating from the early twentieth century. Modifications to eligible

#### VI. PROPERTY INVENTORY AND EVALUATIONS

#### Summary

Of the 105 total properties surveyed, five were considered worthy of further evaluation for National Register eligibility. These properties are: the Charles C. Hamrick House (No. 1), the Burwell Blanton House (No. 3), the Leila Crowder Wilson House (No. 19), the Coleman Blanton Farm (No. 45), and the Dedmon House (No. 56). One additional property, Cleveland County Bridge No. 79 (First Broad River Bridge) (No. 2), was determined eligible for the National Register in 1996 (T.I.P. No. W-3407). Although the A.P.E. contains no National Register properties, the Coleman Blanton Farm is on the National Register Study List.

#### Property List

Determin	ed Eligible for the National Register	Page
No. 2.	Cleveland County Bridge No. 79	30
	(First Broad River Bridge) (D.O.E. 1996)	
Propertie	s Considered Eligible	
for the N	ational Register	
No. 1.	Charles C. Hamrick House	36
No. 3.	Burwell Blanton House	47
No. 45.	Coleman Blanton Farm (N.R. Study List 1996)	59
Propertie	s Evaluated Intensively and Considered Not Eligible	for the National
Register		
No. 19	Leila Crowder Wilson House	74
No. 56	Dedmon House	80



## <u>Properties Listed in or Considered Eligible for the National Register</u>

#### Determined Eligible for the National Register

Cleveland County Bridge No. 79, First Broad River Bridge (No. 2) (D.O.E. 1996; T.I.P. No. W-3407)

Carries two lanes of eastbound traffic on U.S. 74 over the First Broad River Bridge at the western city limits of Shelby

#### Date of Construction

1938-1939

#### Structure

Continuous steel tee beam structure; stylized classical detailing

#### **Associated Outbuildings**

None

#### Setting and Landscape Design (Figure 2)

Cleveland County Bridge No. 79 carries two lanes of eastbound traffic along U.S. 74 at the western city limits of Shelby. The surrounding area is rural and primarily agricultural although post-World War II commercial construction is found along U.S. 74.

#### Integrity (Plates 1-4)

This five-span bridge is a continuous steel tee beam span with arched reinforced concrete portal piers. There are reinforced concrete abutments, with no wing walls, and the reinforced concrete railing has arched openings and stylized classical end posts.

#### Historical Background

This bridge was constructed in 1938-1939 from designs prepared by the State Highway and Public Works Commission. Wannamaker and Wells, Inc., an Orangeburg, South Carolina engineering firm, constructed this span, which replaced an earlier truss bridge.

#### Evaluation of Eligibility (Figure 3)

In 1996, Cleveland County Bridge No. 79 was determined eligible for listing in the National Register of Historic Places under Criterion C for engineering. The bridge was considered eligible as one of ninety continuous tee beam spans greater than fifty years of age remaining in North Carolina. In addition, the architectural detailing found on the portals and railing reflects the stylized classicism popular in New Deal-era designs. The bridge retains a high degree of integrity. The boundaries of this National Register-eligible property include only the structure itself and is limited to the footprint of the bridge, its abutments, and piers (Letter, Vick to Graf, 7 March 1996).

The property is not considered eligible under any other Criterion. The bridge is not considered eligible under Criterion A because the property does not clearly illustrate patterns of historical development or important historical



events. Finally, the property is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.



Plate 1. Cleveland County Bridge No. 79, Looking East.



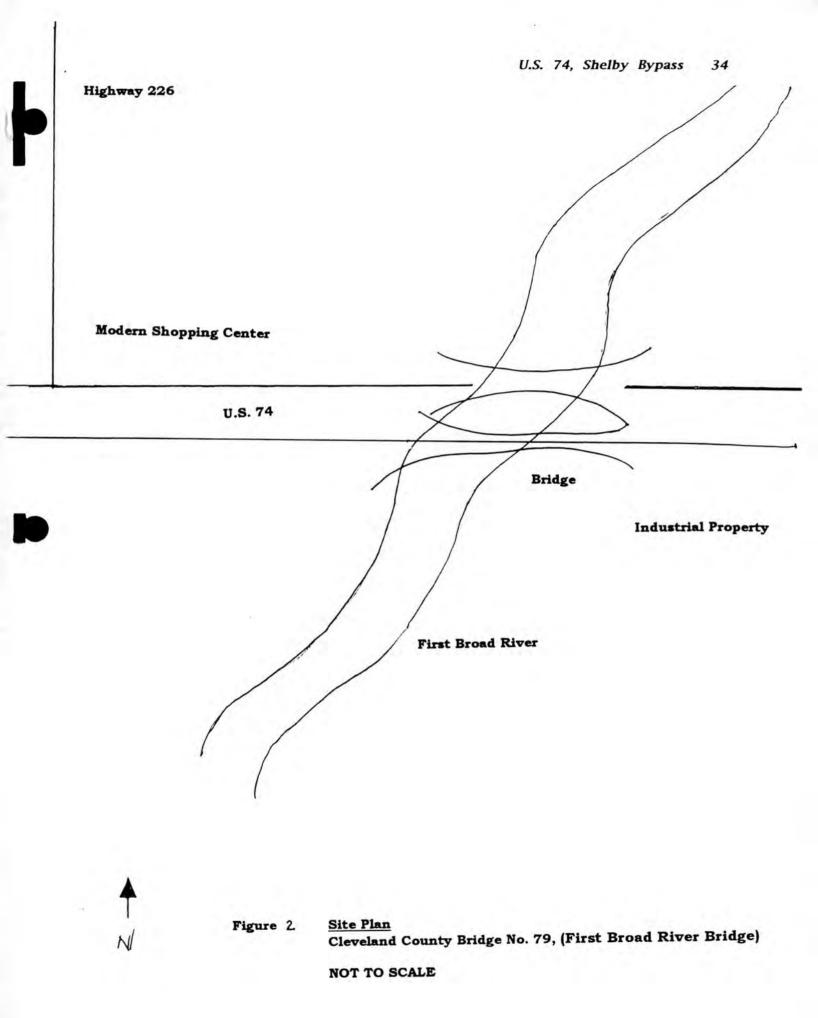
Plate 2. Cleveland County Bridge No. 79, Looking West.

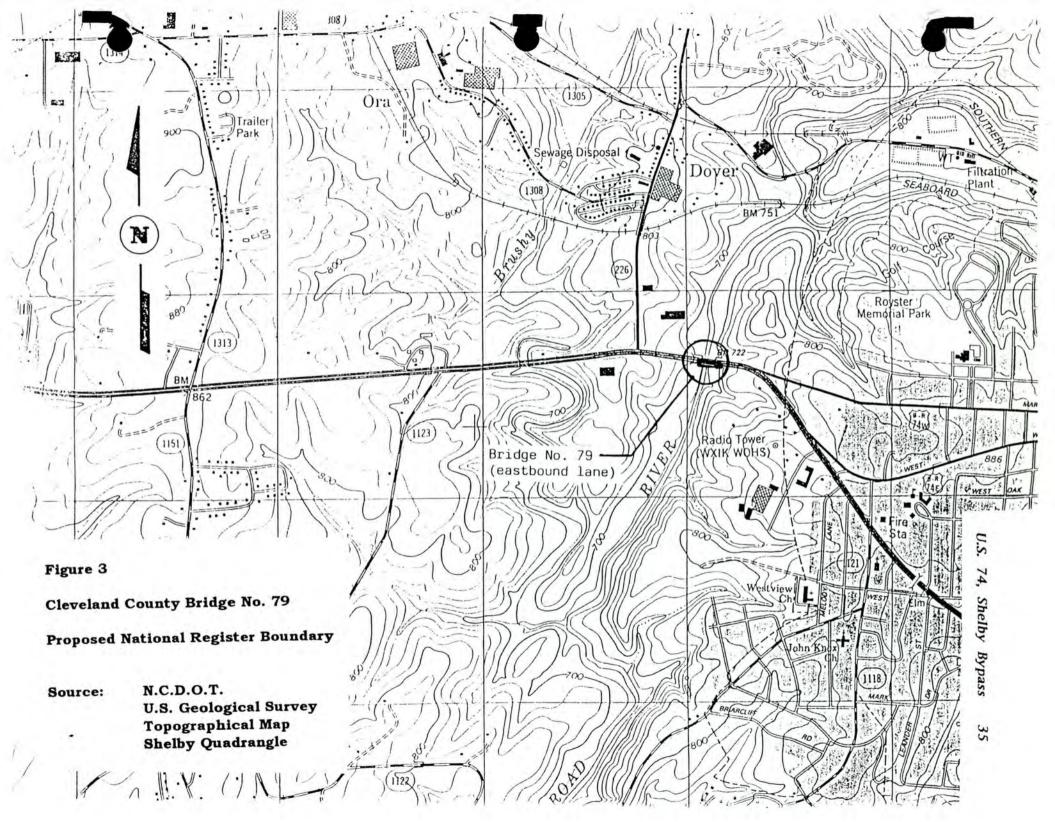


Plate 3. Cleveland County Bridge No. 79, End Post Detail.



Plate 4. Cleveland County Bridge No. 79, Looking Southeast.





# Properties Considered Eligible for the National Register

Charles C. Hamrick House (No. 1) South side U.S. 74 (Dixon Boulevard), near junction with West Warren Street, Shelby

Date of Construction ca. 1885

<u>Associated Outbuildings</u> twentieth-century cotton shed, nineteenth-century smokehouse (ruinous)

Setting and Landscape Design (Figure 4)
The Charles C. Hamrick House is located on the south side of four-lane U.S. 74 (Dixon Boulevard) at the western outskirts of Shelby, just east of the First Broad River. Standing on an elevated tree-shaded parcel, this former farmhouse is now surrounded by modern development. A residential subdivision is located to the north across the highway, while a modern motel stands directly to the west. The house tract, which comprises 2.78 acres, is now predominantly wooded, though the area in front of the dwelling remains cleared to accommodate telephone poles near the highway.

Integrity (Plates 5-14) Although now vacant, this weatherboard I-house survives in stable condition with its original architectural elements substantially intact. Reflecting the influence of the Italianate style, the main block of the Hamrick House includes a low hip roof with deep eaves, a wide frieze, and a bracketed cornice. A bracketed hip-roofed front porch with chamfered posts extends across the three-bay facade. The wooden porch flooring is in disrepair and some of the balusters are missing. The dwelling's large six-over-six windows with simple molded surrounds and corner blocks remain mostly intact, though some windows have been boarded over. The center entrance has original double doors, sidelights, and a transom. A pair of interior, stuccoed brick chimneys pierce the roof. The house rests on a stone pier foundation with brick infill. The interior of the main block retains its original center-hall plan, plaster walls, wooden floors and ceilings, and two-panel and four-panel doors. As with the exterior, the door and window surrounds have simple square corner blocks. The center hall features a notable winding stairway, with curvilinear sawnwork in the stair ends and a slender rail with stick balusters. The east front room has a simple post-and-lintel mantel with a slightly curved mantel shelf. There is no evidence that fireplaces ever existed in the other rooms, which were heated with stoves connected to the chimney flues.

A two-room, gable-roofed ell is attached to the east side of the rear elevation by an enclosed breezeway. This wing, which displays vernacular Greek Revival traits, appears to pre-date the two-story portion of the house. The wing includes nine-over-six windows, gable returns, and an engaged porch with thick hexagonal posts and curvilinear brackets (which may have been added later). A smaller shed addition projects from the west side of the rear elevation. Like the rear wing, this appendage has a heavily molded cornice and cornice returns. A later shed-roofed, screened porch leads to the doorway on the west side of this appendage. This wing retains its original post-and-

#### lintel mantel.

A frame, early-twentieth-century cotton shed and a frame, nineteenth-century smokehouse stand behind the house. Both are abandoned, and the smokehouse is in ruinous condition. The original agricultural tract has been subdivided over the years for commercial and residential real estate, and currently only 2.78 acres of the original Hamrick tract remains.

#### Historical Background

The principal two-story portion of this house was probably built in the mid-1880s for Charles Clingman Hamrick (1856-1931) and his wife Maggie Wilson (1861-1955). Hamrick, who was born in the Beaver Dam community in western Cleveland County, is believed to have acquired this tract along the east side of the First Broad River in the 1880s. The present rear ell may have already existed on this site, or was built shortly before the construction of the two-story section. The Hamricks reared three children here (Charles Oren, Fuller Broughton, and Gertrude), and operated a farm that consisted of roughly 400 acres by the early twentieth century. Like other county farms of this period, cotton was the main cash crop. Hamrick also owned stock in the Dover Cotton Mills, which was established along the First Broad River to the north of the Hamrick farm. The farm prospered in the early decades of the twentieth century, and contained a large horse barn, a collection of tenant houses, and an assortment of other outbuildings, including cotton storage sheds and farm equipment shelters (Roberts Interview 1996; Hamrick Interview 1996).

The Hamrick farm remained in operation until the mid-twentieth century. As Shelby expanded westward towards the river, the Hamrick land was subdivided and sold for commercial and residential real estate. With the construction of four-lane U.S. 74 in front of the house, the Hamrick property immediately west of the residence was sold and developed by a large motel chain. The house itself became rental property and was later used for general storage by the motel. The house remains in the Hamrick family, though it has been vacant for approximately the last decade.

### Evaluation (Figures 5-6)

The Charles C. Hamrick House is considered eligible for the National Register under Criterion C for architecture. Although now vacant and in disrepair, this house remains a notable example of late-nineteenth-century farmhouse architecture in Cleveland County. The Hamrick House illustrates an adaptation of the traditional I-house type to suit changing tastes during the post-Civil War decades. Its bracketed hip roof and chamfered-post front and rear porches testify to the influence of the Italianate style, which also inspired the Burwell Blanton House (No. 3) situated west of the First Broad River.

The Hamrick property is not considered eligible under any other Criterion. The property is not associated with a specific historical event or pattern of events that would qualify it for eligibility under Criterion A. The property is also not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the property is not considered eligible under Criterion D, as the architectural component is not likely to yield information important in the history of building technology.

The proposed National Register boundary contains the existing 2.78-acre tract, which encompasses the house, outbuildings, and the largely wooded setting. The Hamrick House is the only contributing resource. The ruinous smokehouse and the twentieth-century cotton shed are noncontributing.

The proposed boundary along U.S. 74 follows the highway's southern right-ofway limit, which extend seventy-five feet from the center line in the direction of the house. Because this portion of the Hamrick tract is now entirely mowed open space, this boundary delineation excludes no historic landscape features.



Plate 5. Hamrick House, Setting, and U.S. 74 Right-of-Way, Looking Southwest.



Plate 6. U.S. 74 Right-of-Way, Looking South, Hamrick House Property.



Plate 7. Hamrick House, Facade, Looking South.



Plate 8. Hamrick House, West Elevation, Looking East.



Plate 9. Hamrick House, Rear Ell, Looking West.



Plate 10. Parlor Mantel, Hamrick House.



Plate 11. Closet Door, Hamrick House.



Plate 12. Stairway, Hamrick House.



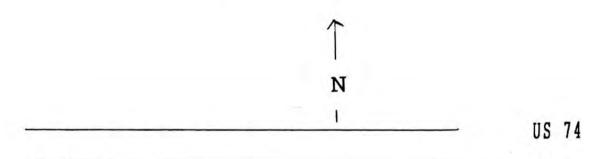
Plate 13. Kitchen Window Surround, Hamrick House.

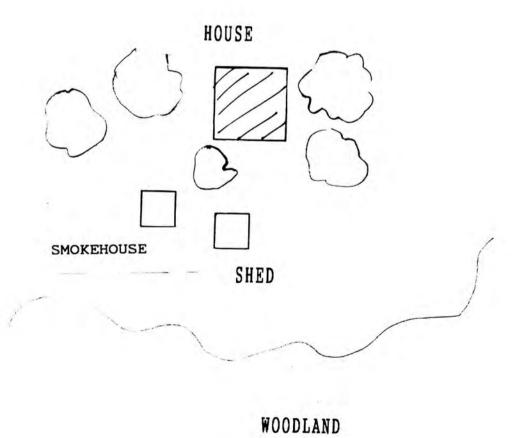


Plate 14. Hamrick House, Outbuildings, Looking South.

Figure 4

Site Plan
Charles C. Hamrick House
(not to scale)





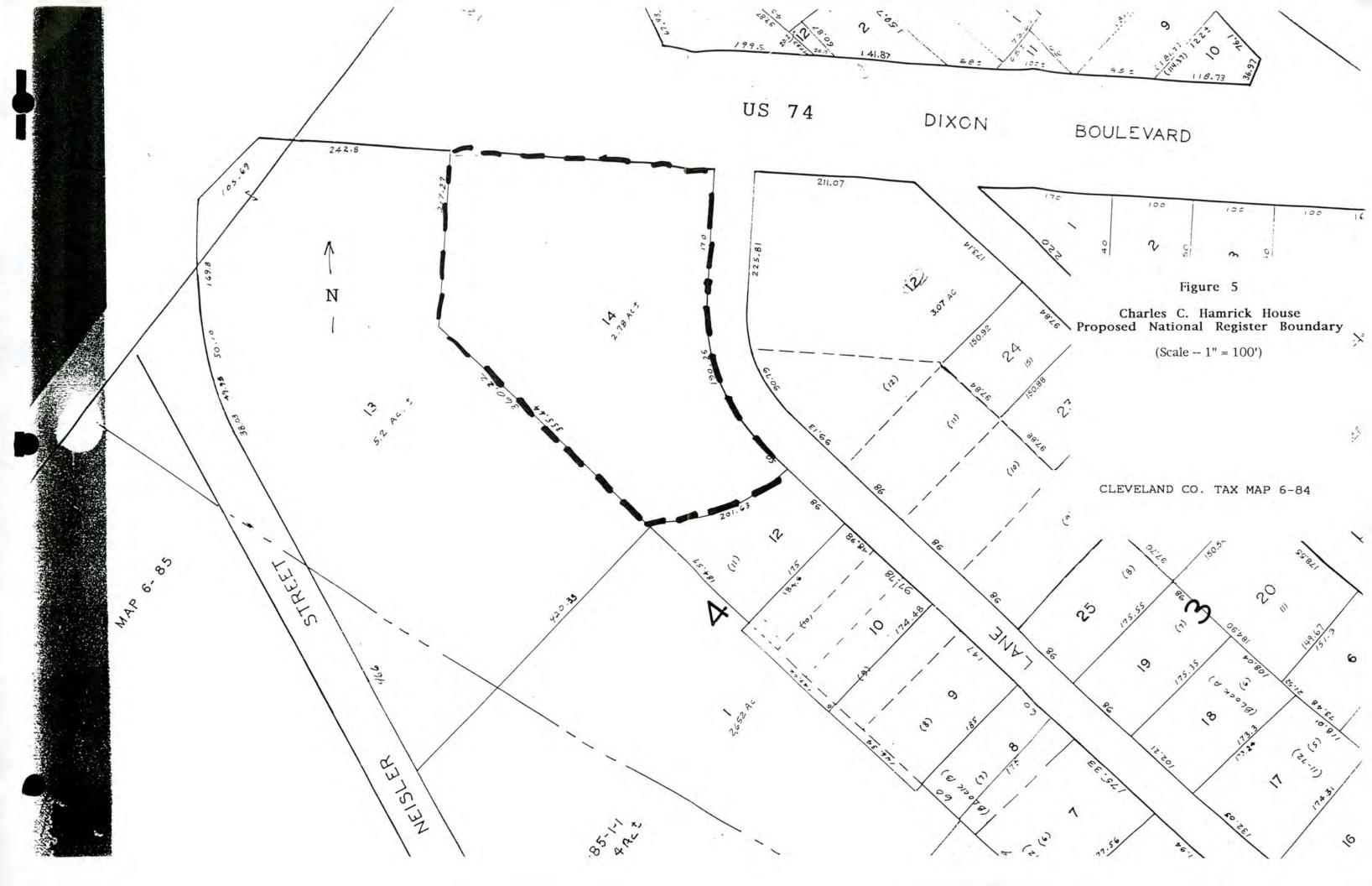
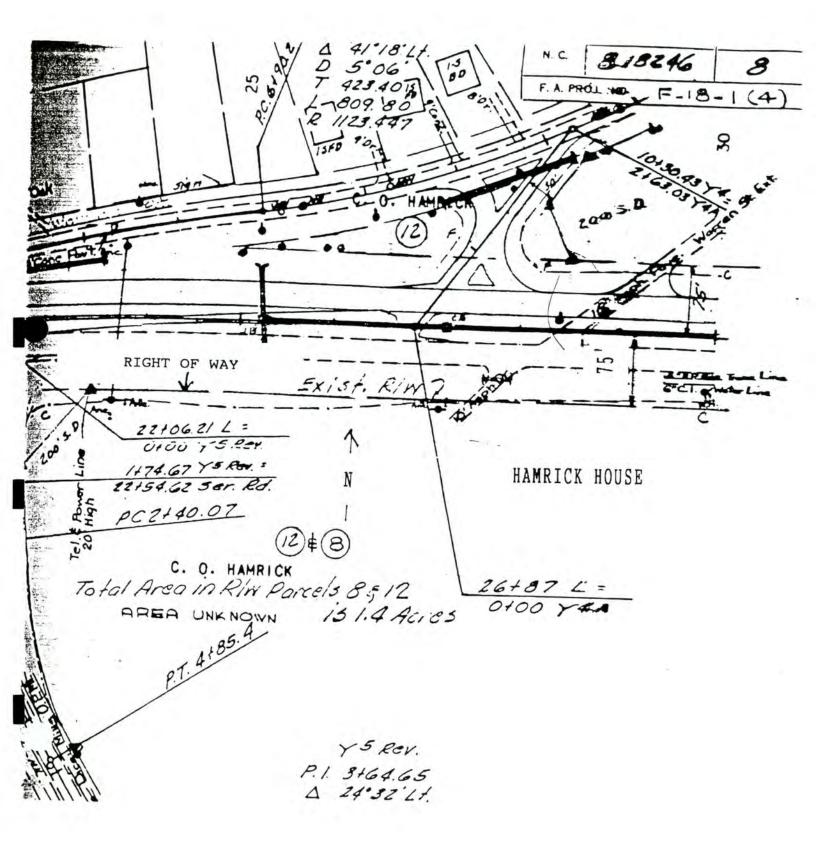


Figure 6 Charles C. Hamrick House Right-of-Way Limits



Burwell Blanton House (No. 3) North side U.S. 74, 0.5 mile east of junction with SR 1313, Shelby vicinity

Date of Construction ca. 1875

Associated Outbuildings

smokehouse (ruinous), farm office, seven crib barns (four ruinous), dairy barn (ruinous), milk shed, equipment shelter

Setting and Landscape Design (Figure 7)

The Burwell Blanton House is located on the north side of U.S. 74 amidst an array of outbuildings on a large agricultural tract. The farm outbuildings stand primarily in fields west of the house, although some are also situated along an unpaved, tree-shaded farm lane that extends around the residence. They are abandoned and many are ruinous. Facing south, the house stands a short distance from U.S. 74 on a slightly elevated site, reflecting the recent widening and grading of this heavily traveled highway. A large pin oak tree, two smaller oak and pine trees, and a wire fence covered with wisteria and honeysuckle vines stand in front of the house and partially buffer it from the highway. A large industrial park is located south across U.S. 74 on former Blanton farmland.

Integrity (Plates 15-25)

The Burwell Blanton House survives basically intact, although most of the surrounding outbuildings are in ruinous condition. Constructed ca. 1875, the house reflects vernacular Italianate design in its decorative elements. The two-story, weatherboard double-pile dwelling has a low hip roof with deep eaves and a bracketed cornice. The roof is pierced by interior chimney stacks with handsome brick corbelling. Tall, narrow shuttered windows with original four-over-four sash survive throughout the main block. The hip-roofed front porch appears to have its original configuration, though the tapered wood posts and flooring are modern replacements. The double-door main entrance retains the original doors and three-pane transom.

The house rests on a foundation of stone piers with later brick and concrete block infill. A one-story, two-room gable-roofed ell with a foundation similar to the main block extends from the rear elevation. This ell consists of weatherboard siding, an engaged porch with an enclosed end bay on the south elevation, and both four-over-four and six-over-six sash windows. A later door with a gable-roofed canopy is located on the ell's north elevation.

The interior of the main block retains its original center-hall plan, with an open-string stairway in the center passage. Also intact are two-panel and four-panel doors with simple molded surrounds, wood flooring, and mantels with curvilinear frieze boards in the two south rooms and in three of the upstairs bedrooms. However, the mantels have been removed or altered in the two north rooms and in one of the upstairs bedrooms of the main block. The original plaster walls, which appear to be deteriorating, have been covered with sheet rock in most of the rooms. The rear ell contains an early-twentieth-century mantel with slender colonnettes in the kitchen.

The Blanton property retains mature trees and other plantings in the farmyard. The adjacent fields are pasture, reflecting the farm's conversion to livestock and dairy production in the mid-twentieth century. Former farmland on the south side of U.S. 74 is now an industrial park. There are numerous abandoned outbuildings near the house, including a collection of small, gable-front frame barns and corncribs dating from the turn of the century, a ruinous ca. 1875 log corncrib, a ca. 1940 farm office, a ruinous frame smokehouse, two ca. 1960 equipment shelters, and a ruinous gable-roofed, concrete block dairy barn and a separtate milking shed, which were built ca. 1940.

# Historical Background

This house was constructed ca. 1875 for Burwell Blanton (1834-1908) and his wife, Frances Caroline Doggett. The 1880 census recorded that Blanton owned 271 acres of land, of which 175 acres were not cleared. The Blantons operated a diversified farm in 1880, raising cotton, corn, wheat, oats, sweet potatoes, as well as some cattle, swine, poultry, and sheep (U.S. Census, Agricultural Schedule 1880). They also operated a commercial sawmill and a gristmill, neither of which are extant (Blanton Interview 1996).

In the 1880s, the Blanton family, which included six children, moved to Shelby, and the farmhouse was probably occupied by a farm manager. Burwell Blanton soon became one of the Shelby's most prominent residents. He was an original shareholder in the Cleveland Savings Bank--the town's first incorporated bank--which later became B. Blanton and Company, and was a major force in Shelby's emerging industrial economy. With fellow investors, A.C. Miller and Rush Oates, Blanton opened the Belmont Cotton Mills on South Lafayette Street in 1887. According to Shelby, Sketch of a Thriving Town, (1889), Belmont Cotton Mills had 120 employees and its buildings were "substantially constructed . . . and not wanting in architectural beauty" Roberts 1889). Blanton also owned a general store, served as a town commissioner, and was appointed a trustee of the North Carolina College of Agriculture and Mechanical Arts (later North Carolina State University) (Branson 1884, 1890, 1896, 1897; Cleveland County Historical Association 1982: 107; Keller and Keller 1983).

During the 1880s, Blanton built a two-story, frame Gothic Revival house in town (522 West Sumpter Street), and subsequently acquired the impressive J.J. Jenkins residence (known as The Bankers House) on North Lafayette Street. This Second Empire-style house, which had been built for J.J. Jenkins, a Shelby banker and industrialist, attested to Blanton's great wealth by the late nineteenth century. The property remains in the Blanton family and is listed in the National Register (N.R. 1979).

As Burwell Blanton achieved success in town he expanded his agricultural holdings. The county deed index records Blanton acquiring farmland throughout the late nineteenth century and into the early twentieth century. The existing tract of 759 acres reflects these acquisitions. By the midtwentieth century, this farm was devoted primarily to dairy farming, and a large dairy barn and an assortment of other support buildings were constructed in the vicinity of the house (Blanton Interview 1996). In recent years, the farmland has been used for grazing livestock. Although the farm buildings have mostly fallen into disrepair, the house, which is rental

property, remains in stable condition.

#### Evaluation (Figures 8-9)

The Burwell Blanton House is considered eligible for the National Register under Criterion C for architecture. Although it has suffered from neglect over the decades and has lost some elements of style, it is a rare and unusually imposing example of post-Civil War farmhouse architecture in Cleveland County. The dwelling's restrained decorative treatment testifies to the influence of the Italianate style in rural Cleveland County, as this region slowly recovered from the Civil War.

The Burwell Blanton property is not considered eligible under any other Criterion. The property is not associated with a specific historical event or pattern of events that would qualify it for eligibility under Criterion A. Although associated fields survive north of U.S. 74, many of the farm outbuildings are ruinous. Consequently, this tract does not retain sufficient integrity for agricultural significance. The property is also not eligible under Criterion B. Because Burwell Blanton achieved his greatest prominence after moving to Shelby, the later Blanton residences in Shelby are far more closely associated with his significance. Finally, the Burwell Blanton property is not considered eligible under Criterion D, as the architectural component is not likely to yield information important in the history of building technology.

The proposed National Register boundary comprises approximately two acres of the existing 759-acre tract, and encompasses the house and its immediate setting. This proposed boundary is clearly defined on the north, east, and west sides by the farm lane that curves behind the residence, and on the south side by the back of the drainage ditch along U.S. 74. This ditch is located immediately in front of the vine-covered fence that extends across the front yard. This proposed boundary excludes most of the farm outbuildings on the tract, most of which are ruinous and would be noncontributing resources if included. The house is the only contributing resource. The other resources within the proposed boundary are the ruinous smokehouse and the ca. 1940 farm office. Although both are noncontributing, they are located within the immediate setting defined by the farm lane and roadside drainage ditch.

The existing U.S. 74 right-of-way extends 50 feet from the center line in the direction of the house, and appears to follow the existing fence line and row of mature plantings in front of the Blanton House. These plantings are an important element of the setting and landscape features associated with the property, and for this reason the proposed boundary is drawn along the back of the ditch on the north side U.S. 74 to include these landscape features within the eligible boundaries.



Plate 15. Burwell Blanton House and Setting, Looking Northeast.



Plate 16. Burwell Blanton House, U.S. 74 Right-of-Way, Looking East.



Plate 17. Burwell Blanton House, Looking North.



Plate 18. Burwell Blanton House, Looking East.



Plate 19. Burwell Blanton House, West Elevation, Looking Southeast.



Plate 20. Burwell Blanton House, Stairhall.



Plate 21. Burwell Blanton House, Mantel in East Front Room.



Plate 22. Burwell Blanton Outbuildings West of House, Looking East.



Plate 23. Burwell Blanton Outbuildings, Looking East.

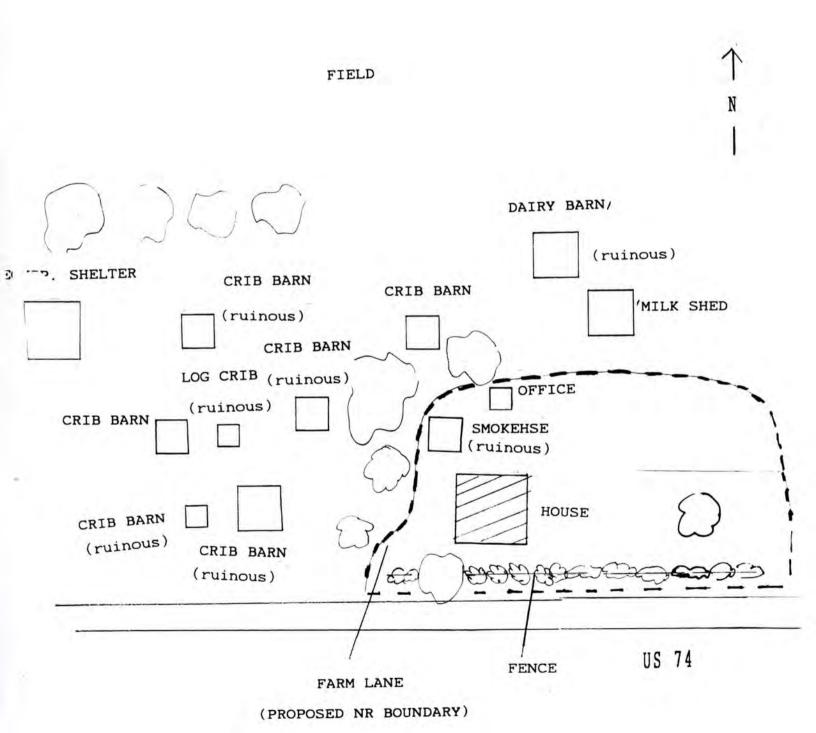


Plate 24. Burwell Blanton Smokehouse, Office, Looking North.



Plate 25. Burwell Blanton Dairy Barn (Ruinous), Looking West.

Figure 7 Site Plan Burwell Blanton House (not to scale)



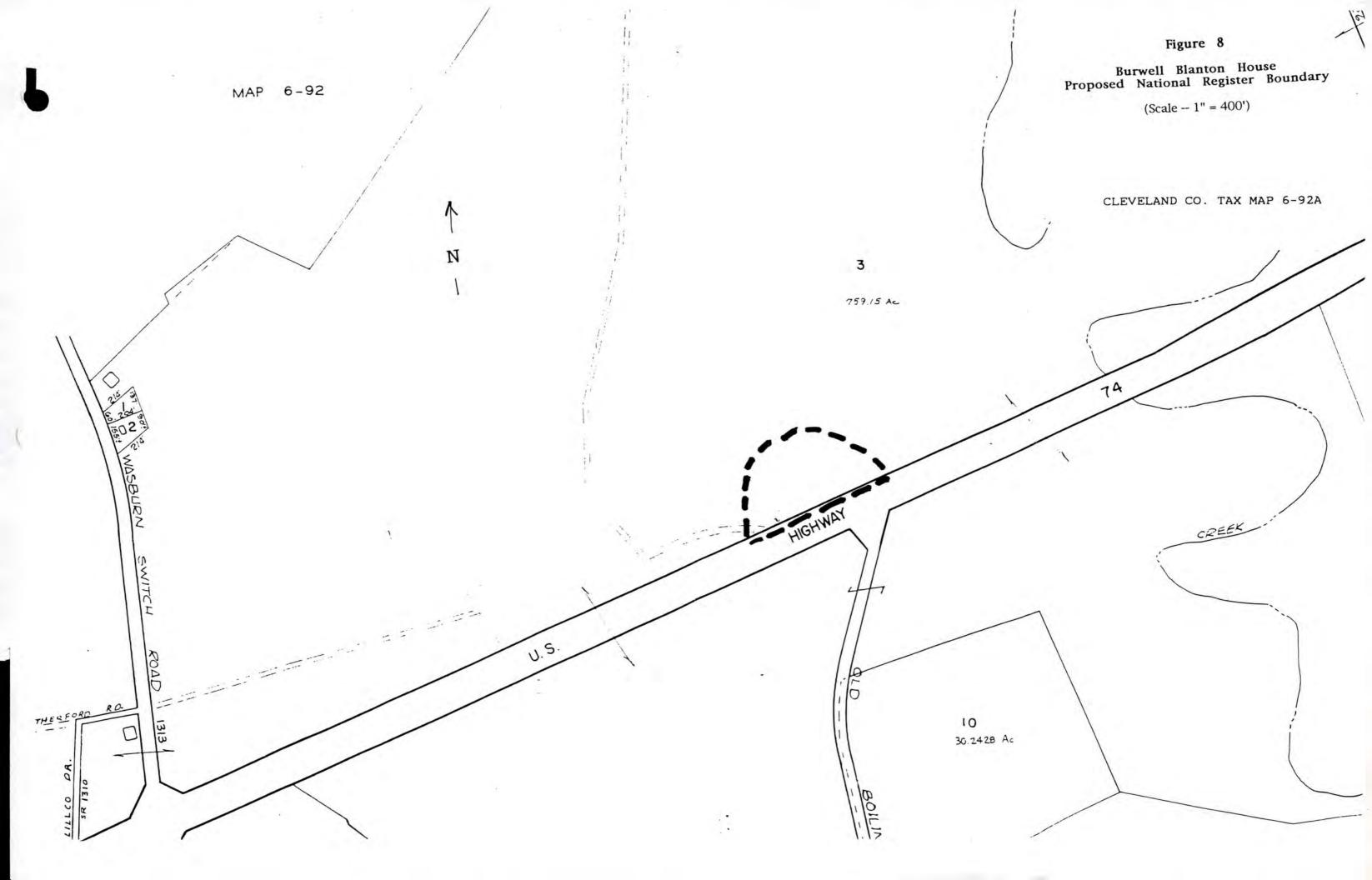
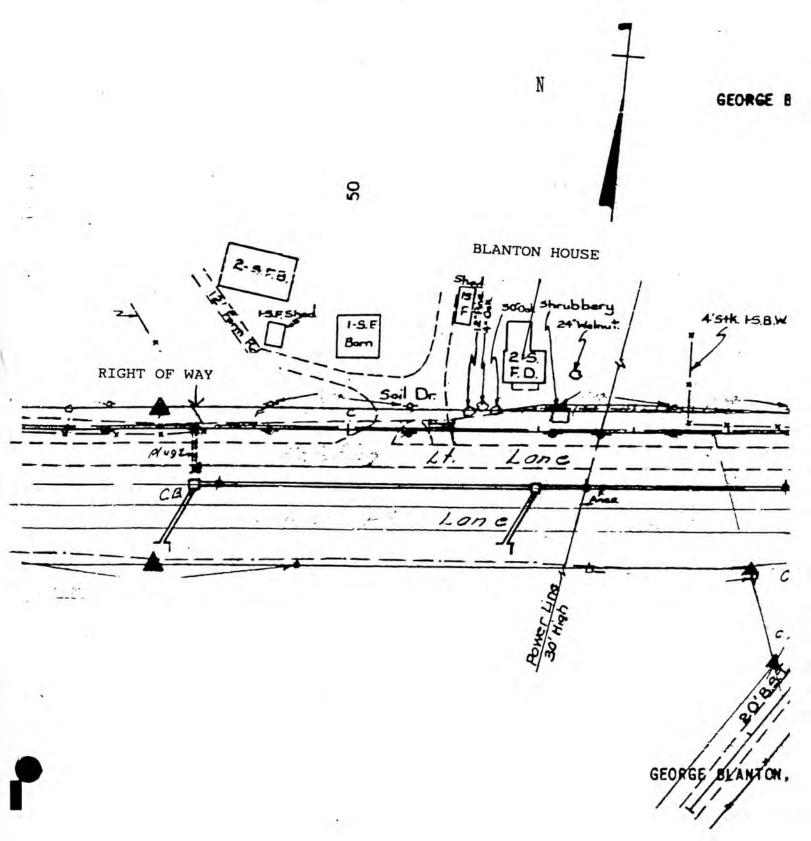


Figure 9

Burwell Blanton House Right-of-Way Limits



Coleman Blanton Farm (Brushy Creek Dairy Farm) (No. 45) West side SR 1343, 0.1 mile south of junction with SR 1342 Shelby vicinity

Date of Construction House - 1909

#### Associated Outbuildings

Dairy Barn (ca. 1915, 1939); Bottling House (ca. 1915); Smokehouse (ca. 1909); Granary (ca. 1915); Coal House (ca. 1950); Block House (ca. 1909); Tractor Shed (ca. 1940)

# Setting and Landscape Design (Figure 10)

The Coleman Blanton Farm is located northwest of Shelby. The 72.76-acre farm fronts on a two-lane secondary route. The centerpiece of the farm is the vernacular Queen Anne farmhouse, which is surrounded by pecan trees and a fine collection of agricultural outbuildings related to dairy farming. West of the house and outbuildings are rolling pastures and woodland. The surrounding area is agricultural land and some modern residential construction.

## Integrity (Plates 26-42)

The Coleman Blanton farmhouse is a substantially intact, one-story, frame vernacular Queen Anne dwelling with irregular massing, high gable-on-hip roof, and wraparound porch. The porch is supported by turned posts, and there is a turned post balustrade. The house has a rear ell and an open rear shed. The dwelling retains its weatherboard siding, standing seam tin roof, and one-over-one light, double hung, wooden sash windows. Notable exterior features include an original widow's walk, which caps the truncated hip roof; molded, box eaves; corner pilasters; pointed arch vents with scalloped louvers; original Eastlake doors; and a tall, projecting German chimney (which once housed a Dutch oven) located in the rear ell. The house also includes a root cellar. The rear ell porch has been enclosed, but otherwise the house has undergone few alterations.

Inside, the house remains substantially intact. The interior finish includes beaded board wainscoting in the hall and the dining room; plaster walls; horizontal paneled doors; and hardwood floors. All four mantels are original and have molded shelves, columns, and mirrored overmantels. The simple door and windows surrounds have incised corner blocks. A bathroom has been added to the rear ell, and the kitchen has new fixtures.

The property includes seven outbuildings, all located behind the house along the farm drive. The block house is a small building on the south side of the house where concrete blocks were manufactured. The building has a flat roof, concrete block walls, and steel sash windows. The coal house is a small structure, also constructed of concrete block, with a flat roof. The granary is a frame building with a standing seam tin gable roof, German siding, and six paneled doors. Next to the granary is a long frame tractor shed open on the east side. The smokehouse is situated on the north side of the house. This structure has German siding and a bracketed projecting roof. West of the smokehouse is the bottling house, constructed of both cast stone and concrete block with steel sash windows and two doors. Opposite the bottling house is the

large central passage dairy barn which is constructed of cast stone and concrete block (manufactured on the farm), with a gambrel roof and gable roofed vents. On the north side of the barn is a mule shed and a shed roofed feed room. The cast stone portion of the barn appears to have been built ca. 1915, while the date, October 1939, is inscribed in a sill in the concrete block portion (east side).

#### Historical Background

This farm was established in 1909 by Coleman Blanton on land subdivided from larger Blanton family holdings west of the First Broad River. The original Blanton tract included 800 acres, encompassing acreage on both sides of SR 1343 and extending east to Highway 226. Coleman Blanton was reared in a house (now demolished) which sat roughly 0.5 mile south of this farmstead.

Also known as Brushy Creek Dairy Farm (named after the creek on the property), this farm is considered to be the first large-scale commercial dairy operation in the county and the first to offer home delivery service. Coleman Blanton also built the first bottling works in Shelby and was one of the founders of the Cleveland County Fair where he exhibited his livestock. In addition to dairy farming, Blanton raised cotton and food crops. The farm includes two springs, and Blanton built a pumping tower near the confluence of the two streams to supply the farm with running water. He also had a sawmill, Delco generating plant, and a block house for producing concrete building blocks (Cook Interview 1996).

Commercial dairying coincided in large measure with the formation of state departments of agriculture, and agricultural extension agents promoted dairying by ensuring the quality and safety of the products and by promoting sanitary farm conditions. In 1921, the state passed a law giving the department of agriculture authority to inspect dairy products and plants. The agricultural extension service designed standardized plans for milking barns, with gable or gambrel roofs, and concrete block walls. Concrete block was considered easier to clean than frame construction, and by the 1920s and 1930s, milking barns were required under the new state hygiene laws to have concrete floors which could easily be washed down (Lally 1994: 151). The farm is intact and is currently owned by Coleman Blanton's granddaughter and her husband, Mr. and Mrs. Bruce Cook.

#### Evaluation (Figure 11)

In 1996, the Coleman Blanton Farm was listed on the National Register Study List for significance under Criterion A for agriculture. The Coleman Blanton farm is important to the agricultural history of Cleveland County as the first commercial dairy operation in the county, and the property retains a fine collection of intact agricultural outbuildings relating to dairying. In addition, the farm is significant under Criterion C for architecture. The vernacular Queen Anne farmhouse is a particularly intact example of this domestic type, and the six pre-World War II outbuildings all illustrate the types of farm buildings erected to support dairy farming. The property is particularly noteworthy for its concrete block dairy barn, typical of the new sanitary barns promoted by the agricultural extension service during the interwar era. Although the extension service, and new state standards, began requiring concrete block construction, most concrete block barns in the state probably date to the 1950s. The block building and the dairy barn illustrate the early

adoption of these new building techniques.

The property is not considered eligible under any other Criterion. The property is also not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the Coleman Blanton Farm is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.

The proposed National Register boundary is defined by the two current tax parcels which have a total of 72.76 acres. This acreage encompasses the farmhouse, the outbuildings, pasture, and cultivated fields that give this property its agricultural and architectural significance. The contributing elements include the house, the block house, the granary, the tractor shed, the smokehouse, the bottling house, the dairy barn, and the agricultural fields. The ca. 1950 coal house is the only noncontributing resource.





Plate 26. Coleman Blanton Farm, Looking South From Junction of SR 1342 and SR 1343.



Plate 27. Coleman Blanton Farm, House and Outbuildings, Looking South.



Plate 28. Coleman Blanton Farm, House, Looking West.



Plate 29. Coleman Blanton Farm, House, North Elevation Showing German Chimney.



Plate 30. Coleman Blanton Farm, House, Rear Elevation.



Plate 31. Coleman Blanton Farm, House, South Elevation, Rear Ell, and Rear Shed.



Plate 32. Coleman Blanton Farm, House, Porch Detail.



Plate 33. Coleman Blanton Farm, House Interior, Dining Room Mantel.



Plate 34. Coleman Blanton Farm, House Interior, Parlor Mantel.



Plate 35. Coleman Blanton Farm, House Interior, Door Surrounds.



Plate 36. Coleman Blanton Farm, Dairy Barn, Looking West.



Plate 37. Coleman Blanton Farm, Bottling House.



Plate 38. Coleman Blanton Farm, Smokehouse.



Plate 39. Coleman Blanton Farm, Granary and Tractor Shed.

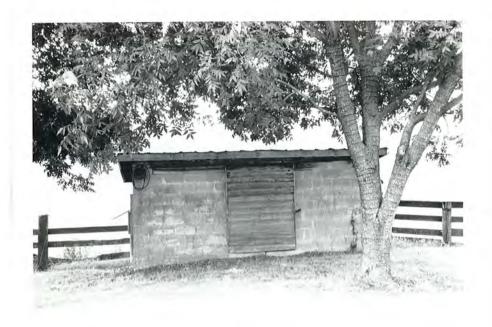


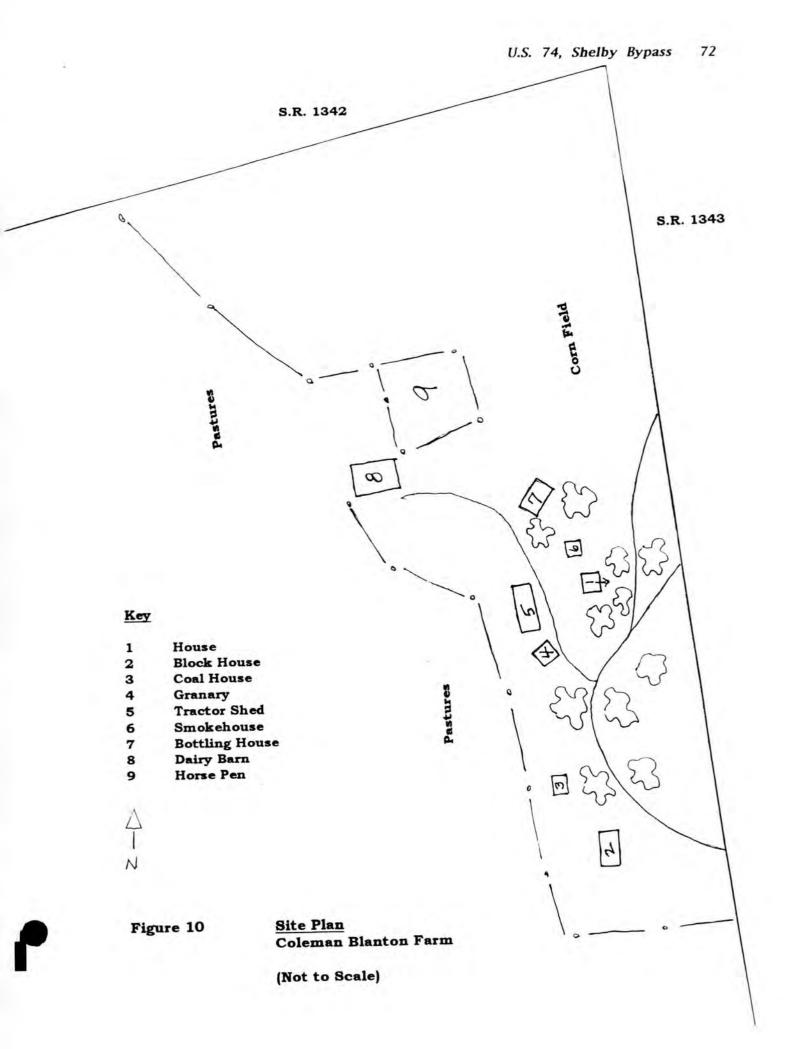
Plate 40. Coleman Blanton Farm, Block House.



Plate 41. Coleman Blanton Farm, Coal House.



Plate 42. Coleman Blanton Farm, Pasture, Looking West.



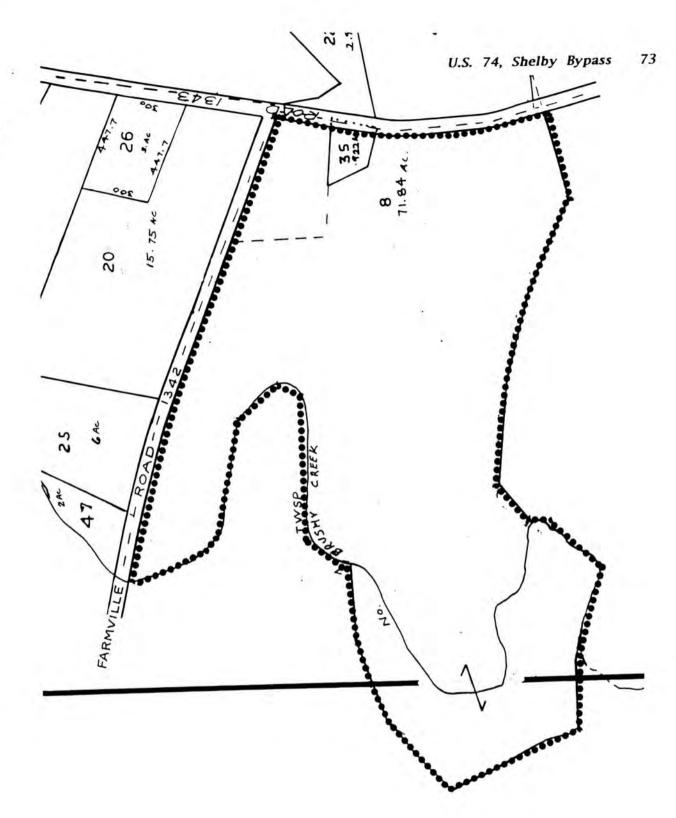


Figure 11

Coleman Blanton Farm

Proposed National Register Boundary

Source: Cleveland County, N.C. Tax Map No. 3257

Scale - 1"=400'



## <u>Properties Evaluated Intensively and Considered Not Eligible for the National Register</u>

Leila Crowder Wilson House (No. 19) East Side, SR 1162, approximately 0.5 mile north of U.S. 74 Lattimore vicinity

<u>Date of Construction</u> ca. 1890

Associated Outbuildings Modern horse stall

Setting and Landscape Design (Figure 12)

The Leila Crowder Wilson House occupies a 2.6-acre site on the east side of two lane SR 1162. SR 1162 is an north-south highway connecting U.S. 74 with Lattimore where the road terminates. The house site has some mature pine and cedar trees, but most of the landscaping is recent. A small modern horse stall is located to the rear of the house. The Wilson house is surrounded by small farms and modern residential construction.

Physical Description and Evaluation of Integrity (Plates 43-48)

This ca. 1890 one-story frame dwelling has an L-shaped plan, hip roofed porch, rear ell, and rear shed-roofed porch. The house retains its weatherboard siding and six-over-six sash windows. In addition, the hip-roofed porch retains its original chamfered posts. The dwelling has some vernacular picturesque detailing, including wood shingling under the gable, decorative vents with scalloped louvers, scrolled knee brackets, and denticulated window hoods. There are two interior chimneys. The paneled door is a modern replacement. The modernized rear ell has an enclosed porch and a deck.

The interior of the house has been extensively altered. Although the floor plan is intact, one fireplace has been encased within a sheet-rocked wall, and the ceiling has been lowered and covered with asbestos, or composition, tile throughout the house. Linoleum and wall-to-wall carpet now cover the floors. One post-and-lintel mantel, with a bold diamond pattern on the posts, survives in the front room. There are four original, or early, doors, although each has a different paneling pattern. Much of the molding appears to be later, reflecting the modern renovation of the interior. The principal investigator was denied permission to photograph the inside of the Wilson House.

Historical Background

Little is known about this property because it has changed owners several times in recent years. The house occupies a small lot subdivided from larger Wilson family holdings, and this may have been the principal Wilson farmhouse. No outbuildings survive, and much of the surrounding development is modern.

#### Evaluation

The Leila Crowder Wilson House is considered not eligible for the National

Register under Criterion C for architecture. Although the exterior is basically intact, the interior has been heavily altered. Finer examples of bracketed L-plan houses survive in the county, including versions in the Shelby historic district and along its adjoining streets (Keller and Keller 1983). Moreover, within the A.P.E., both the Charles C. Hamrick House (No. 1) and the Burwell Blanton House (No. 3) stand as more notable examples of rural domestic architecture from this period. Furthermore, this house, which now sits on a subdivided lot defined by modern plantings, has lost much of its integrity of setting.

The property is not considered eligible under any other Criterion. Because of the loss of farmland and outbuildings, this property does not retain sufficient integrity to be eligible for the National Register under Criterion A for agriculture. The property is also not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the property is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.



Plate 43. Leila Crowder Wilson House, Looking East.



Plate 44. Leila Crowder Wilson House, Looking Southeast.



Plate 45. Leila Crowder Wilson House, Rear Elevations, Looking North.



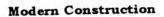
Plate 46. Leila Crowder Wilson House, Door Detail.

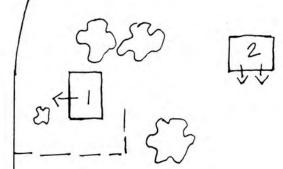


Plate 47. Leila Crowder Wilson House, Horse Stall.



Plate 48. Leila Crowder Wilson House, Setting, Looking South.





Fields

**Modern Construction** 

S.R. 1162

Key

1 House

2 Horse Stall

Figure 12 Site Plan
Leila Crowder Wilson House
NOT TO SCALE

AN

#### Dedmon House (No. 56)

West side SR 1842, approximately 0.4 mile down unpaved lane, Shelby vicinity

#### Date of Construction

ca. 1910

#### Associated Outbuildings

tractor shed, two barns (including one ruinous dairy barn), smokehouse, corncrib

#### Setting and Landscape Design (Figure 13)

The Dedmon House is located amidst expansive cultivated and abandoned fields north of Shelby. A long unpaved farm land leads westward from SR 1842 through these open fields to the farmyard, which is now overgrown. Mature trees surround the house. Near the residence, a branch of the farm lane cuts west to the tractor shed and the principal barn. The smokehouse and a small gable-front barn are sited just north of the house. The house faces east towards fields.

#### Integrity (Plates 49-56)

Although now rental property and in disrepair, this weatherboard I-house survives in stable condition. It is a substantial gable-roofed dwelling consisting of a two-story, three-bay main block, a two-story, two-bay rear ell, and a one-story kitchen wing attached to this ell. The house also has original six-over-six windows with simple molded surrounds, brick interior chimneys with corbeled caps, and a distinctive second-story bay window on the center of the facade. The roofs are covered with asphalt shingles, and the chimney stack on the rear ell is deteriorating.

The principal alteration to the exterior has occurred on the wraparound porch, which lost its original turned posts and balustrade in the 1970s when the current square posts were probably installed (Harrell Cook Interview 1996). Some of these posts as well as major portions of the porch roof and flooring are deteriorated. Despite the principal investigator's numerous attempts to gain access to the interior, access was denied.

#### Historical Background

Little historical information is currently known of this rural property. Interviews with the staffs of the Cleveland County Historical Museum, the Uptown Shelby Foundation, and the Historic Shelby Foundation revealed only that it is historically associated with a member of the Dedmon family. The current tenant confirmed this, though the property is no longer owned by Dedmon descendants (Cook Interview 1996).

#### Evaluation

The Dedmon House is not considered eligible for the National Register under any Criterion. Although it is a substantial early-twentieth-century example of the traditional I-house type, it is not considered to have the level of architectural significance necessary for eligibility under Criterion C. The large wraparound porch is deteriorating and no longer retains its original posts and balustrade. Cleveland County contains a host of more intact I-houses from this period, including the Cline and Robert Gidney houses, which are also



located in the vicinity of the Dedmon House (outside the A.P.E.).

The Dedmon property is not associated with a specific historical event or pattern of events that would qualify it for eligibility under Criterion A. In particular, this property does not have the sufficient level of integrity to be eligible for the National Register under Criterion A for agriculture. For example, the fields to the west of the farmyard are abandoned and the dairy barn is in ruinous condition. This property is also not eligible under Criterion B because it is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Finally, the property is not considered eligible under Criterion D, as the architectural component is not likely to yield information important in the history of building technology.



Plate 49. Dedmon House and Setting, Looking North.



Plate 50. Dedmon House, Facade, Looking West.



Plate 51. Dedmon House, South Elevation and Rear Ell, Looking North.



Plate 52. Dedmon House, Rear Porch, Looking North.



Plate 53. Dedmon Smokehouse, Looking North.



Plate 54. Dedmon Corncrib, Looking East.



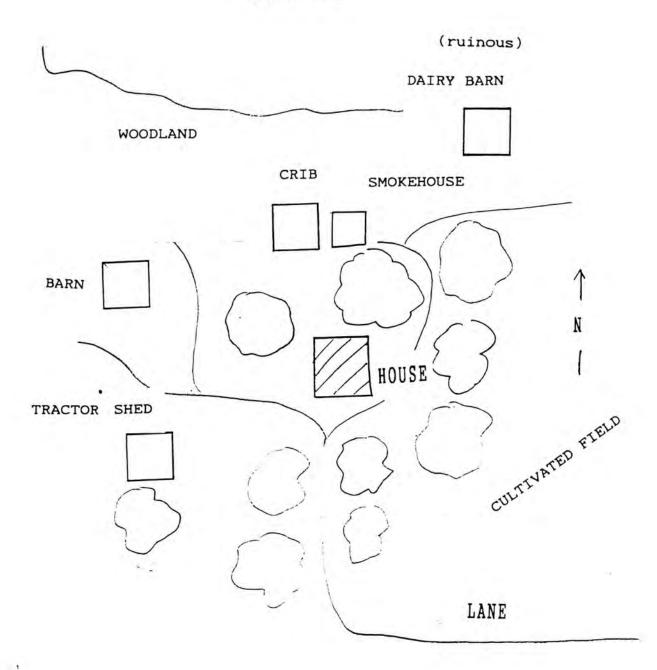
Plate 55. Dedmon Tractor Shed and Barn, Looking West.



Plate 56. Dedmon Dairy Barn, Looking East.

Figure 13

Site Plan
Dedmon House
(not to scale)



CULTIVATED FIELD

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Appendix A

Area of Potential Effects Map

### Appendix B

Photographic Inventory/Evaluations

Federal Aid #	TIP # R. 2707	County _ CLEVELAND	
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## CONCURRENCE FORM FOR PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

une 13, 1996, representatives of the	
North Carolina Department of Transportation (NCDOT)	
Federal Highway Administration (FHwA)	
North Carolina State Historic Preservation Office (SHPO)	
Other	
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A scoping meeting	
Historic architectural resources photograph review session/consul	tation
Other	
arties present agreed	* *
there are no properties over fifty years old within the project's are	ca of potential effects.
Consideration G within the project's area of potential effects.	red to meet Criterion
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#### US 74, SHELBY BYPASS, R-2707 CLEVELAND COUNTY

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

Number	Name	Reason Not Eligible
4.	House	Frame, ca. 1910, one-story, L-plan cottage; no associated outbuildings; no special architectural or historical significance.
5.	House	Frame, ca. 1900, two-room, central-hall dwelling with rear ell; original turned porch posts and some intact decorative sawnwork, but the balustrade and significant sections of sawnwork brackets and scalloped trim no longer intact; no special architectural or historical significance.
6.	House	Frame, gable-front bungalow; no special architectural or historical significance.
7.	House	Frame, gable-front bungalow; associated garage but no other outbuildings; no special historical or architectural significance.
8.	House	Frame, aluminum-sided, Tudor Revival cottage; no special architectural or historical significance.
9.	(Former) Hamrick Storage Building	Frame, weatherboard, 1930s storage facility for small, commercial distributor of wholesale goods (e.g. notions, roasted peanuts) to regional stores. Building consists of two sections, the smaller one built ca. 1930 and the larger section with overhang erected 1936. Now used for general storage associated with mobile homes sales. Building represents standard, early-20th-century commercial form, but does not have special historical or architectural significance for National Register status.
10.	House	Frame, cross-gable bungalow, no special architectural or historical significance.
11.	House	Frame, ca. 1900, two-room, central-hall dwelling with rear ell, interior chimneys; later asbestos shingles and replacement entry porch; currently in use as a small church; no special architectural or historical significance.

12.	House	Frame, hip-roofed bungalow with engaged front
7		porch and hip-roofed dormer; no special architectural or historical significance.
13.	House	Frame, gable-front dwelling; no special architectural or historical significance.
14.	House	Frame, Tudor Revival cottage; no special architectural or historical significance.
15.	Storage Building	Deteriorated and abandoned weatherboard and brick storage facility with flat roof and large wooded entry door; no special architectural or historical significance.
16.	House	Frame, hip-roofed bungalow with exposed rafters, engaged porch, and square porch posts; one of two bungalows sited side by side on wooded lot; no associated outbuildings; no special architectural or historical significance.
17.	House	Frame, gable-front bungalow with exposed rafters, off-set porch, and square porch posts; front-facing brick chimney; one of two small bungalows sited side by side on wooded lot; no associated outbuildings; no special architectural or historical significance.
18.	House	Frame, side-gable bungalow with engaged front porch with tapered posts; shed-roofed dormers; associated frame shed stands to the rear; no special architectural or historical significance.
20.	House	Frame, hip-roofed bungalow with gable-front porch with square posts; no special architectural or historical significance.
21.	House	Frame, gable-front cottage with inset porch, front- facing chimney, square porch posts; no special architectural or historical significance.
22.	House	Frame, story-and-a-half, bungalow with off-set gable-front porch with square post on concrete piers; exposed brackets; appears some replacement weatherboards on the front facade and the porch gable; two barns associated with property stand to the rear of the house; no special architectural or historical significance.
23.	House	Frame, hip-roofed bungalow with engaged off-set porch, metal porch supports; no special architectural or historical significance.

24.	House	Frame, vinyl-sided, hip-roofed cottage with metal porch supports; no special architectural or historical significance.
25.	House	Brick-veneered, Tudor Revival cottage; no special architectural or historical significance.
26.	House	Frame, gable-front bungalow; no special architectural or historical significance.
27.	House	Frame, vinyl-sided, hip-roofed bungalow with engaged porch, exposed rafter, turned posts; no special architectural or historical significance.
28.	House	Frame, asbestos-sided, side-gable cottage; modern porch with square posts; no special architectural or historical significance.
29.	House	Frame, German-sided, gable-front bungalow with engaged porch; no special architectural or historical significance.
30.	House	Frame, vinyl-sided, hip-roofed bungalow with engaged front porch; no special architectural or historical significance.
31.	House	Frame, vinyl-sided, gable-front bungalow; no special architectural or historical significance.
32.	Nolan-Hamrick House	Frame, hall-parlor I-house with replacement shingled siding, replacement porch; replacement brick end chimneys; replacement window sash; interior retains vernacular Federal mantel and enclosed stair; modern, lowered ceilings and wood paneling. Because of modern alterations, this house no longer retains integrity for National Register eligibility.
33.	House	Frame, vinyl-sided, gable-front bungalow; later carport; no special architectural or historical significance.
34.	House	Frame, asbestos-sided, side-gable cottage with replacement square porch posts; no special architectural or historical significance.
35.	House	Frame, German-sided, gable-front bungalow with engaged front porch; no special architectural or historical significance.
36.	House	Frame, asbestos-sided, side-gable dwelling with replacement square posts on wraparound porch; late rear sheds and carport; no special architectural or historical significance.

37.	House	Frame, weatherboard shotgun house with later square porch posts; no special architectural or historical significance.
38.	House	Frame, side-gable dwelling with hip-roofed porch with replacement square posts; no special architectural or historical significance.
39.	Posten-Horn House	Frame, aluminum-sided, ca. 1900, story-and-a-half dwelling with distinctive dormers across main facade; later bungalow-inspired porch posts, modern upper-story addition on rear elevation, modernized interior. Property includes 1920s, frame gable-front barn; no special architectural or historical significance.
40.	House	Frame, weatherboard, 1920s Foursquare house with classical sidelights and transom, entry porch with heavy brick posts; hip-roofed porte cochere; replacement brick chimney; one cast-stone outbuilding and the ruins of another; no special architectural or historical significance.
41.	House	Brick-veneered, story-and-a-half, Tudor Revival dwelling with cross-gable from, front-facing chimney, engaged off-set porch with arcade; may post-date World War II; no associated outbuildings; no special architectural or historical significance.
42.	House	Frame, cross-gable bungalow with exposed brackets, wraparound porch; square posts on brick piers; no special architectural or historical significance.
43.	House	Frame, side-gable bungalow with gable-front porch with square post; no special architectural or historical significance
44.	House	Brick-veneered, hip-roofed bungalow with hip-roofed dormer and slightly recessed entry; no special architectural or historical significance.
46.	Log House	Reconstructed and relocated log dwelling with modernized interior, modern rock chimney and some modern replacement logs; no special architectural or historical significance.
47.	House	Story-and-a-half, brick-veneered bungalow with clipped-gable roof, exposed rafters, hip-roofed dormer with aluminum siding; engaged porch altered by modern, brick-enclosed sunroom on south side; no associated outbuildings; special architectural or historical significance.

48.	House	Ca. 1900, frame, story-and-a-half, high-hip-roofed dwelling with vernacular picturesque elements—notably the conical roofed bay on south side; wraparound porch with later bungalow porch posts; One interior chimney has been removed, the other replaced. House is undergoing substantial alterations, including new doors, windows and bays on the side elevations, and skylight on the rear ell. Because of the modifications, this house does not have sufficient integrity for National Register eligibility.
49.	House	Ca. 1900, vinyl-sided, two-story, single-pile dwelling; front porch has been enclosed and remodeled; windows have been altered; no special architectural or historical significance
50.	House	Gable-front, vinyl-sided bungalow with altered and enclosed front porch; no special architectural or historical significance
51.	House	Story-and-a-half, vinyl-sided, clipped-gable dwelling with replacement windows and metal porch supports; no special architectural or historical significance
52.	House	Hip-roofed cottage with engaged porch, replacement windows and porch supports; no special architectural or historical significance.
53.	House	Frame, gable-front bungalow with engaged front porch and metal porch supports; no special architectural or historical significance.
54.	House	Abandoned frame shotgun house; no special architectural or historical significance.
55.	House	Frame, two-story, hip-roofed house with exposed rafters; replacement paired windows and replacement porch with brick flooring and square posts; no special architectural or historical significance.
57.	House	Frame, asbestos-sided, ca. 1900 I-house with turned-post, hip-roofed porch and sidelights around center entry; replacement chimney; no special architectural or historical significance.
58.	House	Frame, German-sided, side-gable bungalow with off- set engaged porch, modern carport; no special architectural or historical significance.

59.	House	Frame, gable-front bungalow with metal porch supports; no special architectural or historical significance.
60.	House	Frame, German-sided, gable-front dwelling with shed-roofed porch with brick posts; no special architectural or historical significance.
61.	House	Frame, asphalt-sided, gable-front bungalow; no special architectural or historical significance.
62.	House	Frame, weatherboard, double-pile, side-gable dwelling with shed-roofed porch; appears to be ca. 1900 house enlarged to present form in 1920s; no special architectural or historical significance.
63.	House	Frame, aluminum-sided, side-gable dwelling with exposed eaves and gable-front porch; no special architectural or historical significance.
64.	House	Frame, German-sided, gable-front bungalow with off-set gable-front porch with replacement metal supports on brick piers; no special architectural or historical significance.
65.	House	Frame, weatherboard, hip-roofed dwelling with screen front porch supported by tapered posts; no special architectural or historical significance.
66.	House	Frame, aluminum-sided, gable-front bungalow; no special architectural or historical significance.
67.	House	Frame, vinyl-sided, two-story, L-plan house with original wraparound porch altered to present configuration with square posts; no special architectural or historical significance.
68.	House	Frame, weatherboard, gable-front bungalow; no special architectural or historical significance.
69.	House	Gable-front bungalow with off-set gable-front porch; later brick veneer and replacement chimney; no special architectural or historical significance.
70.	House	Frame, vinyl-sided, gable-front bungalow with off- set gable-front porch; no special architectural or historical significance.
71.	House	L-plan house with altered and enclosed front porch and concrete foundation; building currently in use as office; no special architectural or historical significance.



72.	House	Abandoned and relocated tenant house with double
		pile, side-gable form; chimney removed and front porch altered; concrete-block foundation piers; no special architectural or historical significance.
73.	House	Ca. 1900, abandoned, traditional two-room, side- gable dwelling with replacement center chimney, replacement porch posts; no special architectural of historical significance.
74.	House	Substantial, two-story bungalow with prominent gable-roofed dormer; vinyl siding; replacement one over-one windows; no associated outbuildings; no special architectural or historical significance.
75.	House/Outbuildings	Frame, weatherboard, ca. 1900 dwelling that appears to have been expanded and remodeled in 1920s with simple bungalow traits. Property includes two altered outbuildings—a former tenant house and a large, metal-sided gable-front barn; no special architectural or historical significance; no special architectural or historical significance.
76.	House/Outbuildings	Frame, clipped gable dwelling with wraparound porch and later square porch posts; property includes frame, two, side-gable, weatherboard barns no special architectural or historical significance.
77.	House	Frame, German-sided, cottage with a mix of simple Tudor Revival, Colonial Revival, and bungalow elements; no special architectural or historical significance.
78.	House	Brick-veneered version of House # 77 with arched entry; no special architectural or historical significance.
79.	House	Frame, vinyl-sided gable-front bungalow with porte cochere; no special architectural or historical significance.
80.	House	Frame, vinyl-sided, story-and-a-half dwelling with vernacular picturesque traits, including patterned wood shingles in gable and turned porch posts with sawnwork brackets; chimneys removed, replacement one-over-one window sash, later rear ells and modern gazebo. House no longer has sufficient integrity for National Register eligibility.
81.	House	Abandoned and deteriorated gable-front house in African American community of Light Oak. Although this community retains a collection of vernacular gable-front and side-gable cottages, including some shotguns houses, these houses are

		either deteriorated or have been remodeled. The neighborhood includes a greater number of recently built houses, reflecting Community Development Block Grants. Therefore, this African American community does not possess sufficient integrity for National Register eligibility.
82-84.	Houses	Three vernacular, frame houses built in early 20th century for African Americans; no special architectural or historical significance.
85.	House	Frame, vinyl-sided, gable-front dwelling with metal porch supports, located in Light Oak community; no special architectural or historical significance.
86-87.	Houses	Two of the more intact African American houses in the Light Oak community east of Shelby; weatherboard siding, altered porches; no special architectural or historical significance.
88.	House	One of the more intact early-20th-century houses in Light Oak community; weatherboard siding and simple bungalow influence; no special architectural or historical significance.
89-92.	Houses	Most intact row of African American housing in Light Oak community; representative frame, gable- front dwellings; two currently unoccupied and in disrepair; no special architectural or historical significance.
93.	House	Frame, side-gable bungalow with porte-cochere and engaged porch; no special architectural or historical significance.
94.	House/Barn	Frame, German-sided, gable-front dwelling with replacement square porch posts. Abandoned, frame, gambrel-roofed barn stands to the rear; no special architectural or historical significance.
95.	House	Frame, weatherboard, side-gable former tenant house with replacement square posts, no associated outbuildings; no special architectural or historical significance.
96.	Yarbro Farm	Rock-faced, side-gable bungalow with hip-roofed front porch and gable-front dormer; property includes gambrel-roofed barn (possibly 1950s) and cluster of small frame sheds, now predominantly overgrown and in disrepair; no special architectural or historical significance.

97.	House	Frame, gable-front bungalow with hip-roofed porch with replacement square posts; no special architectural or historical significance.
98.	House	Frame, weatherboard, double-pile, former tenant house with shed-roofed entry porch; no special architectural or historical significance.
99.	Barn	Abandoned, frame, weatherboard, gambrel-roofed barn, no associated farmhouse or other outbuildings no special architectural or historical significance.
100.	House	Frame, weatherboard, story-and-a-half Colonial Revival house with classical entry, lateral windows and flanking brick chimneys; stands on broad lot overlooking US 74; no special architectural or historical significance.
101.	House	Substantial, two-story bungalow with gable-roofed dormer, vinyl siding, altered and enclosed front porch; no special architectural or historical significance.
102.	House	Vinyl-sided, story-and-a-half bungalow with shed- roofed dormer, screened front porch with tapered posts on brick piers; no special architectural or historical significance.
103.	House	Ca. 1910, traditional two-room, center-hall, side- gable dwelling with center roof gable; altered and partially enclosed front porch; no special architectural or historical significance.
104.	Log Store	Relocated and reconstructed log building with partially new log walls and porch; no chimney; modernized interior; no special architectural or historical significance.
105.	House	Extensively altered one-story frame dwelling with metal porch posts, vinyl siding, and front facade partially sheathed in replacement brick; no special architectural or historical significance.





























































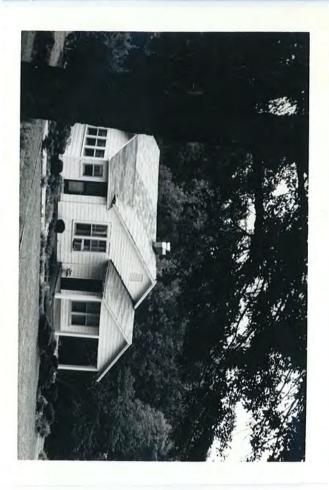












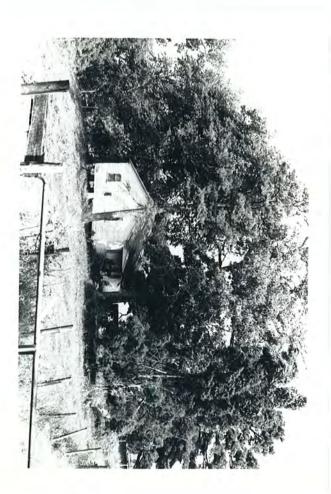
























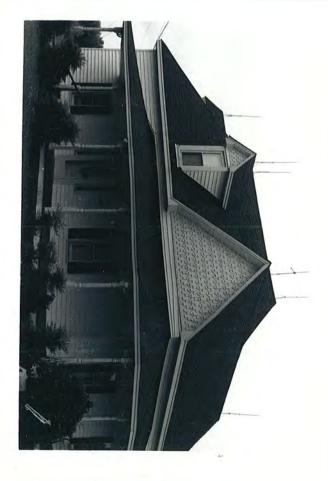
















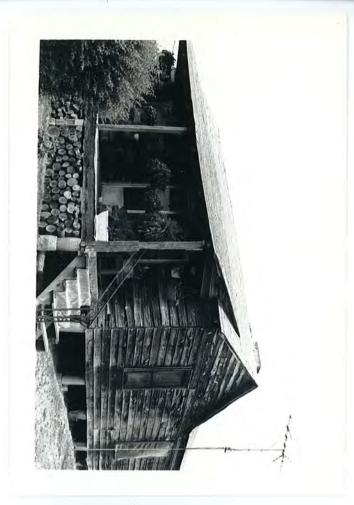


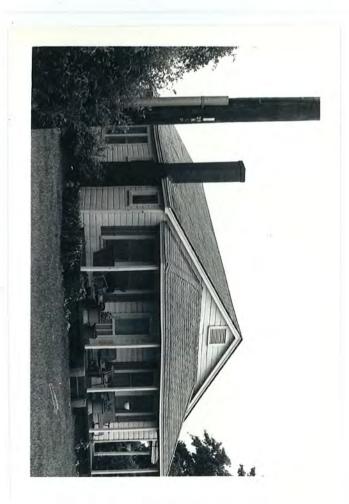














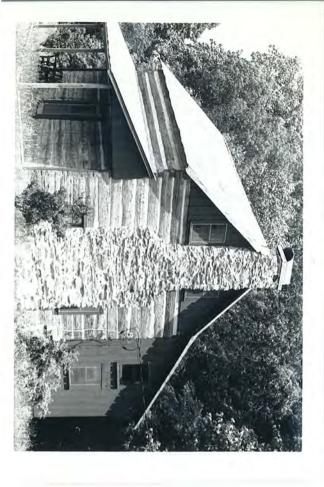










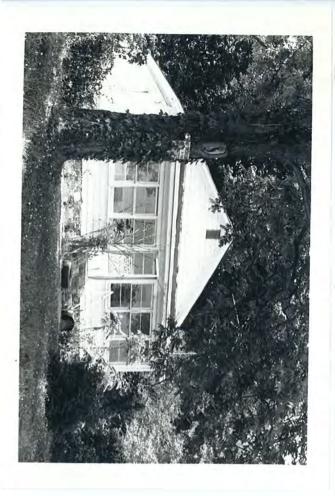










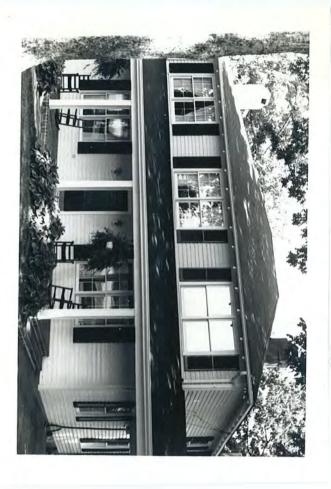










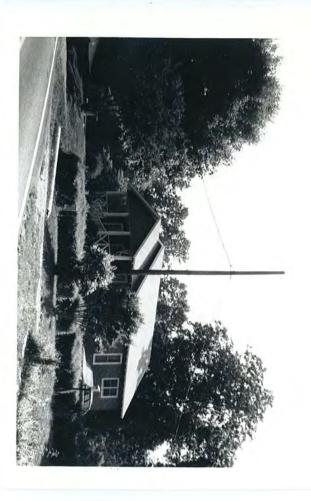














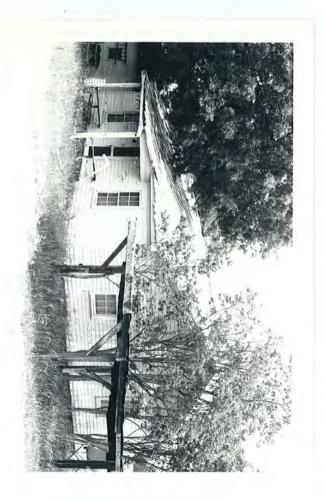










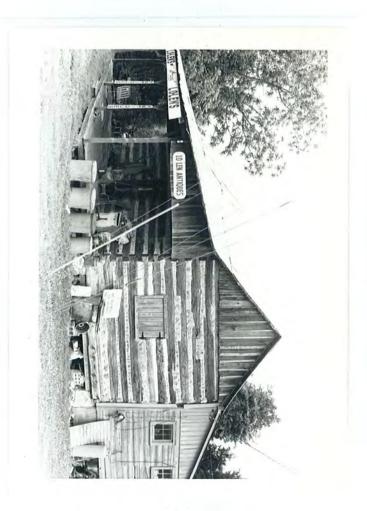














Appendix C
Professional Qualifications

## Richard L. Mattson, Ph.D. Historical Geographer

Education
1988 Ph.D. Geography
University

University of Illinois, Urbana, Illinois

1980 M.A. Geography

University of Illinois, Urbana, Illinois

1976 B.A. History, Phi Beta Kappa

University of Illinois, Urbana, Illinois

Relevant Work Experience

1991-date Historical Geographer, Mattson, Alexander and Associates, Inc.

Charlotte, North Carolina

1991 Visiting Professor, History Department, Queens College, Charlotte, North

Carolina

Developed and taught course on the architectural history of the North Carolina Piedmont, focusing on African-American architecture, textile-mill housing, and other types of vernacular landscapes.

1989-1991 Mattson and Associates, Historic Preservation Consulting Charlotte, North Carolina

1988 Visiting Professor, Department of Urban and Regional Planning, University of Illinois, Urbana, Illinois

Taught historic preservation planning workshop, developed and taught course on the history of African-American neighborhoods. The latter course was cross-listed in African-American Studies.

1984-1989 Private Historic Preservation Consultant, Raleigh, North Carolina

1981-1984 Academic Advisor, College of Liberal Arts and Sciences, University of Illinois, Urbana, Illinois

1981 Instructor, Department of Geography, University of Illinois, Urbana, Illinois

1978-1980 Private Historic Preservation Consultant, Champaign, Illinois

## Frances P. Alexander Architectural Historian

Education

1991 M.A. American Civilization-Architectural History

George Washington University

Washington, D.C.

1981 B.A. History with High Honors

**Guilford College** 

Greensboro, North Carolina

Relevant Work Experience

1991-date Architectural Historian, Mattson, Alexander and Associates, Inc.

Charlotte, North Carolina

1988-1991 Department Head, Architectural History Department

Engineering-Science, Inc., Washington, D.C.

Directed all architectural history projects for the Cultural Resource Division. Supervised a staff of three architectural historians, one photographer, and graphics staff. Responsibilities included project management, technical direction, research design and implementation, scheduling, budget management, client and subcontractor liaison, and regulatory compliance with both state and federal agencies. Responsibilities also included marketing, proposal writing, and public presentations.

Types of projects included: Section 106 compliance, surveys, evaluations of eligibility, evaluations of effect, design review, and mitigation; environmental impact statements; Section 4(f) compliance; H.A.B.S./H.A.E.R. documentation; state survey grants; National Register nominations; oral history; and environmental, historical, and land use research for Superfund sites.

1987-1988 Architectural Historian, Historic American Buildings Survey/Historic American Engineering Record, National Park Service, Washington, D.C.

Planned and conducted architectural, engineering, and landscape documentation projects. Responsibilities included research designs and methodologies; development of computerized data bases for recording survey data; preparation of overview histories; editing project data; preparation of documentation for publication; and assisting in hiring and supervising personnel.

1986-1987 Historian, National Register of Historic Places, National Park Service, Washington, D.C.

Acted as liaison with public and federal agencies to provide preservation information, publications, and National Register nominations.

1986 Historian, Historic American Engineering Record, National Park Service, Chicago, Illinois

Conducted inventory of historic industrial and engineering resources along the Illinois and Michigan Canal in Chicago, Illinois. Responsibilities included identifying potential historic sites; preparing architectural, engineering, and technological descriptions; conducting historical research; and preparing an overview history tracing industrial and transportation development patterns.

1982-1983 Research Assistant, Chatham County Architectural Survey, North Carolina Department of Archives and History

Assisted in the comprehensive survey of architectural resources in Chatham County, North Carolina. Responsibilities included background historical research; field photography; and reconnaissance survey.