



## North Carolina Department of Cultural Resources

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

Division of Archives and History  
Jeffrey J. Crow, Director

June 26, 1996

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

Re: US 311 from High Point East Belt to US 220,  
Randolph County, R-2606, Federal Aid Project  
NHF-311(3), State Project 8.1571501, ER 96-  
9052

Dear Mr. Graf:

Thank you for your letter of May 28, 1996, transmitting the historic structures survey report by Marvin Brown of Greiner, Inc., concerning the above project.

We concur that the following properties are not eligible for listing in the National Register of Historic Places:

Welborn-Dougan Cemetery. The cemetery is not associated with any notable historic events and contains average grave markers that are not significant.

Old Union Methodist Church. The church lacks special historical or architectural significance.

Johnson-Spencer House. The house is not associated with any significant historical events. It is altered and deteriorated.

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: File  
✓ Brown/Bevin  
County  
RF

**AN HISTORIC ARCHITECTURAL SURVEY OF  
US 311  
FROM PROPOSED HIGH POINT EAST BELT TO US 220  
RANDOLPH COUNTY, NORTH CAROLINA  
FEDERAL AID PROJECT NO. NHF-311(3)  
STATE PROJECT NO. 8.1571501  
TIP NO. R-2606**

**PHASE II**

*Prepared For:*

**Ko & Associates, P.C.  
Raleigh, North Carolina  
and  
Planning and Environmental Branch  
North Carolina Department of Transportation**

*Prepared By:*

**Marvin A. Brown**

**GREINER, INC.  
4630 Paragon Park Road  
Raleigh, North Carolina 27604-3174  
(919) 876-2760**

**APRIL 1996**

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April 1996

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*M. A. Brown*

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**Marvin A. Brown**  
Principal Investigator

5-10-96

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Date

*Barbara Chum*

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Architectural Resources Section  
North Carolina Department of Transportation

5-15-96

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Date

*John R. Keady*

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Project Manager  
North Carolina Department of Transportation

5/15/96

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Date

## MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) is proposing improvements on new location for US 311 from the proposed High Point East Belt to US 220 in Randolph County, North Carolina (Federal Aid Project No. NHF-311(3), State Project No. 8.1571501, TIP No. R-2606). The proposed relocation of US 311 is an 8- to 10-mile-long, four-lane, divided freeway (see Figures I.1 and I.2a-b below). The lengths of the three corridors under study, including overlaps, are: Corridor A - 7.6 miles; Corridor AA - 7.4 miles; and Corridor C - 9.2 miles.

On January 14-15 and April 28, 1995, Marvin A. Brown, Senior Architectural Historian with Greiner, Inc., conducted a Phase I reconnaissance-level survey of historic architectural resources for Ko & Associates and NCDOT. The wide study area for the project at that initial stage extended to either side of US 311 from the proposed High Point "East Belt" to US 220. In accordance with NCDOT's Guidelines for Phase I surveys, Greiner identified only those resources that appeared to have some possibility of being eligible for listing in the National Register of Historic Places. Greiner identified 22 such resources, to which it assigned the letters A through V.

Ko & Associates and NCDOT subsequently asked Greiner to conduct a Phase II inventory of the project along the reduced study area of Corridors A, AA, and C. Mr. Brown initially conducted preliminary background research; photographed and mapped 26 additional resources 50 years old or older within and near the three corridors--to which he assigned numbers 1 through 26--during a preliminary survey on February 28, 1996; and made a preliminary determination of what the Area of Potential Effect (APE) of the project along the three corridors might be. On March 6, Mr. Brown met with Clay Griffith of NCDOT. At this meeting the project's APE was established. It contains 25 resources that are 50 years old or older: A, J-L, O-P, 1-2, 4-5, 7-11, 13-16, 18-21, 23, and 24. At a meeting on March 14 between NCDOT, the North Carolina State Historic Preservation Office (SHPO), and Greiner, it was determined that Greiner should intensively survey and evaluate the National Register eligibility of three resources located within the APE: the Welborn-Dougan Cemetery (#15), Old Union Methodist Church (K), and the Johnson-Spencer House (O). At this meeting it was also determined that the remaining 22 resources within the APE were not eligible for listing in the National Register. Photographs and a map showing the location of these 22 resources are included in a photographic inventory appended to the end of this report.

On March 15 Greiner completed the Phase II survey of the APE and evaluated and made recommendations of National Register eligibility of the Welborn-Dougan Cemetery, Old Union Methodist Church, and the Johnson-Spencer House. Greiner's survey methodology consisted of historical background research into primary and secondary sources, interviews with knowledgeable local residents and individuals, site-specific research, and an intensive-level field survey, during which 100 percent of the APE was surveyed. This report records the results of Greiner's Phase II field survey and research.

Greiner recommends that the Welborn-Dougan Cemetery, Old Union Methodist Church, and the Johnson-Spencer House are not potentially eligible for Register listing under any of the Register

Criteria. The following summarizes the status and evaluation of the resources that are 50 years old or older within the APE:

**SUMMARY OF RESOURCES EVALUATED WITHIN THE AREA OF POTENTIAL EFFECT**

PAGE

*RESOURCES LISTED IN, DECLARED ELIGIBLE FOR, OR CONSIDERED POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER*

*Resources Listed in the National Register or Declared Eligible by a Determination of Eligibility:*

None

*Resources on the North Carolina National Register Study List and Considered Potentially Eligible for the National Register*

None

*Resources Considered Potentially Eligible for the National Register:*

None

*RESOURCES NOT CONSIDERED POTENTIALLY ELIGIBLE FOR THE NATIONAL REGISTER*

|   |      |
|---|------|
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| Old Union Methodist Church [K] - North side of SR 1936, 0.3 miles east of SR 1944, New Market Township .....  | V-7  |
| Welborn-Dougan Cemetery [#15] - East side of SR 1941, 0.1 miles south of SR 1943, down 0.1 mile dirt path that follows edge of woods, New Market Township ..... | V-2  |

*RESOURCES DETERMINED NOT TO BE ELIGIBLE FOR THE NATIONAL REGISTER BY NCDOT AND SHPO*

Twenty-two resources--A, J-L, O-P, 1-2, 4-5, 7-11, 13-16, 18-21, 23, and 24--were determined not to be eligible for National Register listing at a meeting held between NCDOT and SHPO on March 15, 1996. Photographs of these resources and a map showing their location are included in a photographic inventory appended to the end of this report.

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## I. INTRODUCTION

The North Carolina Department of Transportation (NCDOT) is proposing improvements on new location for US 311 from the proposed High Point East Belt to US 220 in Randolph County, North Carolina (Federal Aid Project No. NHF-311(3), State Project No. 8.1571501, TIP No. R-2606). The proposed relocation of US 311 is an 8- to 10-mile-long, four-lane, divided freeway (Figures I.1 and I.2a-b). The lengths of the three corridors under study, including overlaps, are: Corridor A - 7.6 miles; Corridor AA - 7.4 miles; and Corridor C - 9.2 miles. This report presents the results of a Phase II historic architectural survey of the project area by Greiner, Inc. for Ko & Associates and the Planning and Environmental Branch of NCDOT.

Ko & Associates and NCDOT subsequently asked Greiner to conduct a Phase II inventory of the project along the reduced study area of Corridors A, AA, and C. Marvin A. Brown, Senior Architectural Historian with Greiner, initially conducted preliminary background research; photographed and mapped 26 additional resources 50 years old or older within and near the three corridors--to which he assigned numbers 1 through 26--during a preliminary survey on February 28, 1996; and made a preliminary determination of what the Area of Potential Effect (APE) of the project along the three corridors might be. On March 6, Mr. Brown met with Clay Griffith of NCDOT. At this meeting the project's APE was established. It contains 25 resources that are 50 years old or older: A, J-L, O-P, 1-2, 4-5, 7-11, 13-16, 18-21, 23, and 24. At a meeting on March 14 between NCDOT, the North Carolina State Historic Preservation Office (SHPO), and Greiner, it was determined that Greiner should intensively survey and evaluate the National Register eligibility of three resources located within the APE: the Welborn-Dougan Cemetery [#15], Old Union Methodist Church [K], and the Johnson-Spencer House [O]. At this meeting it was also determined that 22 resources within the APE were not eligible for listing in the National Register. Photographs and a map showing the location of these 22 resources are included in a photographic inventory appended to the end of this report.

On March 15 Greiner completed the Phase II survey of the APE and evaluated and made recommendations of National Register eligibility of the Welborn-Dougan Cemetery, Old Union Methodist Church, and the Johnson-Spencer House. Greiner's survey methodology consisted of historical background research into primary and secondary sources, interviews with knowledgeable local residents and individuals, site-specific research, and an intensive-level field survey, during which 100 percent of the APE was surveyed. This report records the results of Greiner's Phase II field survey and research.

An historic architectural survey within the APE associated with the proposed improvements to US 311 was necessary for compliance with the basic requirements of: Section 106 of the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800); and NCDOT's "Historic Architectural Resources, Survey Procedures and Report Guidelines." In order to meet the requirements of these laws and regulations, the work plan for the Phase II survey included the following items: (1) conducting general historical

and architectural background research in order to develop contexts within which to evaluate the potential National Register eligibility of the resources located within the APE; (2) an intensive-level field survey of the APE, including surveying, describing, evaluating, and proposing specific National Register boundaries for any resources believed to be Register eligible; (3) specific historical and architectural research on the resources inventoried at the intensive level; and (4) preparation of a report developed pursuant to the above-referenced laws, regulations, and guidelines.

The Area of Potential Effect or APE is the area or areas within which an undertaking may cause changes in the character or use of historic properties. The boundaries of the project's APE were established by NCDOT and Greiner during Greiner's inventory of the general project area. They are delineated in this report on the High Point East, Glenola, and Randleman USGS topographical quadrangle map. They are largely defined by the lay of the land, running along topographic contours and field and tree lines. The APE's distance from the center lines of the three corridor ranges from approximately 215 to 610 meters (700 - 2000 feet) and the APE encompasses approximately 1660 hectares (4100 acres) of land.

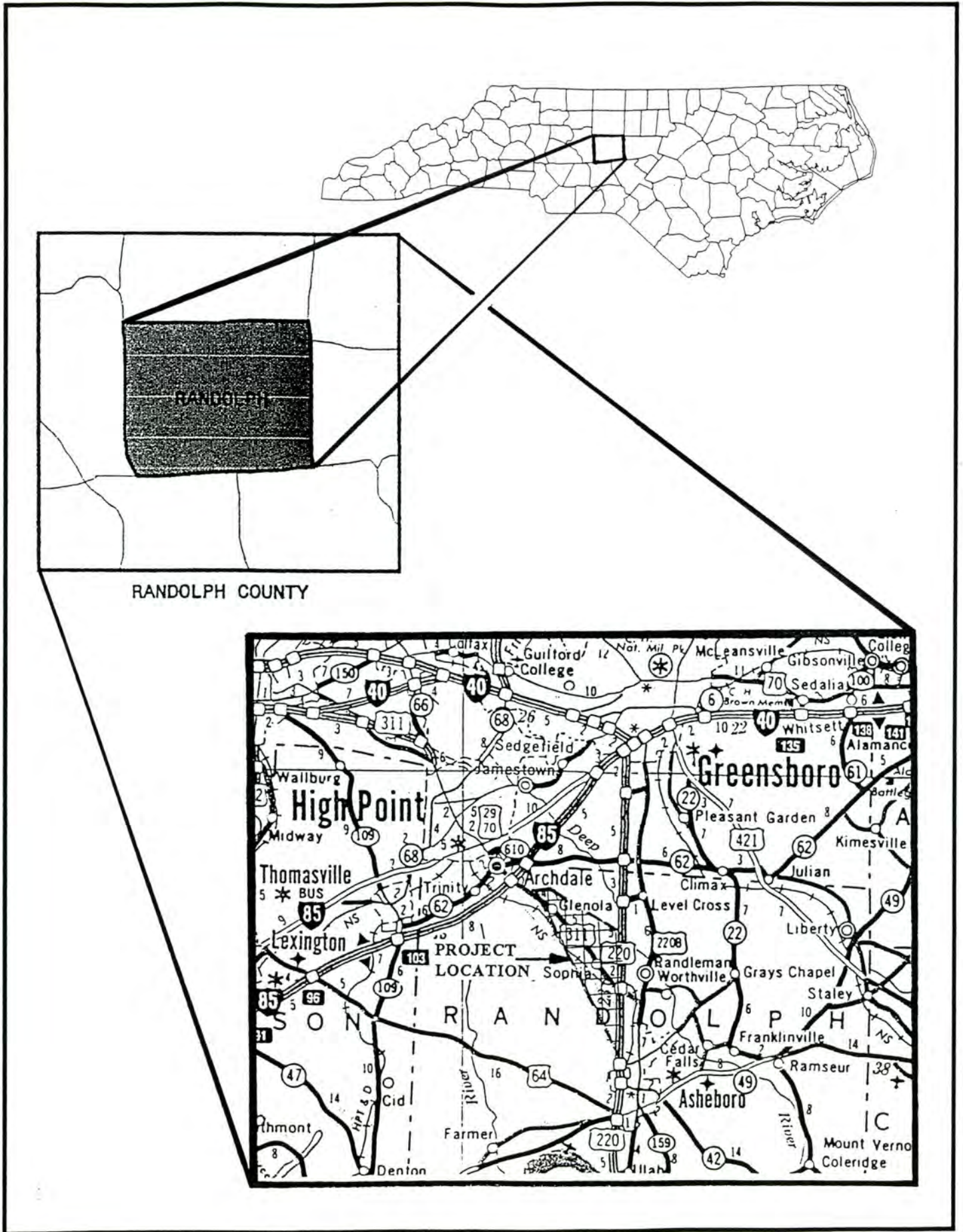


FIGURE I.1 Project Location Map

NO SCALE

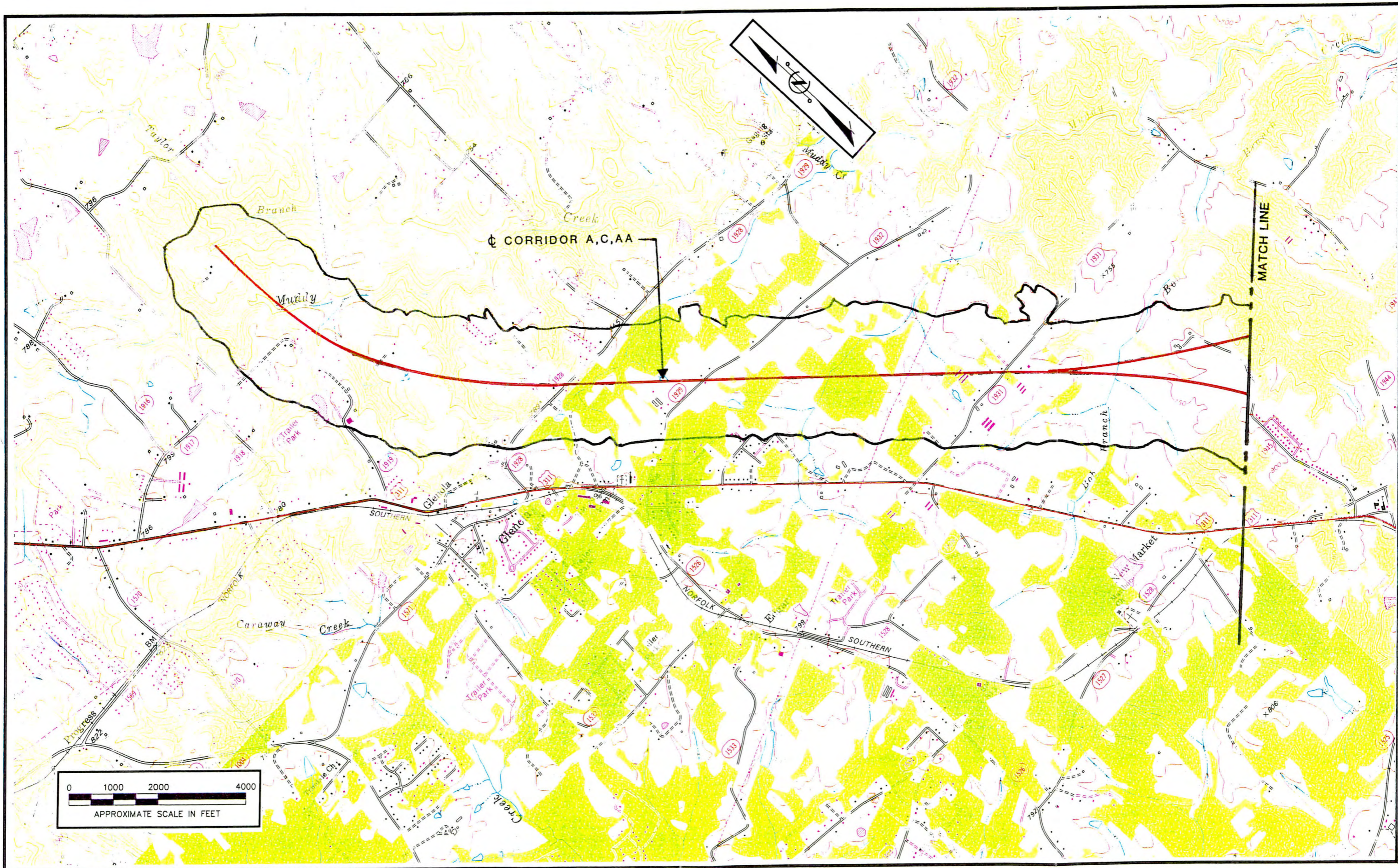


FIGURE I.2a Area of Potential Effect and Property Inventory Map

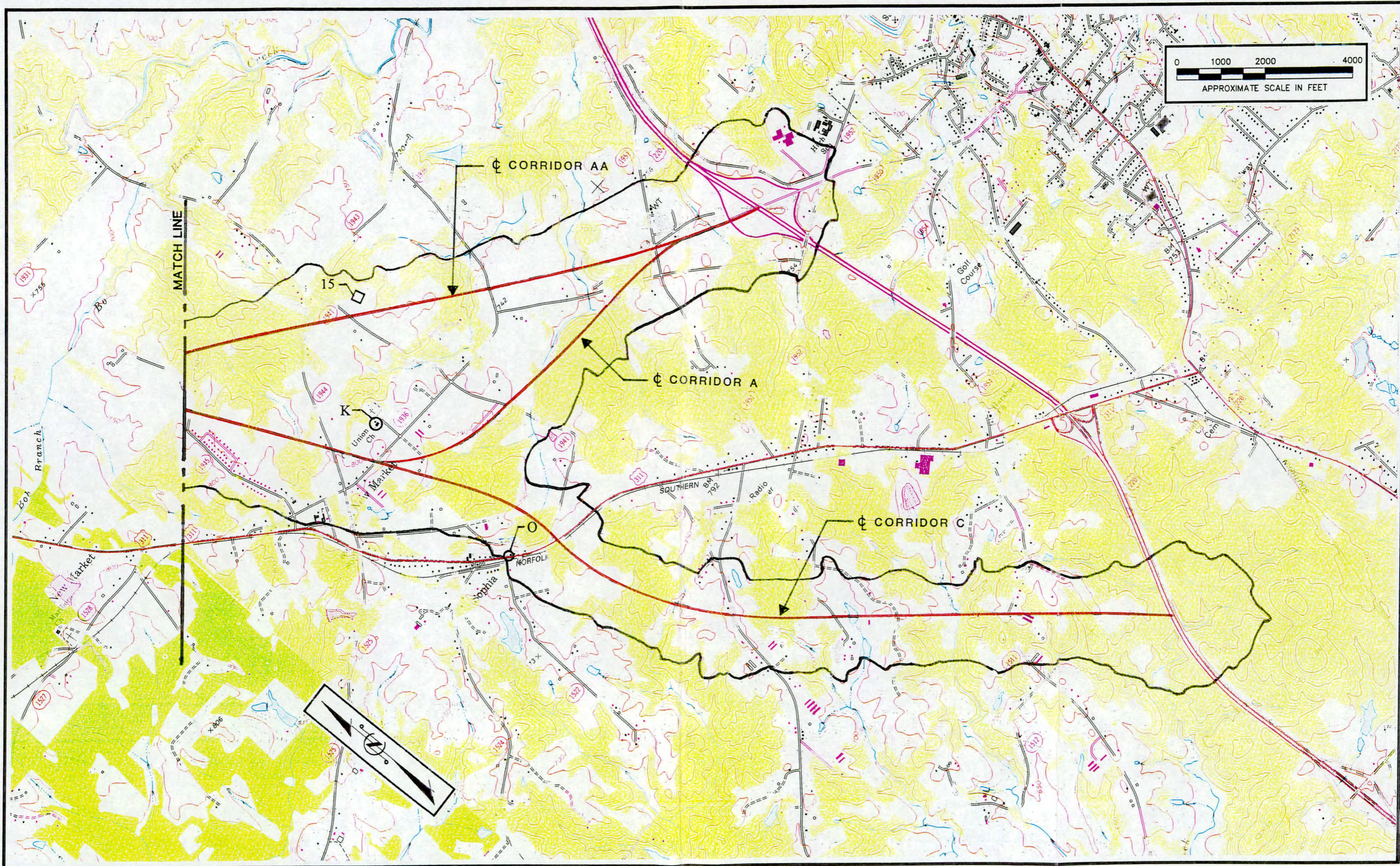


FIGURE I.2b Area of Potential Effect and Property Inventory Map

## II. PHYSICAL ENVIRONMENT

The project is located in New Market Township in northwest Randolph County, extending from the fringe of the urban areas of High Point beyond its northwest terminus, to the fringe of Asheboro beyond its southwest terminus. The project's Area of Potential Effect (APE) runs north of US 311 from the proposed High Point East Belt south of SR 1920 to US 220 west of Randleman, and also extends south of 311, crossing the highway at Sophia, to an intersection with 220 between Randleman and Asheboro.

New Market Township was constituted in 1868, when townships were introduced to the county. Between 1890 and 1950 its population only rose from 1,347 to 1,587. Although its population had risen to almost 4,000 by 1970 and continues to expand, the township still remains predominantly rural. Its growth has largely occurred at its northwestern and southwestern corners, near High Point and Asheboro, and along major thoroughfares like US 311 (Randolph County Historical Society 1980:129; Whatley 1985:17-19).

US 311 is primarily a two-lane road with short three-lane sections in Glenola, New Market, and east of Sophia, the three small rural communities along its extent within and near the APE. It is flanked by numerous and varied residential and non-residential buildings dating from the late nineteenth to the late twentieth centuries. The area to either side of 311, contained within the APE, is more rural in character. It includes fields, woods, and nineteenth and twentieth century houses and farmsteads. Buildings inserted into the landscape of the APE in recent decades include small houses, rows of trailers arrayed in a number of trailer parks, and long low livestock or poultry barns.

US 311 was apparently largely in place before the Fayetteville and Western Plank Road was established in 1849 along much of its present route (Whatley 1985:11; Martin 1993:49, 66-67). A paucity of early maps makes it difficult to determine when the rural roads that intersect it, and pass through the APE, were established. However, as indicated by the Colonial burials in the Welborn-Dougan Cemetery, discussed further below, the area was settled by the mid eighteenth century.

As the modest growth of New Market Township into the 1950s suggests, the Plank Road and the High Point, Randleman, and Asheboro Branch of the North Carolina Railroad--established parallel to the present path of US 311 in 1889--had limited impact on the rural character of the township. Only as High Point and Asheboro have grown in recent decades has the population of the township within and beyond the APE begun to expand. US 311 had been a crucial component of this growth, serving as the link between the new homes within the APE and jobs in High Point, Asheboro, and elsewhere in Guilford and Randolph counties.

### III. METHODOLOGY

The survey methodology for this project consisted of historical background research, site-specific research, and an intensive-level field survey of the Area of Potential Effect (APE). The main sources of information were the files of the State Historic Preservation Office (SHPO) and the Randolph County survey publication produced by Lowell McKay Whatley, Jr., county histories, maps, personal interviews, and articles in the *North Randolph Historical Society Quarterly* and *The Genealogical Journal by the Randolph County Genealogical Society of the Randolph County Historical Society*.

The purpose of the research and field survey was to understand the historical and architectural contexts of the APE and to develop specific developmental and architectural histories of individual resources. Such knowledge was crucial in determining which resources within the APE were potentially eligible for listing in the National Register of Historic Places. The APE was largely defined by the lay of the land, particularly topographic contours and field and tree lines.

The fieldwork for the initial component of the project before its boundaries were refined--which covered an area larger than that within the present APE--was conducted by Senior Architectural Historian Marvin A. Brown of Greiner on January 14-15 and April 28, 1995. The fieldwork for Phase II of the project, which is the subject of this report, was conducted by Mr. Brown on February 28 and March 15, 1996. Mr. Brown drove or walked every paved road, driveway, and path within the APE in order to view, assess, photograph, map, and record the resources 50 years old or older within the APE.

On March 6, Mr. Brown met with Clay Griffith of NCDOT. At this meeting the project's APE was established. At a meeting on March 14 between NCDOT, the North Carolina State Historic Preservation Office (SHPO), and Greiner, it was determined that Greiner should intensively survey and evaluate the National Register eligibility of three resources located within the APE: the Welborn-Dougan Cemetery (#15), Old Union Methodist Church (K), and the Johnson-Spencer House (O). This information forms the body of this report. At this meeting it was also determined that 22 resources within the APE were not eligible for listing in the National Register. Photographs and a map showing the location of these 22 resources are included in a photographic inventory appended to the end of this report.

The architectural survey was necessary for compliance, and conducted in accordance, with the basic requirements of: Section 106 of the National Historic Preservation Act of 1966, as amended; the Department of Transportation Act of 1966, as amended; the Department of Transportation regulations and procedures (23 CFR 771 and Technical Advisory T 6640.8A); the Advisory Council on Historic Preservation regulations on the "Protection of Historic Properties" (36 CFR 800); and NCDOT's "Historic Architectural Resources, Survey Procedures and Report Guidelines."

#### IV. BACKGROUND INFORMATION AND HISTORIC CONTEXTS

Located in North Carolina's Piedmont region near the center of the state, Randolph County is characterized by rolling hills and valleys. By the mid eighteenth century, white settlers had penetrated the county. Many were Germans and Quakers from Pennsylvania. Both groups settled in the northwest quadrant of the county, where the project area is located. In 1779 population growth in the region was sufficient to merit the formation of Randolph County (Whatley 1985:6-9; Blair 1890:3).

The early settlers established a number of Quaker meetings and Baptist and Lutheran churches in the county during the second half of the eighteenth century. A Baptist church was established at Sandy Creek in 1755. Quaker meetings were established at Providence around 1762, at Holly Springs by 1769, at Uwharrie before 1780, at Back Creek in 1785, and at Marlboro in 1797. The Richland Lutheran Reform Church was built in 1789. A log house built in 1786 by William Bell and known as Bell's Meeting was established for use by all denominations at New Market. In 1802 it became the Old Union Methodist Church. Methodists had also been among the county's early settlers. Bishop Francis Asbury preached to Methodists in the area in 1780 (Randolph County Historical Society 1980:26-27).

The county has remained primarily rural since its settlement. Food rather than cash crops have always dominated its agricultural economy. Into the 1920s, 90 percent of the county's agricultural wealth was produced by food crops, particularly corn and wheat. Because of the lack of labor-intensive cash crops like cotton or tobacco, and perhaps because of the influence of its Quaker population, Randolph never had large numbers of slaves. From the late eighteenth century through the Civil War, its enslaved population hovered around ten percent (Whatley 1985:9-11; Burgess 1924:35, 55).

In 1849 the Fayetteville and Western Plank Road was organized. Within a few years it was extended through Randolph County, bisecting it diagonally from the southeast to the northwest. The route of the wooden road within and near the project area approximated the route of modern US 311, with the exception of about a mile of roadway northeast of Sophia within and near the project area. This straight stretch of the Plank Road was supplanted by a curving 311, where it dips to parallel the railroad tracks (Whatley 1985:11; Martin 1993:49). An earlier road was apparently already in place at this time, running southeast from Archdale and High Point through the county. A county history (Martin 1993:49) says of the plank road:

The planks of the road were eight feet long, nine to sixteen inches wide and three inches thick. They were laid across sills or stringers which were placed in four parallel trenches. There were no nails or spikes used in the construction. . . .

It was estimated that 20,000 wagons used the road to haul goods to market during its short lifetime. The southbound traffic to Fayetteville were loads of hay, dried fruit, tobacco, grain, and whiskey. The northbound freight consisted of calico, salt,



powder, tin, tea, coffee, molasses, and various luxuries and necessities which had come to Fayetteville by steamboat from New England factories.

The road was only wide enough for one wagon and it was customary to give the heaviest loaded wagons the right-of-way. The wagon trip from Salem to Fayetteville usually took less than two weeks. There were campgrounds all along the way. . . .

The most prosperous years of the Plank Road were in 1854 and 1855. The decline of the road began in 1856 when there was a panic and the crops were poor. The railroads came into the area about that time and offered cheaper rates. The Civil War also entered the picture and the Plank Road began to wear out. There was no money to repair it; thus it soon ceased to exist.

In the 1860s the road was abandoned (Whatley 1985:11; North Randolph Historical Society Quarterly, Spring-Summer 1971:8).

Following the War, the county saw the steady development of a textile and furniture industry (Whatley 1985:17-19). This development was aided by the construction of a number of rail lines through Randolph. Among these was a branch line of the North Carolina Railroad, which was built southeast from High Point to Randleman and Asheboro in 1889. Paralleling US 311 and much of the project area, the High Point, Randleman, and Asheboro opened up the trade in lumber and manufactured products (Randolph County Historical Society 1980:111). It promoted the development of two small communities along US 311 within or near the project area--Glenola and Sophia--and probably led to the demise of a third, the community of New Market.

The community (not the township) of New Market was located near the intersection of US 311 and SR 1528, southwest of the project's Area of Potential Effect (APE). It was settled by Quakers in the late eighteenth or early nineteenth century. About 1830 Shubal Gardner built the Gardner or New Market Inn near the intersection of the two roads. The inn thrived, particularly while the Plank Road was in operation. It included a blacksmith shop, stables, and a nearby campground for the wagoners (Martin 1993:66-67; Blair 1890:49). In 1894 (Branson:49) its population was estimated at 41.

Glenola, located at US 311 near the northwestern limits of the project area, was a community by 1876, when a post office was established there. (The post office ceased operation in 1923.) Its development was aided by the railroad, which carried from it lumber and wood products (Randolph County Historical Society 1980:131, 258). A county business directory (Branson 1894:41) said, shortly after the advent of the railroad, that Glenola was "a beautiful place for a new town" and estimated its population at 53 inhabitants. A modern county publication (Martin 1993:68) noted of Glenola recently that:

Despite the hubbub of commercialism encroaching on it, it is still holding on to some semblance of its rural-suburban character. It was once the home of a small brickyard, Tysinger's Store and the Wade Hill Service Station. A group of diverse businesses

now line the short stretch of highway. These stand in contrast to several large silos that rise in southern Glenola, silos that serve as a reminder that dairying is still a highly established vocation here.

Sophia did not come into existence until the railroad was created. It sprang up as a center for the shipment of lumber and wood products, and by 1891 had a post office, which it maintains to the present (Randolph County Historical Society 1980:131, 259). It was an outgrowth of the New Market community, which it largely supplanted (Martin 1993:68-69). In 1894 (Branson:59) it was described as a "new depot" on the rail line with a population of 123.

Randolph County's historic residential and rural architecture is almost exclusively of log or frame construction. During the comprehensive county inventory of the late 1970s, more log buildings were recorded than any other type. The most common notching types were the V-notch and half-dovetail notch, both of which apparently extended into the early twentieth century. During the last third of the nineteenth century and into the first two decades of the twentieth, numerous two-story, one-room-deep, gable-end frame farmhouses were erected in New Market Township and elsewhere throughout the rural areas of the county. In the early twentieth century the Queen Anne, Colonial Revival, and Craftsman styles became common throughout the county, both in towns and in rural areas (Whatley 1985:21-24, 37-42, 47). Elements of these styles, particularly the columns of the Colonial Revival and the triangular knee-braces and distinctive porches of the Craftsman, were utilized at non-residential buildings as well.

## V. PROPERTY INVENTORY AND EVALUATIONS

### *A. Resources Listed in, Declared Eligible for, or Considered Potentially Eligible for the National Register*

No standing resources within the project's Area of Potential Effect (APE) were found to be listed in or declared eligible for listing in the National Register of Historic Places. Further, Greiner does not recommend that any standing resources within the APE are potentially eligible for National Register listing under any of the Register's Criteria.

*B. Properties Not Considered Potentially Eligible for the National Register*

**Welborn-Dougan Cemetery [#15]**

**East side of SR 1941, 0.1 miles south of SR 1943, down 0.1 mile dirt path that follows edge of woods, New Market Township**

*History*

The Welborn-Dougan Cemetery, also known as the Bell-Welborn Cemetery, contains approximately 37 marked burials dating from the late eighteenth to the mid twentieth century. It holds four additional unmarked or illegible fieldstones that probably stand over other graves. The cemetery was a family, rather than a church, burying ground associated with a house or houses no traces of which remain. Because many of its dead were members of Old Union Methodist Church, it was deeded to the church, according to a church history, by Joseph T. Wall in 1918. County tax records and maps, however, indicate that the cemetery is part of a 96-acre tract owned by Stacey A. and Floyd L. Hayes (Randolph County Tax Map 7746, Block 61, Parcel 8050). Regardless of ownership, the cemetery is maintained by the church. In 1953 the New Market Grange cleaned the cemetery and put a fence around it. The tombstones were cleaned in 1972 and recorded on July 10th of that year by Ruby Lassiter Culver and Louise Tingen Hudson. Since 1972, a number of the stones have become completely or almost entirely illegible (North Randolph Historical Society Quarterly, Fall 1970a:107-108; North Randolph Historical Society Quarterly, Fall 1972b:136-137; North Randolph Historical Society Quarterly, Winter 1970:199).

The four purported eighteenth-century burials in the cemetery are associated with the Dougan family (Plate V-1). Members of the family with eighteenth-century death dates buried there are Thomas Dougan (died 1754 or 1755 at age 29), another Thomas Dougan (died 1760 at age 50), Thomas S. Dougan (1787-1790), and Washington Dougan (1786-1793). As discussed below, the bodies of the two Thomas Dougans were moved to the cemetery years after their deaths.

At least 23 individuals were buried in the cemetery during the nineteenth century. They primarily bore the surname Welborn, although they also included Walls, Whites, a Rich, and Isabel Dougan and Martha Bell. Only five of the nineteenth-century burials date from the first half of the nineteenth century, those of Isabel Dougan (died in 1804 at age 37), Martha Bell (died in 1820 at age 85), Robert Wall (died in 1823 at age 33), Jane McGee (1760-1835), and Parthena G.D. Welborn (1805-1847). The remainder of the nineteenth-century burials date from the last half of the nineteenth century.

Nine of the ten twentieth-century burials took place between 1900 and 1925. The surnames of these individuals were Welborn, Fentress, and Saxton. The last identified burial was that of Jesse Welborn, the grandson of Martha Bell. Born in 1875, he was buried at the cemetery in 1955 at the age of 80 (North Randolph Historical Society Quarterly, Fall 1972b:136-137).

According to a genealogical article by Margaret Fraser in *The Genealogical Journal* of Randolph County (Fall, 1984:3-7), the Dougan family came from Pennsylvania and purchased land in present Randolph County in 1762-1763. This indicates that the bodies of the two Thomas Dougans, who died in 1754 or 1755 and in 1760, were moved to the cemetery. This in turn makes the earliest marked burials in the cemetery those of Thomas S. and Washington Dougan, who were children when they died in 1790 and 1793, respectively. Isabel Dougan was married to a Thomas Dougan, although not any of the Thomas Dougans buried in the cemetery. (The ages of Thomas S. and Washington Dougan make it possible for them to have been her children.)

The Dougan family was active in county affairs in the late eighteenth century. A James and a Thomas Dougan played a role in the establishment of the first county courthouse at Cross Roads or Johnsonville in the 1780s. A Col. Thomas Dougan, who had a store at Cross Roads, served in the state legislature after the Revolutionary War (Blair 1890:4-5, 22). None of these men were buried in the Welborn-Dougan cemetery. The Dougan name does not appear in secondary histories of the county after the eighteenth century, probably because much or all of the family migrated to Indiana near the opening of the nineteenth century (*The Genealogical Journal*, Fall, 1984:3-7).

Martha Bell was the wife of William Bell, Randolph County's first sheriff, who owned a mill in the late eighteenth and early nineteenth centuries on the Deep River north of Randleman. Following the Battle of Guilford Courthouse of March 15, 1781, she was forced to host Lord Cornwallis at her house for three days. Local histories note that she was a strong supporter of the Revolution and aver that after Cornwallis left her house, she put on her husband's uniform and rode out to spy on the retreating British forces (North Randolph Historical Society Quarterly, Winter 1970: 198-199 and Fall 1972b:136-137.) In her will, Martha Bell left her soul to Almighty God, her body to the earth, and ten slaves to ten grandchildren (*The Genealogical Journal*, Fall, 1983:46).

### *Description*

The Welborn-Dougan Cemetery is located at the edge of a tree and field line in a fenced-in space about 110 by 80 feet in dimensions. Edged by trees and overgrowth, it is not visible from the road. A small brick-veneered box that was built to hold a plaque stands just outside the gate of the chain-link fence that frames the cemetery. The box was probably built in 1953 when a plaque, no longer in place, was erected at a dedication of the graveyard. The fence was erected at this time by the New Market Methodist Grange, or possibly in 1972, when the markers were cleaned. The cemetery is well-maintained; on the two occasions Greiner visited it, no vegetation other than grass and daffodils was growing around any of the graves and the ground was clear of undergrowth.

Almost all of the cemetery's graves are marked by modest stone tablets with straight, triangular, or rounded surfaces. Only a few markers have any particular character. The headstone of the grave of Martha Bell (died 1820) is a stone tablet with a serpentine top. Her footstone is shaped like a keyhole (Plate V-2). These stones are not legible and the grave is now marked by a modern flush marker set in the ground between them. The much-later marker of Mary A. Welborn Fentress (1827-1922) has a steeply slanted top and engraving that includes a Masonic symbol. The more modest adjacent

round-headed tablet of her husband, T.C. Fentress (1817-1901), has a mason's compass carved into it (Plate V-3). Four markers in the cemetery are fieldstones (Plate V-4). A large modern marker with the name Welborn carved into it is placed with the Welborn burials, which make up the bulk of those in the cemetery. It may have been placed there about 1955, when the cemetery received its last body, that of Jesse Welborn.

### *Evaluation*

The Welborn-Dougan Cemetery retains its integrity in terms of the National Register, but is not believed to be eligible for listing in the National Register under any of its Criteria or Criteria Exceptions. It is not associated with any notable historic events. It contains two original late eighteenth-century burials of children and another five burials from the first half of the nineteenth century. It is, however, primarily a cemetery of the last half of the nineteenth century and the first quarter of the twentieth. It is not associated with Randolph County's early settlement and is one of numerous cemeteries throughout the county that holds a large number of burials from the last half of the nineteenth and the early twentieth century. It is therefore not believed to be eligible for listing under Criterion A. The cemetery is not believed to be eligible under Criterion B, for it is not associated with the life or lives of significant persons. Its most notable burial is that of Martha Bell, who had a fleeting, insubstantial connection with the Revolutionary War. The others resting in the graveyard are not known to have played any significant roles in the history of the county. The cemetery is also not believed to be eligible for Register listing under Criterion C, for it does not embody the distinctive characteristics of a type, period, or method of construction, does not represent the work of a master, does not possess high artistic values, and is not part of any larger entity. Its markers are almost all modest stone tablets that are not good representatives of their stylistic types, periods, or methods of construction. Finished in a plain workmanlike manner, they are not representative of the works of notable stonecarvers or other craftsmen. The early stones are not inscribed or embellished with any typical or notable features of their period, and the later stones are equally unnoteworthy in their workmanship and finish, failing to represent the richness or variety of Victorian-era cemeteries. Much of a piece, the markers also do not form a distinguishable entity made up of a significant array of gravemarkers and monuments representing the common artistic values of a historic period (Potter and Boland 1992:12-13). For the above reasons, the Welborn-Dougan Cemetery also does not meet the requirements of Criterion Exceptions C or D.



**PLATE V.1**  
**Welborn-**  
**Dougan**  
**Cemetery,**  
**Dougan**  
**family graves**



**PLATE V.2**  
**Welborn-**  
**Dougan**  
**Cemetery,**  
**Martha Bell**  
**grave in**  
**foreground**



**PLATE V.3**  
**Welborn-**  
**Dougan**  
**Cemetery,**  
**Fentress**  
**graves**



**PLATE V.4**  
**Welborn-**  
**Dougan**  
**Cemetery,**  
**fieldstone**  
**markers in**  
**foreground**



**Old Union Methodist Church [K]**  
**North side of SR 1936, 0.3 miles east of SR 1944, New Market Township**

*History*

Methodists were among Randolph County's early settlers; in 1780 Bishop Francis Asbury came to Randolph to preach to members of the faith. The first local Methodist preacher mentioned in early county records is John McGee, the son of Col. John and Martha McGee. He preached at the log building that was erected at the site of the present church in 1786 by William Bell. (Martha McGee was later to take Bell as her second husband.) The log building, known as Bell's Meeting House, was built to serve all denominations. During the winter of 1801-1802, John McGee and his brother William, a Presbyterian minister, preached there at the area's first known camp meeting. After 1802 Bell's Meeting House became Old Union Methodist Church. Although all denominations could use the building, it was considered a Methodist place of worship and was the county's first Methodist church (Randolph County Historical Society 1980:27, 216; North Randolph Historical Society Quarterly, Fall, 1970:103-104).

Solomon Wall, who had acquired much of the property owned by William Bell, deeded a 5-1/2-acre parcel of land, including the church property, to the trustees of the Old Union Methodist Episcopal Church South in 1853. Around this time the log building was replaced by a frame structure that served as the congregation's second church (North Randolph Historical Society Quarterly, Fall 1970:104). In October, 1931 this building burned to the ground. The present brick-veneered church, the congregation's third, was erected the following year. In 1956 members of the congregation built the frame fellowship hall that stands next to the church (North Randolph Historical Society Quarterly, Fall 1970:106-108). Since 1973 the education wing that crosses the rear of the church has apparently been extended (Asheboro Public Library vertical files).

The cemetery was apparently established after the church. Its earliest burials are two that date from the 1820s and only a total of ten predate 1850. Of the 254 marked burials recorded in the cemetery in July 1972, only a bit more than ten percent predate 1880 (North Randolph Historical Society Quarterly, Summer, 1972:68-78). Burials continue to take place there.

*Description*

Old Union Methodist Church is a one-story, Colonial Revival-style, brick-veneered structure erected in 1933. It is T-shaped, with the sanctuary at the front and an education wing across the rear (Plate V-5). The sanctuary is a rectangular gable-front building topped at the front by a small frame bell tower. Two six-over-six windows flank its front entry, which is shaded by a shallow portico and topped by a fanlight. The side elevations are five bays deep. The first bays are six-over-six windows; the other four bays contain similar windows with the addition of semicircular top lights marked by simple tracery. The sanctuary is plainly articulated, faced with common bond brick veneer. The education wing at the rear is also plainly finished in common bond brick veneer. Its windows are all rectangular (Plate V-6).

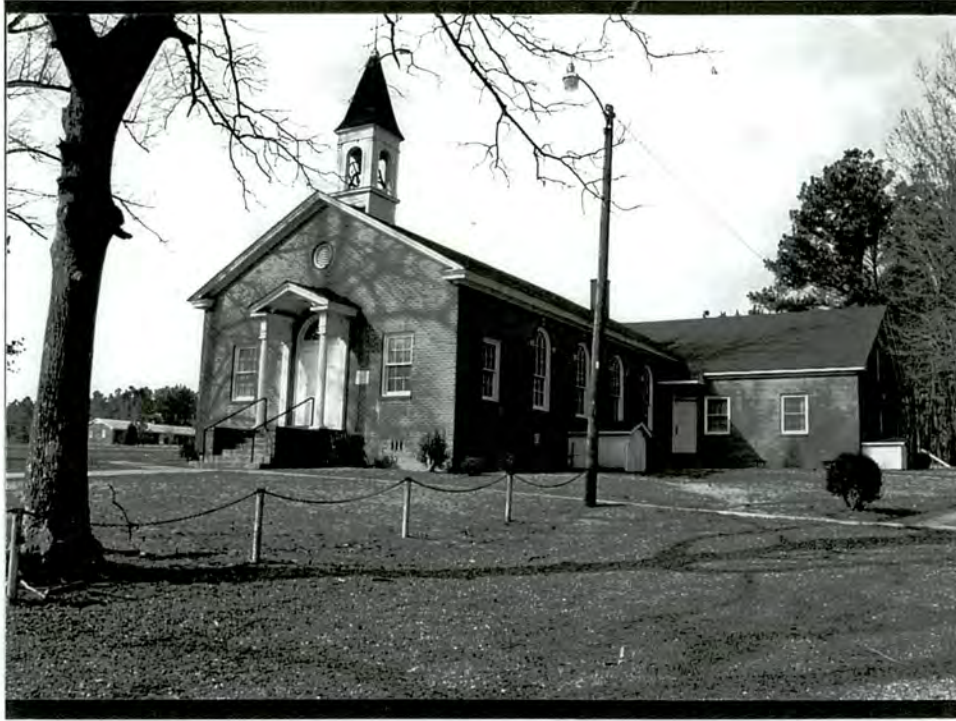
Immediately to the north of the church is the fellowship hall, erected in 1956. It is a plainly finished, asbestos-sided, one-story, gable-front, frame structure (Plates 7 and 8). Its overhanging eaves at its three-bay front facade are underpinned with triangular knee braces. Exposed rafters mark the side elevations. Cinder blocks form the foundation. Extended to the rear is an open, arbor-like structure of dimensional lumber that is about the same size as the enclosed part of the building. Its exposed floor is a concrete pad.

The church cemetery extends to the north of the fellowship hall. It contains more than 254 markers, the vast majority of which are plainly finished stone tablets with straight, rounded and, in a few instances, triangular or serpentine top surfaces. The earliest markers are those of Charlotte (1795-1822) and John Gray (1789-1829). With a few other Wilborn and Gray markers from the 1830s, they are plainly finished tablets with serpentine tops that have been raised on modern concrete plinths (Plate 9). Four graves in the cemetery are marked simply by fieldstones. The older markers are located near the northwestern reaches of the cemetery. Closer to the fellowship hall, and in the western part of the cemetery, the graves are more modern (Plate 10).

### *Evaluation*

Old Union Methodist Church, its fellowship hall, and its cemetery are not eligible for listing in the National Register under any of its Criteria or Criteria Exceptions either individually or as an assemblage, although they do retain their integrity in terms of the National Register. The fellowship hall was built in 1956 and therefore does not meet the 50-year threshold for resources of less than exceptional importance, which it is not. The church and cemetery are not believed to be eligible under Criterion A for they are not associated with significant historic events. The church dates from 1933 and no events that made a significant contribution to history are known to have taken place in it. About 90 percent of the cemetery postdates 1880 and even its few early graves date from the 1820s and 1830s, distancing it greatly from the county's settlement and early development. The church and cemetery are also not believed to be eligible under Criterion B, for they are not known to have been associated with the lives of any significant persons. A history of the church notes the names of a few individuals associated with the church who contributed to the community as teachers, ministers, and the like, but none of these individuals are significant within the meaning of Criterion B. No significant individuals are buried in the cemetery. Neither the church nor the cemetery are believed to be eligible for Register listing under Criterion C, for they do not embody the distinctive characteristics of a type, period, or method of construction, do not represent the work of a master, do not possess high artistic values, and are not part of any larger entity. The straightforward Colonial Revival-style form and finish of the church are exceedingly common and have no notable architectural or structural merit. The cemetery markers are finished in a plain workmanlike manner and do not represent the work of notable craftsmen. The markers are almost all modest stone tablets that are not good representatives of their stylistic types, periods, or methods of construction. The early stones are not inscribed or embellished with any typical or notable features of their period, and the later stones are equally unnoteworthy in their workmanship and finish, failing to represent the richness or variety of Victorian-era cemeteries. Much of a piece, the markers also do not form a distinguishable entity made up of a significant array of gravemarkers and monuments representing the common

artistic values of a historic period (Potter and Boland 1992:12-13). The church and the cemetery, with the less-than-50-year-old fellowship hall, also do not constitute a significant and distinguishable entity. For the same reasons as those outlined above, the church and cemetery also do not meet the requirements of Criterion Exceptions A, C, or D.



**PLATE V.5  
Old Union  
Methodist  
Church, east  
front and  
north side  
elevations of  
church**



**PLATE V.6  
Old Union  
Methodist  
Church,  
south side  
and west rear  
elevations of  
church**



**PLATE V.7**  
**Old Union**  
**Methodist**  
**Church, west**  
**rear and**  
**south side**  
**elevations of**  
**fellowship**  
**hall**



**PLATE V.8**  
**Old Union**  
**Methodist**  
**Church,**  
**north side**  
**and east front**  
**elevations of**  
**fellowship**  
**hall and**  
**church from**  
**cemetery**



**PLATE V.9**  
**Old Union**  
**Methodist**  
**Church, early**  
**Gray and**  
**Wilborn**  
**graves**



**PLATE V.10**  
**Old Union**  
**Methodist**  
**Church,**  
**cemetery**  
**facing**  
**northeast**  
**from front of**  
**fellowship**  
**hall**

**Johnson-Spencer House [O]**  
**North side of US 311, 0.05 miles east of SR 1522, New Market Township**

*History*

The original portion of this house was built for Madison Johnson by contractor Aaron Spencer in 1889, the year the High Point, Randleman, and Asheboro Branch of the North Carolina Railroad came through Sophia. It was acquired by Thomas Oliver Spencer in September, 1900, and in the early 1980s remained in family hands under the ownership of his granddaughter, Eleanor Hartley (Whatley 1985:65)

The house grew up with the town of Sophia, the development of which was spurred by the advent of the railroad. In 1894 the community reportedly had 123 residents, among them "Mad" Johnson, who was the local depot and express agent and telegraph operator (Branson 1894:59). Thomas Oliver Spencer was born in Randolph County in 1848. A Spencer family genealogy (Haworth and Spencer n.d.:69) says little of him, but notes that his "home still stands on Highway 311 at Sophia, N.C. It was a real showplace in the 1920s, with its sloping roof." Builder Aaron Spencer may have been Aaron Addison Spencer (1859-1935), Thomas' brother (Haworth and Spencer n.d.:70; Martin 1993:471-472). Whatley (1985:66), in his architectural history of the county, notes in a short entry on the house that between "1936 and 1946 Chicago interior designer Ross Crane, former decorator with the popular Greensboro furniture store Morrison Neese, was a frequent visitor."

*Description*

The main block of the house is two stories tall, one room deep, and five bays across (Plate V-11). It is sided with weatherboards and topped by a gable-end roof pierced by two ridge pole dormers. Six-over-six windows, and smaller six-light windows at the northwestern side of the second story, pierce the front elevation, which faces southwest towards US 311 and the railroad tracks on the other side of the road. Louvered shutters with incised half moons flank the windows. A three-bay shed-roofed porch supported by square Colonial Revival-style columns shades the offset front entry and the windows to either side of it. A truncated exterior-end brick chimney marks the southeast side elevation. The northwest side elevation holds four shuttered windows that match those of the front (Plate V-12). A porch to its rear is enclosed under a shed roof that continues down as a saltbox from the principal roof. Perhaps this is the "sloping roof" that made the house a "showplace" in the 1920s. The rear elevation is complicated (Plate V-13). A brick chimney shaft and a shed dormer rise above the rear porch. A one-story ell extends from the center of the rear elevation, sharing the porch on its northwest side. At the southeast side of the ell, a porch has been removed or has fallen and a further ell extension has collapsed (Plate V-14). Above the ell is a small second-story room with a bay window and a tiny dormer or skylight rising above its ridge. A pair of two-over-two windows mark the southeast side of the rear elevation next to the ell.

The house was extended and altered at least once. The two-over-two windows at the east end of the rear elevation are probably original. The house appears to originally have been only three bays

wide, taking in the front entry and the bays to either side, and the portion of the house containing the two-over-two windows. In the teens or twenties the house was probably given much of its extended appearance and Colonial Revival-style finish. At this time it likely received its six-over-six windows and shutters, its northwestern two bays, and all or part of its rear extensions, including the room above the ell. The porch columns appear to date from this time and perhaps the ridge pole dormers, which provide ventilation to the upstairs rooms according to Whatley, were added then as well. Whatley (1985:65) noted a “glassed, second-floor sleeping porch” in his description of the house. It is not clear what room he was referring to. Perhaps the northwest room fronted by the six-light windows and lit at the rear by the shed dormer, or the room perched above the ell. Entry to the house was not available and it is not known what its interior looks like.

### *Evaluation*

Alterations, additions, and deterioration have taken much of the integrity of design, materials, and workmanship from the Johnson-Spencer House. On the same location across from the railroad tracks, it does retain its integrity of location, setting, feeling, and association and on the whole probably retains sufficient integrity to meet the integrity threshold for National Register listing. The house does not, however, meet any of the Criteria for National Register listing and is therefore not believed to be eligible for the Register. It is not believed to be eligible for listing under Criterion A, for it is not associated with any significant historical events. Its tangential connection with the railroad is the same as that of numerous other buildings around the county that were erected near train tracks or as a result of improved economic conditions brought about by the railroad. The house is not believed to be eligible under Criterion B, for it has no known association with significant individuals. Neither a depot agent/telegrapher nor a visiting furniture store decorator meet the significance standard of this Criterion. The house is also not believed to be eligible under Criterion C. Altered, extended, and Colonial Revivalized in basic fashion, it embodies neither the distinctive characteristics of its original I-house form nor those of the Colonial Revival style. Simply finished at the outset and a hodgepodge later on, it does not represent the work of a master or possess high artistic values. Its surroundings include a mix of buildings ranging from the late nineteenth to the late twentieth century and the house is therefore not part of any significant and distinguishable entity that would constitute a historic district.





**PLATE V.11**  
**Johnson-**  
**Spencer**  
**House,**  
**southwest**  
**front**  
**elevation**



**PLATE V.12**  
**Johnson-**  
**Spencer**  
**House,**  
**southwest**  
**front and**  
**northwest**  
**side**  
**elevations**



**PLATE V.13**  
**Johnson-**  
**Spencer**  
**House,**  
**northeast**  
**rear elevation**



**PLATE V.14**  
**Johnson-**  
**Spencer**  
**House,**  
**northeast**  
**rear and**  
**southeast**  
**side**  
**elevations,**  
**collapsed**  
**section of**  
**rear ell at**  
**right**

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## VII. APPENDICES

✓ 812

TIP # R-2606 Federal Aid # NHF-311(3) County RANDOLPH

CONCURRENCE FORM  
FOR  
PROPERTIES NOT ELIGIBLE FOR THE NATIONAL REGISTER OF HISTORIC PLACES

Brief Project Description  
NC 311 FROM HIGH POINT EAST BELT TO US 220

On MARCH 14, 1996, representatives of the

- North Carolina Department of Transportation (NCDOT)
- Federal Highway Administration (FHWA)
- North Carolina State Historic Preservation Office (SHPO)
- Other MARVIN BROWN GREENER

reviewed the subject project at

- A scoping meeting
- Historic architectural resources photograph review session/consultation
- Other \_\_\_\_\_

All parties present agreed

- there are no properties over fifty years old within the project's area of potential effect.
- there are no properties less than fifty years old which are considered to meet Criterion Consideration G within the project's area of potential effect.
- there are properties over fifty years old (list attached) within the project's area of potential effect, but based on the historical information available and the photographs of each property, properties identified as Properties A, 1, 2, 4, 5, 7-11, 13-14, 15, 16, 19, 20, 21, L, P 1-23 and 24 are considered not eligible for the National Register and no further evaluation of them is necessary.
- there are no National Register-listed properties within the project's area of potential effect.

Signed:

Clay Griffith 3/14/96  
Representative, NCDOT Date

Ray C. Shelton 3/14/96  
FHWA for the Division Administrator, or other Federal Agency Date

Debra Brewin 3/14/96  
Representative, SHPO Date

David Wood, Deputy 3/28/96  
State Historic Preservation Officer Date

**PHOTOGRAPHIC INVENTORY  
OF RESOURCES NOT ELIGIBLE  
FOR LISTING IN THE NATIONAL REGISTER**

| <i>Resource<br/>Letter/<br/>Number</i> | <i>Direction of View</i> | <i>Resource Location</i>   |
|--|--------------------------|--|
| A                                      | Facing northeast         | Down private lane, east side of SR 1919, 0.5 miles north of US 311 |
| 1                                      | Facing northwest         | North side of SR 1928, 0.1 miles west of SR 1922                   |
| 2                                      | Facing northeast         | North side of SR 1928, 0.3 miles north of US 311                   |
| 4                                      | Facing north             | North side of SR 1929, 0.5 miles north of US 311                   |
| 5                                      | Facing northeast         | North side of SR 1929, 0.8 miles north of US 311                   |
| 7                                      | Facing north             | North side of SR 1931, 1.6 miles west of SR 1941                   |
| 8                                      | Facing northwest         | North side of SR 1931, 1.4 miles west of SR 1941                   |
| 9                                      | Facing northeast         | North side of SR 1931, 1.2 miles west of SR 1941                   |
| 10                                     | Facing northwest         | North side of SR 1931, 1.1 miles west of SR 1941                   |
| 11                                     | Facing south             | South side of SR 1931, 1.2 miles west of SR 1941                   |
| 13                                     | Facing northwest         | End of SR 1945, 1.1 miles north of US 311                          |
| 14                                     | Facing north             | West side of SR 1944, 0.3 miles north of SR 1936                   |
| J                                      | Facing northwest         | West side of SR 1941, 0.4 miles south of SR 1943                   |
| 16                                     | Facing east              | East side of SR 1941, 0.2 miles south of SR 1936                   |
| 19                                     | Facing southwest         | South side of SR 1990, 0.1 miles east of SR 1936                   |
| 20                                     | Facing north             | South side of SR 1990, 0.1 miles east of SR 1936                   |
| L                                      | Facing west              | North side of SR 1990, 0.3 miles east of SR 1936                   |
| 21                                     | Facing southeast         | East side of SR 1952, 0.1 miles south of SR 1950                   |
| P                                      | Facing east              | North side of US 311, 0.1 miles east of SR 1522                    |
| 18                                     | Facing southeast         | North side of US 311, 0.15 miles east of SR 1522                   |
| 23                                     | Facing west              | End of farm lane, east side of SR 1522, 0.2 miles south of US 311  |
| 24                                     | Facing north             | West side of SR 1518, 0.6 miles south of US 311                    |

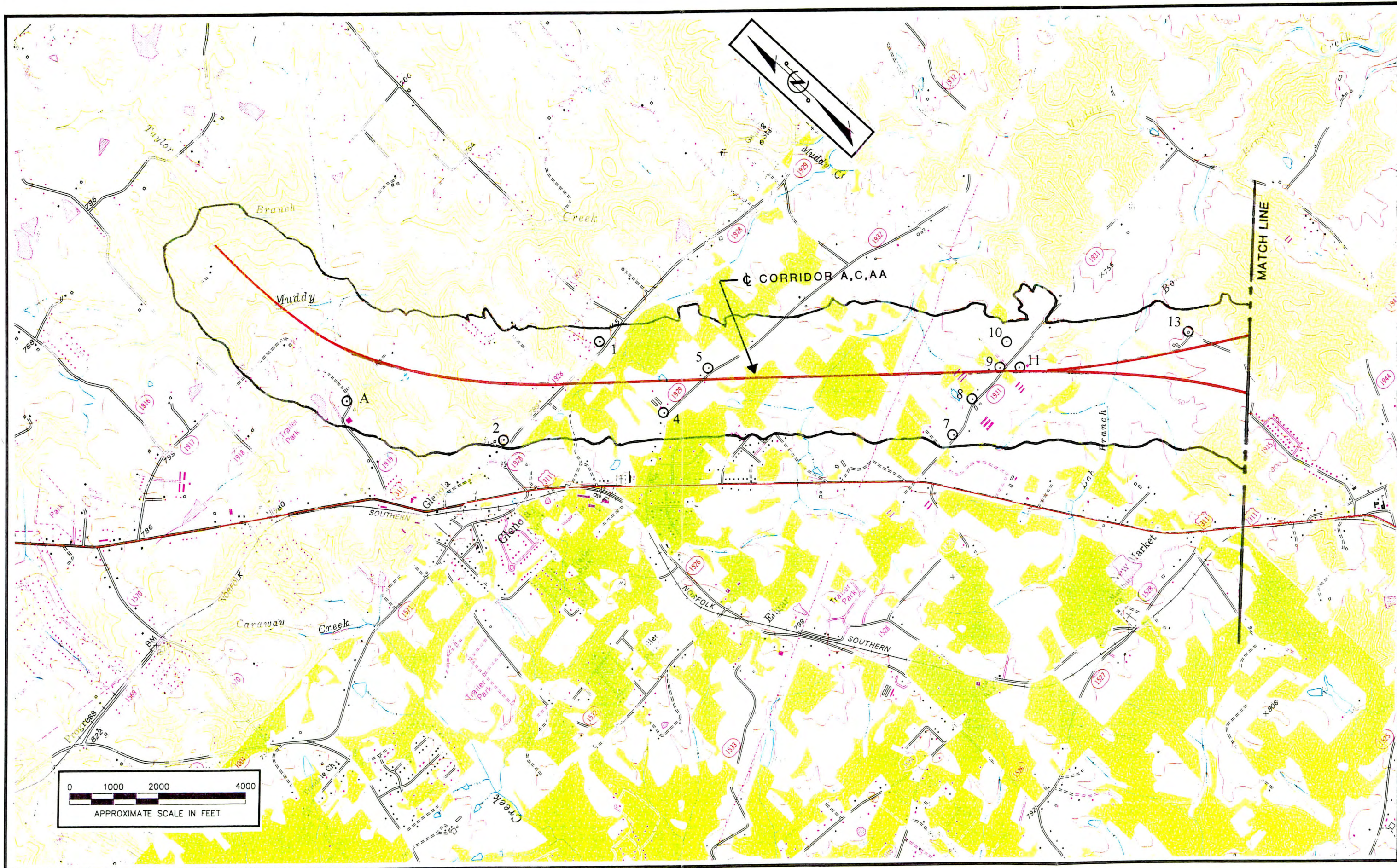


FIGURE A Property Inventory Map



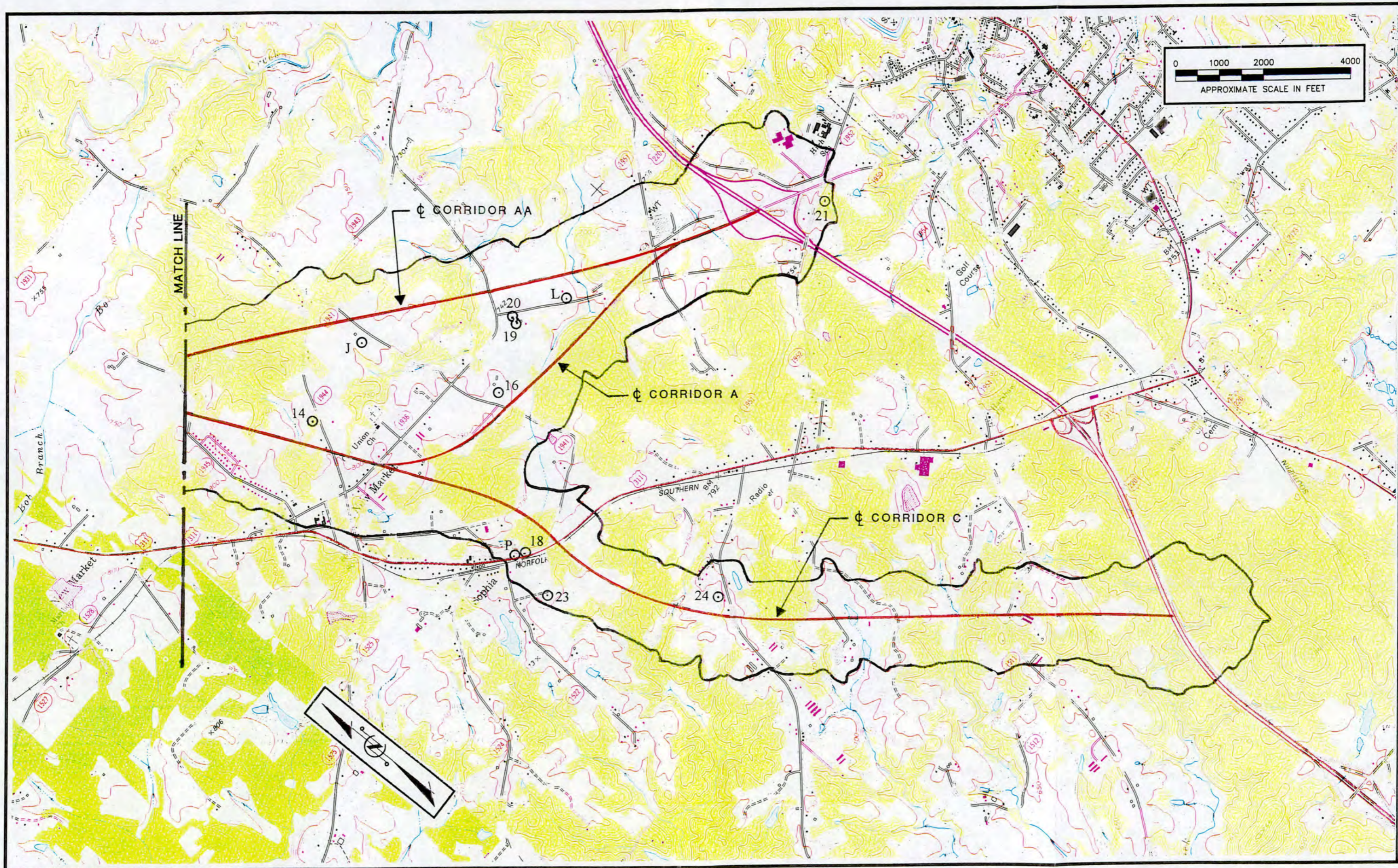


FIGURE B Property Inventory Map



**Resource A**



**Resource 1**



**Resource 2**



**Resource 4**



Resource 5



Resource 7



**Resource 8**



**Resource 9**



Resource 10



Resource 11



**Resource 13**



**Resource 14**



**Resource J**



**Resource 16**





**Resource 19**



**Resource 20**



**Resource L**  
**Note: the interior of this house has been substantially altered through modernizing and following fire damage in the 1990s**



**Resource 21**



**Resource P**



**Resource 18**



**Resource 23**



**Resource 24**  
**Note: modern**  
**house built**  
**out of old**  
**tobacco barn**  
**logs**

|                            |   |
|----------------------------|---|
| <i>Years of Experience</i> | 13 years, including 3 years with Greiner  |
| <i>Expertise</i>           | Mr. Brown has over thirteen years of experience in historic and architectural studies. This experience includes development of National Register nominations for individual properties and districts, conducting historic architectural inventories of entire counties, and performing historic architectural surveys in support of state and federal projects.   |
| <i>Education</i>           | BA / 1977 / American Civilization / University of Pennsylvania<br>MA / 1977 / American Civilization / University of Pennsylvania<br>JD / 1980 / Stanford Law School   |
| <i>Societies</i>           | National Trust for Historic Preservation<br>Preservation Foundation of North Carolina<br>Vernacular Architecture Forum  |
| <i>Key Projects</i>        | <p><b><i>Phase I and II Historic Architectural Surveys of Guess Road, Durham County, North Carolina</i></b><br/>Architectural Historian and Historian for project involving identification and evaluation of historic properties to be affected by roadway widening for the North Carolina Department of Transportation.</p> <p><b><i>Phase I and II Historic Architectural Surveys of North Carolina Highway 11, Duplin and Lenoir Counties, North Carolina</i></b><br/>Architectural Historian and Historian for project involving identification and evaluation of individual historic properties and historic district to be affected by roadway widening for the North Carolina Department of Transportation.</p> <p><b><i>Federal Courthouse Annex Site, Tallahassee, Florida</i></b><br/>Architectural Historian and Historian for Phase I survey of Proposed Federal Courthouse Annex site for General Services Administration.</p> <p><b><i>Ellis Street Bridge Replacement, Salisbury, North Carolina</i></b><br/>Architectural Historian and Historian for historic architectural survey of twelve-square-block study area for bridge replacement project for city of Salisbury. Prepared Effects Documentation and Programmatic Agreement for project.</p> <p><b><i>Runway Improvement, Baltimore/Washington International Airport</i></b><br/>Historian for Phase II archaeological investigation of proposed runway improvement project for the Maryland Aviation Administration and the Federal Aviation Administration.</p> <p><b><i>Parking Lot-Hiker/Biker Trail, Baltimore/Washington International Airport</i></b><br/>Historian for Phase I archaeological investigation for the Maryland Aviation Administration and the Federal Aviation Administration.</p> |

***Larrys Creek, Lycoming County, Pennsylvania***

Historian for Phase I archaeological survey for a bridge replacement for the Pennsylvania Department of Transportation.

***Wissahickon Avenue, Philadelphia, Pennsylvania***

Historian for historic architectural survey involving identification and evaluation of historic properties to be affected by roadway widening for the Pennsylvania Department of Transportation.

***Old Betzwood Bridge, Montgomery County, Pennsylvania***

Historian for historic architectural and archaeological survey for replacement of bridge within Valley Forge National Historic Park for the Pennsylvania Department of Transportation.

***Phase I and II Historic Architectural Surveys of US 221, McDowell, Burke, and Avery Counties, North Carolina***

Architectural Historian and Historian for project involving identification and evaluation of historic properties to be affected by roadway widening for the North Carolina Department of Transportation.

***Historic Preservation Plan, Baltimore/Washington International Airport***

Prepared historical components of Historic Preservation Plan for the Baltimore/Washington International Airport for the Maryland Aviation Administration and the Federal Aviation Administration.

***Biles Island Wetland Mitigation Site, Bucks County, Pennsylvania***

Historian for archaeological investigations at Biles Island Wetland Mitigation Site for the Pennsylvania Department of Transportation.

***Phase I and II Historic Architectural Surveys of SR 1503, Henderson County, North Carolina***

Architectural Historian and Historian for project involving identification and evaluation of individual historic properties and historic districts to be affected by roadway widening.

***Phase II Historic Architectural Surveys, Wilmington Bypass, New Hanover and Brunswick Counties, North Carolina***

Architectural Historian and Historian for project involving identification and evaluation of historic properties to be affected by construction of new highway for the North Carolina Department of Transportation.

***Phase I and II Historic Architectural Surveys of US 501, Person County, North Carolina***

Architectural Historian and Historian for project involving identification and evaluation of individual historic properties and neighborhoods to be affected by roadway widening for the North Carolina Department of Transportation.

***Historic Structures Survey, East Main Street, Lansdale, Pennsylvania***

Architectural Historian and Historian for historic architectural and archaeological survey of multiple-intersection improvement project for the Pennsylvania Department of Transportation.

***Historic Structures Survey, Sumneytown Pike, Towamencin Township, Montgomery County, Pennsylvania***

Architectural Historian and Historian for historic architectural and archaeological survey of intersection improvement project for the Pennsylvania Department of Transportation.

***Historic Structures Survey, Wallingford Park and Ride, Delaware County, Pennsylvania***

Architectural Historian and Historian for historic architectural and archaeological survey of park-and-ride project for the Pennsylvania Department of Transportation.

***Historic and Archaeological Surveys and Evaluations of Antietam National Battlefield, Washington County, Maryland***

Historian for continuing inventory and evaluation of all archaeological resources at Antietam Battlefield for the National Capital Region of the National Park Service.

***Archaeological Investigations in Support of Integrated Resources Management Plan, Camp Butner, Granville, Person, and Durham Counties***

Historian for archaeological investigations in support of preservation plan at National Guard facility for Barrett Kays and Associates.

***Cultural Resource Investigations, I-95/Ritchie-Marlboro Road Interchange Project, Montgomery County, Maryland***

Architectural Historian for National Register eligibility evaluation of horse farm to be affected by interchange improvement project for the Maryland State Highway Administration.

***Phase I Historic Architectural Survey of US 311, Randolph County, North Carolina***

Architectural Historian for project involving identification and evaluation of historic properties to be affected by roadway widening for Ko & Associates.

***National Register Project, City of Greensboro, North Carolina***

Directed National Register project, including the drafting of: a Multiple Property Documentation Form covering the history and architecture of the city of Greensboro; National Register historic district nominations for a 670-property suburb, a 384-property neighborhood, a 376-property neighborhood, a 269-property neighborhood, a college campus, and a mill village; and National Register nominations for three schools, a hospital, a row of townhouses, and two residences. Wrote and photographed an architectural history and inventory of Greensboro. Project for Greensboro Preservation Society, City of Greensboro, and State Historic Preservation Office.

***Phase I Cultural Resource Management Plan and Survey, Hackensack Meadowlands, Hudson and Bergen Counties, New Jersey***

Architectural Historian and Historian for survey of sites in fourteen municipalities to help guide the planning of land use and preservation policies for the Hackensack Meadowlands Development Commission.

***Phase IA and IB Survey of Monmouth-Ocean Transmission Line, Monmouth and Ocean Counties, New Jersey***

Architectural Historian and Historian for cultural resource survey of thirty-five-mile-long pipeline project through six municipalities for the New Jersey Natural Gas Company.

***Phase IA Survey of South Toms River-Lacey Township Gas Main, Ocean County, New Jersey***

Architectural Historian and Historian for cultural resource survey of ten-mile-long pipeline project along a historic railroad alignment through seven municipalities for the New Jersey Natural Gas Company.

***Phase IA Survey of CD-1 Adjustment Program, Morris County, New Jersey***

Architectural Historian and Historian for cultural resource survey for project in association with pipeline construction and improvements in five municipalities for the Texas Eastern Gas Pipeline Company.

***Historic Architectural Survey of Route 27, Middlesex and Somerset Counties, New Jersey***

Architectural Historian and Historian for historic architectural survey of a section of the route of the historic King's Highway between New Brunswick and Princeton for the New Jersey Department of Transportation.

***Historic Sites Inventory, Somerset County, New Jersey***

Directed the two-year Somerset County Historic Sites Inventory, which included recording and photographing all of the county's historic structures, and writing histories and architectural histories of the county and each of its 21 municipalities. Project for the Freeholders of Somerset County, and the State Office of Historic Preservation.

***Historic Architectural Review, GSA Raritan Depot, Edison, New Jersey***

Architectural Historian and Historian for archaeological and architectural assessment of a portion of the GSA Raritan Depot for the United States Environment Protection Agency and Enviresponse, Inc.

***Historic Architectural Review, East Jersey State Prison TDWR Tower Site, Woodbridge, New Jersey***

Architectural Historian and Historian for the historical architectural review and impact assessment of TDWR tower site for the Federal Aviation Administration.



***Statewide National Register Nominations, New Jersey***

Individual, district, and multiple property National Register nominations and listings, for private and public entities, for residential properties, bridges, synagogues, and churches throughout New Jersey.

***Historic Sites Inventory, Granville County, North Carolina***

Directed Granville County Historic Sites Inventory, which included the following: Surveyed, photographed and researched more than 500 18th-, 19th- and 20th-century buildings and farm complexes. Wrote historical and architectural descriptions of each inventoried property. Drafted countywide Multiple Property Documentation Form and 37 National Register nominations for individual properties and districts. Also, wrote and photographed book on architecture and history of county. Project for Granville County and State History Preservation Office.

***Historic Sites Inventory, Lincoln County, North Carolina***

Directed Lincoln County Historic Sites Inventory, which included the following: Surveyed, photographed and researched more than 500 18th-, 19th- and 20th-century buildings and farm complexes. Drafted historical and architectural descriptions of each inventoried property. Also, wrote and photographed book on architecture and history of county. Project for Lincoln County and State Historic Preservation Office.

***National Register and State Historic District Nominations, Southern California***

Wrote National Register and state historic district nominations, and Historic Preservation Certification applications, for properties in Southern California, for private and public entities.

***Historic-Cultural Monument Nominations, Los Angeles California***

Wrote Los Angeles Historic-Cultural Monument nominations for the Los Angeles Conservancy.

***Historic Tour Brochures, Los Angeles and Monrovia, California***

Wrote walking tour brochures and prepared docent training materials, for tours of historic districts in downtown Los Angeles for the Los Angeles Conservancy.

***Publications***

*Greensboro: An Architectural Record.* Preservation Greensboro: Greensboro, NC, 1995.

*Heritage and Homesteads: The History and Architecture of Granville County, North Carolina.* Author. Delmar: Charlotte, NC, 1988.

*Our Enduring Past: A Survey of 235 Years of Life and Architecture in Lincoln County, North Carolina.* Author. Delmar: Charlotte, NC, 1986.

***Awards and Honors***

*Historic and Architectural Resources of Granville County, North Carolina* Multiple Property Documentation Form included in part in *National Register Bulletin 16B, How to Complete the National Register Multiple Property Documentation Form*, 1991.

*Historic and Architectural Resources of Granville County, North Carolina* Multiple Property Documentation Form reproduced in *National Register Bulletin 35, National Register Casebook: Examples of Documentation* as example of how to research, draft, and complete MPD forms, 1990.

North Carolina Society of Historians, 1989 Architectural History Book Award for *Heritage and Homesteads*, 1989.