



North Carolina Department of Cultural Resources

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

Division of Archives and History
Jeffrey J. Crow, Director

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June 30, 1999

James M. Ritchey, Jr.
General Manager
Triangle Transit Authority
P.O. Box 13787
Research Triangle Park, NC 27709

RE: Phase 2 Historic Architectural Resources Survey;
Regional Rail System from Duke Medical Center
in Durham to Durant Road in Raleigh, ER 99-
9028

Dear Mr. Ritchey:

Thank you for your letter of May 10, 1999, transmitting the above referenced survey report. We have reviewed the report by Mattson, Alexander & Associates, Inc., and offer the following comments:

We concur that the following properties are listed in the National Register of Historic Places and remain eligible for listing:

- DH0089 Smith Warehouse (5)
- DH0927 Trinity Historic District (6)
- DH0087 Watts and Yuille Warehouses (7)
- DH1253 Duke Memorial Methodist Church (8)
- DH1692 Downtown Durham Historic District (10)
 - ✓ Nancy Jones House (23)
 - ✓ Page-Walker Hotel (26)
 - ✓ J. S. Dorton Arena (31)
 - ✓ Royal Bakery (32)
 - ✓ Boylan Heights Historic District (35)
 - ✓ St. Paul A.M.E. Zion Church (41)



- ✓ North Carolina School for the Blind and Deaf Dormitory (43)
- ✓ Dodd-Hinsdale House (44)
- ✓ Mordecai Place Historic District (48)

The following properties that were previously determined eligible for listing remain eligible for listing:

- ✓ WA 2590 (Former) Raleigh Hosiery Mill (36)

The following properties on the Study List are considered eligible for listing:

- ~~DH 1832~~ ✓ Trinity College/East Campus Historic District (4)
- DH 1872 ✓ American Tobacco Manufacturing Plant (11) NR 2000
- WA 892 ✓ Ivey-Ellington House (24) NR 2008
- WA 2257 ✓ W.P.T.F. Transmitter Building (28) SL 4/2/92
- WA 2887 ✓ Gibbon's Esso Service Station (38)
- WA 3031 ✓ Melrose Knitting Mill (42) Gone
- WA 3115 ✓ Seaboard Railway Station (45)
- WA 3919 ✓ Raleigh Cotton Mill (46)
- WA 3191 ✓ Gulf Petroleum Products Warehouse (49)

We concur that the following unevaluated properties are eligible for listing:

- DH 2504 ✓ Southern Railway Bridge (13)
- DH 1692 ✓ Asbury Temple United Methodist Church (14) (Bronson Methodist Church in book)
- ~~WA 4186~~ ✓ (Former) WW II Barracks (27) Ambassador St. Cong GONE
- WA 4183 ~~DH 2504~~ ✓ Seaboard Railway Bridge (29)
- ~~WA 4185~~ ✓ West Raleigh Historic District (33) NR
- WA 4185 ✓ South Boylan Avenue Historic District (37)
- WA 1464 ✓ (Former) Neuse Railroad Station (51)

We concur that the following listed property is no longer eligible for listing and should be removed from the register:

- Morrisville Historic District (16)

However, the following properties that were contributing elements within the Morrisville National Register Historic District are individually eligible for listing:

✓ (Former) Morrisville Christian Church (17) *Some as WA 695 Church of Christ* ✓

✓ Morrisville Baptist Church Cemetery (18)

WAD 708 ✓ Page-Ferrell House (21)

✓ James M. Pugh House (22) *SL*

We do not concur with the study's recommendations for the following properties:

DH 1134 West Durham Historic District (1). Instead of reducing the boundaries of the National Register district we recommend delisting and simultaneous nomination of the St. Joseph's Episcopal Church (2) and the former Fidelity Bank (now occupied by Bruegger's Bagels) to the National Register of Historic Places as individually eligible properties.

DH 1224 E. K. Powe House (3). Instead of reducing the boundaries of this National Register site we recommend delisting the entire property.

DH 0071 Brightleaf Historic District (9). We disagree with the proposed boundaries. We have recently updated this nomination for resubmission to the National Register. A map of what we believe are appropriate boundaries is enclosed. It is possible that the former Nash dealership that is now part of Fowler's, on Duke St., may be individually eligible, but it requires further study.
NR 1999

DH 97 Venable Tobacco Warehouse (12). We concur the property remains eligible for listing in the National Register, However, we believe that the boundaries shown in figure 6 are incorrect. Figure 8 appears to show the correct nomination boundaries that do not include the building to the southeast.

✓ *DH 2505* Farm Complex (15). We concur with the finding of the farm complex's eligibility under Criterion C and believe that it should also be investigated for eligibility under Criterion A. *Also surveyed previously as DH 2480 O'Briant Farm*

Rev. R. E. Atkins House (19). We believe that the house is not individually eligible for listing on the National Register under Criterion C because it displays no significant architectural qualities.

Page-Hamilton House (20). We do not believe that the Page-Hamilton House is individually eligible for listing on the National Register due to its vinyl siding and the unknown condition of the interior.

Masonic Hall/Ashworth Drug Store (25). We find that the alterations to the first floor exterior and the interior of this property have so altered the property that it is not be eligible for listing even if significance in architecture is not claimed.

North Carolina State Fairgrounds (30). We do not find the alterations to the parking area on the Hillsborough Street side of the fairgrounds significant enough to warrant reduction of the existing National Register boundaries.

See DOE 2004 North Carolina State University (NCSU) Campus Historic District (34). We believe that NCSU is a historic district. However, the delineation shown in figure 23 seems to be expansive. We recommend that some of the buildings located on both sides of the tracks at the west end of the delineated area be deleted from the proposed district.

Central Raleigh Historic District (39). We believe that the only eligible district in this area is limited to the north end of Glenwood Avenue and extends east across the

railroad tracks to include the recently listed Raleigh Electric Company Power House and Car Barn. The predominantly residential area west of Glenwood Avenue has too many altered or less-than-fifty-year-old buildings to qualify as a National Register district.

Depot Historic District (40). This district is much smaller than the proposed overlay local district shown in figure 27. The area that appears to be eligible extends to the northeast from the currently used railroad station, excluding the properties on S. West Street, the south side of the 200 block and the noncontributing structure west of the former union station. Please see the enclosed map marked with our proposed boundaries.

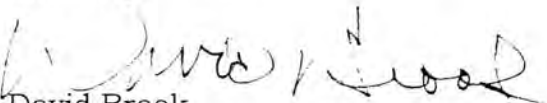
Pilot Mill (47). This property remains eligible for listing in the National Register as confirmed by the National Park Service's approval of Part 1 of a tax certification application last year.

Norwood House (50). We question the farm's eligibility for listing under agricultural significance under Criterion A and do not feel the entry provides enough information to determine if the house is eligible under Criterion C.

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

Enclosures

cc : Mattson, Alexander & Associates
William D. Gilmore
Barbara Church

bc: File
Brown/Alperin
RF
County

WA 254
NR 1789

**PHASE 2
HISTORIC ARCHITECTURAL RESOURCES SURVEY
FOR
REGIONAL RAIL SYSTEM
DUKE MEDICAL CENTER IN DURHAM
TO
DURANT ROAD IN RALEIGH**

Prepared for

**Triangle Transit Authority
And
Parsons, Brinckerhoff, Quade and Douglas, Inc.
Morrisville, North Carolina**

Prepared by

**Mattson, Alexander & Associates, Inc.
Charlotte, North Carolina**

April 15, 1999

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HISTORIC ARCHITECTURAL RESOURCES SURVEY
FOR
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DUKE MEDICAL CENTER IN DURHAM
TO
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Prepared for

Triangle Transit Authority
And
Parsons, Brinckerhoff, Quade and Douglas, Inc.
991 Aviation Parkway, Suite 500
Morrisville, North Carolina 27560
(919) 467-7272

Prepared by

Mattson, Alexander & Associates, Inc.
2228 Winter Street
Charlotte, North Carolina 28205
(704) 376-0985
(704) 569-8130

April 15, 1999

Richard L. Mattson
Richard L. Mattson, Ph.D.

4/11/99
Date

FPA
Frances P. Alexander, M.A.

4/15/99
Date

Project Manager

Date

Triangle Transit Authority

Date

PROJECT DESCRIPTION

This project is the preparation of a Phase 2 historic architectural resources survey and evaluation for the Triangle Transit Authority's (TTA) Regional Rail System. The Phase 2 study area begins near Duke Medical Center in Durham on the west and ends near Durant Road in Raleigh on the east. Approximately thirty-five miles in length, the project follows the existing North Carolina Railroad and CSX railroad rights-of-way. The proposed stations connect the region's major activity centers, including universities, major employment centers, and residential areas. The system would also serve the planned Durham and Raleigh Multi-Modal centers. The project, including the approximate locations of proposed station sites, is illustrated in Figure 1 (see Appendix I).

The rail corridor generally runs parallel to NC 147 (Durham Freeway), Interstate 40, NC 54, and US 1 (Capital Boulevard), which are major highways. The Durham to Raleigh portion of the corridor also follows the North Carolina Railroad line from Duke University in Durham to downtown Raleigh near Jones Street. The Raleigh to North Raleigh section follows the CSX rail line from downtown Raleigh northwards to the vicinity of Spring Forest Road. The area of potential effects (APE) for the Phase 2 study extends approximately 150 feet on either side of the center line of the rail corridor, except at the station sites, where the APE extends one city block (or roughly 600 feet where no urban street pattern exists) from the proposed boundaries of the sites. The APE is depicted on the project maps in Appendix I and on the station site maps in Appendix II.

PURPOSE OF SURVEY AND REPORT

The survey of historic architectural resources was conducted and the results were compiled in accordance with the National Environmental Policy Act (NEPA), the North Carolina Environmental Policy Act, and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires that if a federally funded, licensed, or permitted project has an effect on a property listed in or potentially eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given a reasonable opportunity to comment on such undertakings.

METHODOLOGY

Following a Phase 1 reconnaissance-level architectural survey (October 1998), the State Historic Preservation Office (SHPO), the principal investigators, the TTA, and Parsons Brinckerhoff met to discuss the requirements of the Phase 2 report. At this meeting, the areas of potential effects for the rail corridor and the station sites were defined and other key elements of the scope of work determined. The APE was defined to extend 150 feet on either side of the center line of the rail corridor, except at the station sites, where the APE extends one city block (or roughly 600 feet where no urban street pattern exists) from the proposed boundaries of the sites. The Phase 2 methodology then consisted of background research and fieldwork within the APE to identify National Register properties and all other resources that warranted further investigation to determine National Register eligibility.

During the research phase, the architectural survey files at the State Historic Preservation Office (SHPO) in Raleigh were searched for National Register and National Register Study List properties, as well as for other previously designated historic resources located in and around the area of potential effects. The comprehensive architectural inventories of Wake County and the City of Durham (Durham County) were particularly useful. Both counties also include extensive lists of National Register, Study List, and locally designated historic properties.

Sufficient background research was conducted to acquire an understanding of the history and the architectural development of this large area. Local historians, property owners, and historic preservation specialists in Durham and Raleigh were contacted, notably the SHPO staff in Raleigh.

The fieldwork consisted of a survey of the APE and site inspections of selected properties and neighborhoods that warranted such analysis. All National Register, Study List, and Locally Designated

historic properties, as well as other architectural resources that warranted additional study to assess eligibility were examined and keyed to the project maps in Appendix I. Sizable residential and industrial historic districts as well as individual buildings were examined. Photographs were taken only of those resources that were recommended for listing on the National Register or those currently listed that had undergone significant recent alterations. A sufficient number of photos were taken to evaluate eligibility (see Appendix I). The fieldwork was conducted during January and February 1999, and 100 percent of the APE was examined.

Subsequently, the principal investigators developed an inventory list of National Register and National Register-eligible properties which includes brief descriptions and evaluations of these resources. This inventory list is keyed to the project maps in Appendix I. Approximate National Register boundaries and proposed boundaries were delineated on the project maps. When available and on a suitable scale, National Register nomination maps showing exact boundaries were included.

SUMMARY RESULTS OF FINDINGS

The area of potential effects contains fifty-one historic or potentially historic resources, including individual properties and residential, industrial, and commercial districts (Table 1). Among these are twenty-two National Register resources (including those properties previously determined eligible for the National Register) and thirteen Study List resources. The architecture includes nineteenth-century and early-twentieth-century houses, turn-of-the-century farm complexes, tobacco warehouses and other industrial buildings, hotels and apartment houses, churches, a radio transmitter station, a gas station, bridges, a railroad depot, scholastic buildings, the state fairgrounds, and a modern arena (Dorton Arena).

The following are brief descriptions of the National Register (NR), Locally Designated (LD), and Study List (SL) properties, as well as properties previously determined eligible for the National Register (DOE), and other resources that warrant further investigation to determine National Register eligibility. These properties are keyed to the project maps in Appendix I.

TABLE 1

SUMMARY TABLE
HISTORIC PROPERTIES

National Register—NR
National Register Study List—SL
Locally Designated Historic Property—LD
Determined Eligible--DOE

<u>Property Name</u>	<u>Status</u>	<u>Recommendation</u>
1. West Durham Historic District (HD)	NR 1986	Boundary Reduction
2. St. Joseph's Episcopal Church	Contributing Resource West Durham HD	Individually Eligible
3. Powe House	NR 1985	Boundary Reduction
4. Trinity College/East Campus HD	SL 1982	Eligible
5. Smith Warehouse	NR 1985	Eligible
6. Trinity HD	NR 1986	Eligible
7. Watts and Yuille Warehouses	NR 1984	Eligible
8. Duke Memorial Methodist Church	NR 1985	Eligible
9. Bright Leaf HD	SL 1982	Eligible
10. Downtown Durham HD	NR 1977; LD	Eligible
11. American Tobacco Manufacturing Plant	SL 1982; DOE 1995	Eligible
12. Venable Tobacco Company Warehouse	NR 1985	Eligible
13. Southern Railway Bridge	No Status	Eligible
14. Asbury Temple United Methodist Church	No Status	Eligible
15. Farm Complex	No Status	Eligible
16. Morrisville HD	NR 1992	No Longer Eligible
17. (Former) Morrisville Christian Church	Contributing Resource Morrisville HD	Individually Eligible
18. Morrisville Baptist Church Cemetery	Contributing Resource Morrisville HD	Individually Eligible
19. Rev. R. E. Atkins House	Contributing Resource Morrisville HD	Individually Eligible
20. Page-Hamilton House	Contributing Resource Morrisville HD	Individually Eligible
21. Page-Ferrell House	Contributing Resource Morrisville HD	Individually Eligible
22. James M. Pugh House	Contributing Resource Morrisville HD	Individually Eligible
23. Nancy Jones House	NR 1984	Eligible
24. Ivey-Ellington House	SL 1990	Eligible
25. Masonic Hall/Ashworth Drug Store	No Status	Eligible
26. Page-Walker Hotel	NR 1979	Eligible
27. (Former) WW II Barracks	No Status	Eligible
28. W.P.T.F. Transmitter Building	SL 1992	Eligible
29. Seaboard Railway Bridge	No Status	Eligible
30. North Carolina State Fairgrounds	NR 1987	Boundary Reduction
31. J. S. Dorton Arena	NR 1973	Eligible
32. Royal Bakery	NR 1997	Eligible
33. West Raleigh HD	No Status	Eligible
34. North Carolina State University Campus HD	No Status	Eligible
35. Boylan Heights HD	NR 1985	Eligible
36. (Former) Raleigh Hosiery Mill	DOE	Eligible

Table 1 (continued)

<u>Property Name</u>	<u>Status</u>	<u>Recommendation</u>
37. South Boylan Avenue HD	No Status	Eligible
38. Gibbon's Esso Service Station	SL 1991	Eligible
39. Central Raleigh HD	No Status	Eligible
40. Depot Historic Overlay District	Proposed LD 1997	Eligible
41. St. Paul A.M.E. Zion Church	NR 1987	Eligible
42. Melrose Knitting Mill	SL 1983	Eligible
43. North Carolina School for the Blind and Deaf Dormitory	NR 1976	Eligible
44. Dodd-Hinsdale House	NR 1971	Eligible
45. Seaboard Railway Station	SL 1991	Eligible
46. Raleigh Cotton Mill	SL 1975	Eligible
47. Pilot Mill	NR 1989	No Longer Eligible
48. Mordecai Place HD	NR 1997	Eligible
49. Gulf Petroleum Products Warehouse	SL 1991	Eligible
50. Onnis and Lyda Norwood House	No Status	Eligible
51. (Former) Neuse Railroad Station	No Status	Eligible

INVENTORY LIST

**1. West Durham Historic District (NR 1986)
Durham**

Anchored by the former Erwin Cotton Mill Company Mill No. 1 and Headquarters Building (NR 1984) on the south side, the West Durham Historic District (NR 1986) took shape primarily with the establishment and expansion of the mill between the 1890s and early twentieth century. While the West Durham neighborhood holds some large houses built for textile executives, it is dominated by dwellings built for mill workers. Streets such as Carolina, Virgie, Edith, and Knox are still lined with one-story frame worker houses that illustrate common domestic forms. The historic district also contains the Ninth Street commercial area, which developed in proximity to the mill, and two nearby churches founded by mill executives.

However, since the district's 1986 listing, significant modern intrusions, demolitions, and alterations have occurred. Most notably, the massive Erwin Square high-rise office complex now dominates the southwest side of the district, west of the Erwin Cotton Mill Company complex. Modern construction is also now evident just east of the mill complex, around the intersection of West Main and Ninth streets, as well as immediately northeast of the mill, at the intersection of Hillsborough Road and Ninth Street. Moreover, although some commercial facades survive intact, the Ninth Street business district, concentrated between Green Street to the south and West Main Street to the north, has been extensively remodeled.

Because of these drastic changes to the integrity of the West Durham Historic District, it is proposed that the district's boundaries be significantly reduced. It is recommended that the boundaries be redrawn to focus on the Erwin Cotton Mills Company Mill No. 1 and Headquarters Building, which was listed individually on the National Register in 1984. This property was renovated as offices and apartments just before the 1984 nomination, and remains eligible under the nominated Criteria A, B, and C. The proposed new boundaries for the Erwin Cotton Mills Company Mill No. 1 and Headquarters Building are a slight modification of the original rectangular parcel, drawn more tightly along the east side to exclude modern intrusions and parking lots along the west side of Ninth Street.

In addition to the Erwin Cotton Mills Company Mill No. 1 and Headquarters Building, a separate, reconfigured West Durham Historic District may also exist north of Green Street, around Powe School. This area of mill housing appears to survive with few changes since the district's 1986 nomination, although the school now includes a substantial modern addition, and the mill housing stands isolated from the Erwin mill complex to the south. This area is well outside the APE for the present study, and for the purposes of this report, a closer evaluation by the SHPO is recommended (**Figures 2- 3**) (**Plates 1-6**).

**2. St. Joseph's Episcopal Church (West Durham Historic District)
1902 West Main Street
Durham**

This well-preserved, cut-granite Gothic Revival church was built ca. 1910 for the benefit of workers at the Erwin Cotton Mills. In its cruciform plan handsome interior with archways and ornamental sawn and joined bracing, this church neatly suggests the English parish church design that was common for Episcopal churches erected nationwide in the late nineteenth and early twentieth centuries.

Listed as a contributing resource in the 1986 West Durham Historic District, St. Joseph's Episcopal Church is recommended as individually eligible for the National Register under Criterion C for architecture. The proposed boundaries encompass the church property (**Figure 3**) (**Plate 7**).

**3. Powe House (NR 1985)
1503 Pettigrew Street
Durham**

Constructed in the late 1890s, this Neoclassical Revival style residence was built for philanthropist and businessman Edgar Knox Powe and his wife, Claudia Josephine Erwin. Currently used for Duke University offices, the house retains such hallmarks of the Neoclassical style as a monumental overlapping two-story portico at the entrance, ornate Ionic capitals of terra cotta, and pedimented gable wings. Since the 1985 nomination, the turn-of-the-century J. Harper Erwin House (Sunnyside) (SL 1987) was relocated to the Powe House tract to avoid demolition, and was extensively remodeled for offices. The Erwin House stands directly north of the Powe House, separated by a driveway.

The Powe House remains eligible for the National Register under the nominated Criteria A, B, and C. However, it is proposed that the nominated boundaries be amended to eliminate the J. Harper Erwin House, which now occupies the northern half of the nominated Powe House tract. The altered Erwin House no longer retains sufficient integrity to be considered either individually eligible or as a contributing resource to the Powe House property (**Figure 3**) (**Plates 8-9**).

**4. Trinity College/East Campus Historic District (SL 1982)
(NR Nominated 1984, Returned, Owner Objection)
Durham**

The campus of Trinity College (later Duke University), this complex of buildings reflects the college's expansion campaigns in the early twentieth century. Arranged in a symmetrical, classical plan, the campus features sophisticated scholastic architecture in the Neoclassical, Georgian Revival, and Renaissance Revival styles. Among its most prominent buildings are the West Duke Building (1910), Baldwin Auditorium (1925-1927), and the East Campus Union (1925-1927). The campus clearly represents the school's development as a highly respected institution, and reflects the efforts of Durham's leaders, including the Duke family, who attracted the school to Durham and supported it financially. The campus features some of the foremost examples of the work of noted architects C. C. Hook and Horace Trumbauer. Nominated to the National Register in 1984, it was not listed because of owner objection.

Trinity College/East Campus Duke University is recommended as eligible for the National Register under the nominated Criteria A, B, C (**Figures 2- 4**) (**Plates 10-11**).

**5. Smith Warehouse (NR 1985)
100 North Buchanan Boulevard
Durham**

Oriented to the railroad tracks at the west edge of the central business district this long, two-story, red-brick industrial building exemplifies the tobacco warehouses that emerged around Durham in the years around 1900. It retains its original architectural character, including handsome brick corbelling and rows of arched openings. Built in 1906, Smith Warehouse is a dramatic symbol of the American Tobacco Company trust and an outstanding example of industrial architecture.

Smith Warehouse remains eligible for the National Register under the nominated Criteria A and C (**Figure 4**).

**6. Trinity Historic District (NR 1986)
Durham**

Developed during the early twentieth century, the Trinity Historic District exemplifies the rapid growth and financial accomplishments of Durham in this period of great prosperity. Composed of the neighborhoods of Trinity Park and Trinity Heights, the historic district represents the rise of a sizable middle class in Durham. Among those buying houses in Trinity Park were insurance executive T. E. Allen, physicians, R. L. Felts and N. N. Johnson, and college professors John Spencer Bassett, and Charles William Edwards. The architecture is characterized by handsome, boxy Colonial Revival designs as well as Tudor Revival, Queen Anne, and bungalow-style houses. This area also includes Trinity Avenue Presbyterian Church (1925), Durham High School (1923), and McPherson Hospital (1926).

Evaluation: The Trinity Historic District remains eligible for the National Register under the nominated Criteria A, B, C (**Figures 2-4**).

**7. Watts and Yuille Warehouses (Brightleaf Square) (NR 1984)
West side South Gregson Street, between West Main and Peabody Streets, Durham**

The Watts and Yuille Warehouses are outstanding examples of the corbelled-brick tobacco warehouses built for the American Tobacco Company around the turn of the century. They were built in 1904 and named for two executives of the company. George W. Watts was one of four equal partners and the secretary-treasurer of W. Duke and Sons. Thomas D. Yuille was a vice-president of the American Tobacco Company. In the early 1980s, the warehouses were converted to a complex of shops and office named Bright Leaf Square.

The Watts and Yuille Warehouses remain eligible for the National Register under the nominated Criteria A and C. It is proposed that this property be encompassed within an expanded Bright Leaf Historic District (SL 1982) (see No. 9--Bright Leaf Historic District) (**Figures 4-5**).

**8. Duke Memorial Methodist Church (NR 1985)
504 West Chapel Hill Street
Durham**

Erected between 1907 and 1912, this massive granite and brick edifice ranks among Durham's most imposing and architecturally sophisticated churches. The Romanesque and Gothic Revival style is revealed in its cruciform sanctuary flanked by two four-story bell towers with corbelled brickwork, the tracery windows, and the pointed arched stonework around the main entrance. The steel-frame building was designed by New York architect George W. Kramer. The church is also associated with the rapid growth of western Durham's earliest Methodist congregation, established in 1886 to serve the factory workers at W. Duke and Sons Tobacco Company.

Duke Memorial Methodist Church remains eligible for the National Register under the nominated Criteria A, B, C (**Figure 5**).

**9. Bright Leaf Historic District (SL 1982) (NR Nominated 1985, Returned Unlisted);
Duke, Fuller, Morris Streets, Trinity Avenue, and Southern Railway
Durham**

Composed of twenty-four primary industrial buildings on nine blocks, the Bright Leaf Historic District clearly reflects the tobacco empire created by Washington Duke and his sons. The industrial architecture, which ranges from the typical to the outstanding, includes the austere B. L. Duke Warehouse, the Italianate W. Duke Sons and Company Cigarette Factory, and a collection of high ornamental warehouses and processing buildings.

It is recommended that the boundaries of the Bright Leaf Historic District, as nominated for the National Register (1985), be expanded on the southwest side to include adjacent commercial and industrial buildings (Morgan Imports, Fowlers) as well as the Watts and Yuille Warehouses (Brightleaf Square) (NR 1984). These substantially intact brick buildings are both architecturally and historically associated the tobacco-related structures currently included in the Bright Leaf Historic District. The proposed historic district is recommended eligible for the National Register under Criteria A, B, C (**Figures 2, 4, and 5**) (**Plates 11-16**).

**10. Downtown Durham Historic District (NR 1977) (LD)
Durham**

The architectural character of the Downtown Durham Historic District reflects the prosperity generated by the new textile factories and the founding of the American Tobacco Company between the 1890s and early twentieth century. Three impressive classically inspired civic buildings, City High School, the Academy of Music, and the United States Post Office were all built downtown in the first years of the twentieth century. Located next to the 1904 post office, Durham's first skyscraper, the six-story Trust Building, went up in 1905. Along West Parrish Street, the early 1900s saw numerous black-owned businesses replace light industrial buildings. The street soon became known as the "Black Wall Street," with the 1905 Mechanics and Farmers Bank (NR 1975) as its most important property. The bank building housed the influential black-owned North Carolina Mutual Life Insurance Company and has been designated a National Historic Landmark (1974) for its significance in African American history. Rising above the central business district, the seventeen-story Hill Building (later Central Carolina Bank) (LD) is downtown Durham's most prominent structure. Erected in 1935, this striking skyscraper in the Modernistic style was designed by the New York architectural firm of Shreve, Lamb and Harmon, which had designed the Empire State Building in 1931.

The Downtown Durham Historic District remains eligible for the National Register under the nominated Criteria A, B, C (**Figures 2, 5, 6, and 7**).

**11. American Tobacco Manufacturing Plant (SL 1982)
(NR Nomination 1984, Returned Owner Objection) (DOE 1995)
Block Bounded by West Pettigrew, Blackwell, Willard, and Carr Streets
Durham**

The American Tobacco Company consists of buildings constructed by W. T. Blackwell and Company which originated from North Carolina's first successful tobacco manufacturing company, the American Tobacco Company trust. At the northeast corner of the tract is the Italianate Bull Durham Tobacco Factory (NR 1974), a National Historic Landmark. In 1899, Duke's acquired the company and subsequently expanded the plant with new brick buildings in the elaborate Romanesque Revival style. The American Tobacco Manufacturing Plant survives as an important landmark to the city's emergence as a tobacco manufacturing center, and is a monument to a primary industry in the state.

The American Tobacco Manufacturing Plant remains eligible for the National Register under the nominated Criteria A, B, C (**Figures 2 and 5**) (**Plate 17**).

12. **Venable Tobacco Company Warehouse (NR 1985)**
302-304 East Pettigrew Street
Durham

Constructed in 1905, the Venable Tobacco Company Warehouse illustrates the growth of Durham's tobacco industry in the early twentieth century. It was built by a branch of Dibrell Brothers of Danville, Virginia, one of the nation's largest independent leaf brokers. The warehouse is a well-preserved and handsome example of the brick tobacco warehouses erected in Durham the late nineteenth and early twentieth centuries.

The Venable Tobacco Company Warehouse remains eligible for the National Register under the nominated Criteria A and C (Figures 6 and 8).

✓13. **Southern Railway Bridge (No Status)**
East Pettigrew Street at Roxboro Road
Durham

This handsome reinforced-concrete railroad bridge was constructed in the 1920s as part of the railroad grade separation campaigns to improve both auto and rail traffic in cities. The Neo-Classical Revival design was popular during the national City Beautiful Movement, which encouraged more efficient transportation systems in urban places during the early twentieth century.

The Southern Railway Bridge is recommended as eligible for the National Register under Criterion A for transportation and Criterion C for design. The proposed boundaries encompass the bridge (Figure 6) (Plate 18).

✓14. **Asbury Temple United Methodist Church (No Status)**
203 South Alston Avenue
Durham

Some as Branson Methodist

Founded as Branson Methodist Episcopal Church, this imposing Neoclassical Revival church was built ca. 1925. When constructed, the handsome edifice was one of the most impressive buildings in the textile-mill community of East Durham. It remains well-preserved with a striking convex entrance facade crowned by a spherical dome on a high drum pierced by windows.

Asbury Temple United Methodist Church is recommended as eligible for the National Register under Criterion C for architecture. The proposed boundaries encompass the church parcel (Figure 9) (Plate 19).

✓15. **Farm Complex (No Status)**
South side SR 1978, Nelson vicinity
Durham County

Surveyed as O'Brian Farm DH2480

A well-preserved house, tobacco pack house, and tobacco barn are the key buildings on this turn-of-the-century farmstead near Nelson. The house has German siding, two-over-two windows, and a wraparound porch with box piers. The pack house and tobacco barn follow traditional gable-roofed forms. The farm complex also includes a log smokehouse, a frame shed, and a frame tenant house that are contemporary with the house, and a modern garage. The property stands as a rare surviving farm complex of the early twentieth century in Durham County, including substantially intact traditional architectural forms typical of middling farmsteads of this period.

This farm complex is recommended as eligible for the National Register under Criterion C for architecture. The proposed boundaries encompass the house and farmyard, including the outbuildings around the house (Figure 10) (Plates 20-23).

**16. Morrisville Historic District (NR 1992)
East and West Sides NC 54, Church, Page, Ashe, Oak, and
Cedar Streets, Wake County**

Located west of Raleigh, the village of Morrisville straddles the North Carolina Railroad and NC 54. The historic district reflects a late-nineteenth-century depot village. It contains dwellings, churches, and small stores, including the Page-Hamilton House (SL), James M. Pugh House (SL), Williamson Page House (SL), and the towered Morrisville Christian Church (SL). The historic district was listed in the National Register under Criterion A for community planning and development, and Criterion C for architecture (Figures 11-12).

Because of recent major changes to key early roadways and circulation patterns in the village, the Morrisville Historic District is no longer considered eligible for the National Register under any Criterion. Since the 1992 nomination, the Morrisville-Carpenter Road, which cuts through the heart of the district, has been realigned with the new Aviation Parkway (east side of the railroad tracks). Simultaneously, adjacent Cedar Street has been closed to through traffic. Such changes, in combination with the already existing intrusive Morrisville Fire Department along NC 54, have significantly diminished the integrity of Morrisville's setting, scale, feeling, and association (Plates 24-26).

However, Morrisville still retains a collection of resources that are considered individually eligible for the National Register. These properties are described below.

**17. (Former) Morrisville Christian Church
222 Church Street
Morrisville**

Erected around 1900, this frame gable-front, Gothic Revival building retains its original weatherboarding, six-over-six windows, and striking three-stage corner entry tower. The congregation disbanded in the early 1970s, and since 1975 the building has served as the town hall.

The (Former) Morrisville Christian Church is recommended as eligible for the National Register under Criterion C for architecture. The proposed National Register boundaries encompass the building's lot (Figure 11) (Plate 27).

**18. Morrisville Baptist Church Cemetery
209 Church Street
Morrisville**

Sited just outside the APE for the Morrisville Yard and Shops, directly behind the Morrisville Baptist Church, this notable cemetery contains approximately 100 gravestones arranged in loose rows. The oldest dated markers were erected in the 1880s. The marble and granite gravestones reflect a variety of late nineteenth- and early twentieth-century styles, including small obelisks. The most distinctive resource is a "gravehouse," a small frame, gable-roofed shelter supported by delicate chamfered posts and enclosed by a picket fence. The adjacent ca. 1900 church building was brick veneered ca. 1980.

The Morrisville Baptist Church Cemetery is recommended as eligible for the National Register under Criterion C, for its significant array of grave markers and monuments representing both popular and distinctive funereal designs. The proposed boundaries are drawn to encompass the historical cemetery but to exclude the remodeled church (Figure 11) (Plates 28-29).

**19. Rev. R. E. Atkins House
214 Church Street
Morrisville**

This well-preserved ca. 1915, one-story weatherboard dwelling has a double-pile form capped by a tall pyramidal roof. The deep wraparound porch has the original Doric porch posts and gabled entry bay. The main entry is framed by sidelights and transom, while one-over-one windows survive throughout. The intact interior includes a wide center hallway, molded door surrounds, and Neoclassical mantels. The two front mantels have mirrored overmantels.

The Atkins House is recommended as eligible for the National Register under Criterion C, for architecture. The proposed boundaries encompass the house lot, which includes a ca. 1930 barn and ca. 1930 garage (**Figure 11**) (**Plates 30-31**).

**20. Page-Hamilton House
201 Church Street
Morrisville**

Built ca. 1879, this two-story frame dwelling features a handsome front porch with slender paired posts, sawnwork spandrels, and drip course, and sawnwork railing. Although vinyl sided, the house is otherwise well-preserved, with original six-over-six windows, brick chimneys, and a center-hall plan. The house tract also includes a smokehouse, a gazebo, and a family cemetery, all of which contribute to the significance of the property. The Page-Hamilton House is sited just outside the APE for the Morrisville Yard and Shops.

The Page-Hamilton House is recommended as eligible for the National Register under Criterion C for architecture. The proposed boundaries encompass the house tract (**Figure 11**) (**Plates 32-33**).

**21. Page-Ferrell House
116 Page Street
Morrisville**

The oldest and largest house in Morrisville, this dwelling was probably erected before the Civil War, and was subsequently updated with an ornate sawnwork porch in the 1870s. Well-preserved both inside and out, the two-story gable-roofed house has Greek Revival-inspired six-over-six windows, gable returns, post-and-lintel mantels, and two-panel doors. The house stands on a large, tree-shaded tract at the south end of Page Street.

The Page-Ferrell House is recommended as eligible for the National Register under Criterion C for architecture. The proposed boundaries encompass the house tract (**Figure 12**) (**Plates 34-35**).

**22. James M. Pugh House
10018 Chapel Hill Road
Morrisville**

This well-preserved ca. 1870 dwelling features ornate bracketed eaves with sawnwork vergeboards, and a sawnwork front porch. The traditional two-story, gable-roofed house also includes its original six-over-six windows and double-leaf front door with sidelights and transom. The house lot includes a smokehouse and a garage.

The James M. Pugh House is recommended as eligible for the National Register under Criterion C for architecture. The proposed boundaries encompass the house tract (**Figure 12**) (**Plates 36-37**).

23. Nancy Jones House (NR 1984)
SW side of NC 54, at junction with SR 1785
Cary Vicinity

The Nancy Jones House was nominated to the National Register under Criterion C for architecture and under Criterion A for communications and politics/folklore. Constructed ca. 1803 as the seat of a 2,000 acre farm, the Jones property is significant for its association with the emerging plantation economy of Wake County during the post Revolutionary period. The Nancy Jones House also served as the principal stagecoach stop and tavern on the Raleigh to Chapel Hill road during the antebellum period. The house served as the site of an 1838 meeting between the governors of North and South Carolina, and aspects of this meeting have become part of North Carolina folklore. President James K. Polk also stopped here in 1847 en route to Chapel Hill. Because of these political and folkloric associations, the house has significance under Criterion A.

Under Criterion C, the Jones house is architecturally significant as a fine, and now rare, example of vernacular Federal domestic architecture in Wake County. With its well-executed Federal detailing, the two-story, frame house has such characteristic elements as a two tiered porch, rear shed rooms, hall and parlor plan, nine-over-nine and six-over-six windows, and an enclosed staircase rising from the central rear porch.

The Jones House now sits on sixteen acres all of which lie within the National Register boundaries. The Nancy Jones House retains its architectural integrity and remains eligible for the National Register as nominated in 1984 (**Figure 13**).

24. Ivey-Ellington House (SL 1990)
135 W. Chatham Street
Cary

Sited just outside the APE, this substantial, Gothic Revival cottage is an excellent example of a style that was relatively uncommon for North Carolina. This ca. 1870 dwelling is one of the few Gothic Revival houses to have been built in Wake County. The house displays characteristic Gothic Revival features, including a cross gable roof, scalloped vergeboards, board-and-batten siding, peak gable dormers, and pointed arch windows. The house was listed in the National Register Study List and is unchanged since this preliminary designation. The Ivey-Ellington House is recommended for National Register eligibility under Criterion C for architecture. The National Register boundaries encompass only the parcel on which the house sits (**Figure 14**) (**Plates 38-39**).

25. Masonic Hall/Ashworth Drug Store (No Status)
105 W. Chatham Street
Cary

Sited just outside the APE, this two-story masonry building anchors the corner of Chatham and Academy streets, the heart of the original Cary business district. The building was erected in 1931 by the Masons as their lodge hall, and the first story houses a drugstore. The building has restrained Colonial Revival detailing and six-over-six windows, and the first floor features an intact storefront with divided light display windows. With the extensive redevelopment of Cary in recent years, the Masonic Hall/Ashworth Drug Store is a rare surviving example of the small-town commercial architecture that once defined the Cary business district in the early to mid-twentieth century. Surveyed in 1991, the Masonic Hall/Ashworth Drug Store is recommended for the National Register under Criterion A for both social history and commerce (**Figure 14**) (**Plates 40-41**).

26. Page-Walker Hotel (NR 1979)
119 Ambassador Street
Cary

The Page Walker Hotel was nominated to the National Register under Criterion A for commerce, politics/government, and transportation and under Criterion C for architecture. The hotel was built ca. 1868 by Allison Francis Page, founder of Cary, prominent industrialist with both lumber and rail interests, and father of Walter Hines Page, former U.S. ambassador to the United Kingdom. The hotel was built to serve rail passengers on the North Carolina Railroad and the Chatham Railroad and testifies to the importance of the railroad in the development of Cary. The hotel is also the only extant building associated with the prominent Page family. Cary's first mayor, Allison Page was also responsible for developing the lumber industry in Cary and Moore County and for building the Aberdeen and Asheboro Railroad, the longest, private railroad in the state. His son, Walter Hines Page, is Cary's most famous native son. Editor, publisher, and ambassador, Walter Page also advocated strongly for public education in North Carolina.

With its distinctive mansard roof, bracketed cornice, and highly ornamented porch, the brick hotel is architecturally significant as an excellent and rare example of the Second Empire style. Its location in the town center is one of the few reminders of the original one-mile square limits of early Cary, which had undergone almost wholesale redevelopment in recent years.

The Page-Walker Hotel sits on a three-acre site, which defines the National Register boundaries. The hotel retains its architectural integrity and remains eligible for the National Register as nominated in 1979 (Figure 14).

27. (Former) World War II Barracks (No Status)
North side, Ambassador Street, East of Page-Walker Hotel
Cary

This long, one story, frame building appears to be barracks constructed along the rail line in Cary during World War II. The simple, gable roofed building has German siding, eight-over-eight windows, and a brackets entry porch over the entrance. The building is typical of the temporary wartime construction undertaken by the military during the second world war. Built along the rail siding for ease in transporting troops, its location underscores its significance. The former barracks are recommended as eligible under Criterion A for military significance. The National Register boundaries are defined by the parcel on which the barracks sits (Figure 14) (Plates 42-44).

28. W.P.T.F. Transmitter Building (SL 1992)
North side, Hillsborough Street, roughly 0.5 mile west of S.R. 1655
Cary vicinity

This ca. 1940 radio station was designed by noted local architect, William Deitrick, in the sleek, streamlined Art Moderne style with a smooth stucco exterior, flat roof, rounded corners, and a horizontal band of metal sash windows. The building is a rare example of the Art Moderne style in Wake County. Associated with the second oldest commercial radio station in North Carolina, the building is also a rare, surviving example of the early radio stations built to transmit and disseminate the new communications technology. The W.P.T.F. Transmitter Building is unchanged since 1992 when the property was added to the National Register Study List. The early communications facility is recommended for National Register eligibility under Criterion A for industry/processing/extraction and under Criterion C for architecture. The boundaries encompass only the building, the transmission tower, and their setting (Figure 15) (Plate 45).

29. **Seaboard Railway Bridge (No Status)**
Former Seaboard Airline (now Southern Railway) rail line over Hillsborough Street north of junction with Western Boulevard
Raleigh

This single span, plate deck girder bridge carries one railroad track over Hillsborough Street on the west side of Raleigh. The bridge has tall, reinforced concrete side and wing walls with arched openings for sidewalks. The concrete walls were scored to resemble stone and the archways were influenced by the City Beautiful movement of the early twentieth century. The bridge appears to have been constructed as part of the grade separation campaigns of the period. Such campaigns, designed to eliminate the crossing of rail lines and vehicular and pedestrian routes, began in the 1890s in New York and Chicago as part of Progressive Era reforms to improve both public safety and transportation efficiency within these metropolitan centers. With the introduction, and explosive growth, of automotive traffic during the early twentieth century, grade separation quickly became a nation-wide movement, and by the 1920s, small cities and towns across the nation began to mandate reconstruction of rail corridors. With ongoing road and bridge improvements, evidence of these earlier infrastructure campaigns are now rare. The Seaboard bridge is recommended as eligible for the National Register under Criterion A for transportation. The recommended boundaries include only the bridge and its immediate setting (Figure 16) (Plate 46).

30. **North Carolina State Fair: Commercial and Education Buildings (NR 1987)**
Northwest corner of West Hillsborough Street at junction with Blue Ridge Road
Raleigh

The **North Carolina State Fair: Commercial and Education Buildings** was nominated to the National Register under Criterion A for agriculture and under Criterion C for architecture. Constructed in 1928, the stuccoed commercial and education buildings on the North Carolina state fairgrounds are the oldest extant buildings associated with the autumn fair, held annually since 1853 to promote the state's agricultural economy. Under Criterion A, the buildings serve as testaments to the preeminent role agriculture has played in the economy of North Carolina and to the role of the state agricultural fair in promoting and celebrating this heritage.

Executed in the Mediterranean Revival style, this pair of exhibition halls, designed as one building, have stuccoed walls and terra cotta tile trim, and pairs of pyramidal roofed towers which flank the parapeted, arched entrances. Designed by the local architectural firm of Atwood and Weeks, the exhibition buildings are among the most substantial Mediterranean Revival buildings in North Carolina.

Since the 1987 nomination, the previously unpaved parking area along the Hillsborough Street side of the fairground complex has been paved. A cluster of trees and a curvilinear drive in this section of the tract were removed during the paving. It is thus recommended that the nominated 4.77-acre tract be reduced on the Hillsborough Street side to exclude the modern parking lot (Figures 17-18).

31. **J.S. Dorton Arena (NR 1973)**
North Carolina State Fairgrounds, West Hillsborough Street
Raleigh

Constructed in 1953, Dorton Arena was nominated to the National Register under Criterion C for architecture and engineering. Recognized internationally as the prototype for concrete parabolic suspension construction, the arena received numerous awards including the First Honor award from the American Institute of Architects and the Gold Medal in Engineering from the Architectural League of New York. A model of the structure was displayed at the Milan International Exposition of Modern Decorative and Industrial Arts and Modern Architecture in 1957. The building was also heralded by the American Institute of Architects as one of the ten most influential buildings of the twentieth century.

Commissioned as a livestock judging pavilion, Dorton Arena was designed by Polish emigre and architect, Matthew Nowicki, who was also head of the School of Design at North Carolina State University. Nowicki had been hired by Raleigh architect, William H. Deitrick, who had been contracted by the North Carolina Department of Agriculture to design a new fair complex. After Nowicki's untimely death in 1950, the New York engineering firm of Severud, Elstad, and Krueger implemented Nowicki's revolutionary plans for this vast, uninterrupted interior space and ingenious hanging roof.

J.S. Dorton Arena retains its architectural integrity and remains eligible for the National Register. The boundaries include only the arena and its immediate setting (Figures 17-18).

32. Royal Bakery (NR 1997)
3801 Hillsborough Street, at corner of Royal Street
Raleigh

The Royal Bakery was listed in the National Register in 1997 under Criterion A for industry. Constructed in 1941, the one story, brick building, with its stylized International Style detailing, served as a commercial bakery, the first in Raleigh to offer presliced bread. Originally located in downtown Raleigh, the bakery had outgrown its facilities by 1940, and decided to move to what were then the western outskirts of the city, across Hillsborough Street from Meredith College. In its new location, the bakery illustrates mid-century shifts in industrial location, away from the center city to the urban fringe, and an orientation to automotive thoroughfares as trucks became the common method of shipping goods within localities.

The Royal Bakery retains its architectural integrity and remains eligible for the National Register. The National Register boundaries are defined by the 2.063-acre parcel on which the bakery building sits (Figure 19).

33. West Raleigh Historic District (No Status)
Bounded by Hillsborough, Stanhope, Shepard, and Concord streets, and CSX rail line
Raleigh

This small historic district lies between Hillsborough Street and the CSX railroad tracks, west of the North Carolina State University campus. The neighborhood is comprised of early twentieth century dwellings, small scale commercial buildings, and at least one factory (ca. 1940). The district includes one Study List property, the Fincastle Apartments (SL 1991), a ca. 1935, brick, Spanish Colonial Revival apartment house on Hillsborough Street. The side streets contain frame and brick bungalows and revival style cottages.

This proposed historic district is recommended as eligible for the National Register under Criterion A for community planning and development and under Criterion C for architecture. The boundaries for this proposed historic district are depicted in Figure 20 (Plates 47-49).

34. North Carolina State University Campus Historic District (No Status)
Bounded by Hillsborough Street, Gorman Street, Pullen Road, and the CSX rail line
Raleigh

The North Carolina State University Campus includes two properties which have either been determined eligible for the National Register or locally designated. The Yarborough Heating Plant, built in 1925, was determined eligible in 1997, and Holladay Hall is a locally designated landmark. In addition, there are approximately 65 buildings or structures on the campus which were built before 1950. On the south side of the existing railroad right-of-way the following buildings, with their dates of construction noted in parentheses, meet the fifty-year rule mandated by the National Register: Becton-Berry Quadrangle (1939); Frank Thompson Theatre (1925, renovated 1964); Reynolds Coliseum (1950, renovations in 1965 and 1969); Turlington Dormitory (1939); Owen Dormitory (1949); and Tucker Dormitory (1949). On the north side of the rail corridor the following buildings also meet the 50 year rule: David Clark Laboratory (1939,

renovations in 1947 and 1968); Broughton Hall (1943-1971); Riddick Engineering Laboratories (1941, 1950, with alterations in 1958); Morris Building (1926, with renovations in 1953 and 1970); Field House (1938, with renovations in 1964 and 1971); Syme Dormitory (1916, with additions in 1924 and renovations in 1954); and Welch Dormitory (1921).

Other buildings constructed between 1938 and 1972 may be eligible under the Multiple Property Nomination for Early Modern Architecture in Raleigh Associated with the Faculty of the North Carolina State University School of Design. These properties include: Student Supply Building (1959); the Student Center (1959); and Price Music Center (1972). The locations of these potentially eligible properties are shown on **Figures 21-23 (Plates 50-52)**.

35. Boylan Heights Historic District (NR 1985)
Bounded roughly by Montford Street, Martin Street, Dupont Alley, Florence Street,
Dorothea Drive, and the Norfolk and Southern Railway
Raleigh

The Boylan Heights Historic District was nominated to the National Register in 1985 under Criterion A for community planning and education, under Criterion B for its associations with prominent Raleigh developers and civic leaders, Frank Ellington and J. Stanhope Wynne, and under Criterion C for architecture. Under Criterion A, Boylan Heights survives as one of Raleigh's first twentieth century suburbs, and in its lay-out and architecture, exemplifies early twentieth century suburban development in the emerging urban centers of the state. The neighborhood had its beginnings in 1907 when the heirs of Williams Montfort Boylan sold the 1858 Italianate villa, Montford Hall (NR, 1978) and its surrounding 180 acres to the Greater Raleigh Land Company, owned by Frank Ellington and J. Stanhope Wynne. The syndicate hired the firm of Kelsey and Guild of Boston to develop the hilly site as a residential suburb. With the city's expanding middle class in need of housing, Boylan Heights was quickly successful, and by 1915 all lots had been sold. With numerous young families, a public elementary school was built on Boylan Avenue in 1926. Boylan Heights has survived remarkably intact, and the substantial Colonial Revival, Neo-Classical Revival, and picturesque dwellings lining Boylan Avenue near Montford Hall and the smaller bungalows and cottages found on the periphery illustrate well mainstream domestic designs of the period.

The Boylan Heights Historic District retains its architectural integrity and remains eligible for the National Register as nominated in 1985. The National Register historic district encompasses roughly 82 acres, and the boundaries are shown on **Figures 24-25**.

36. (Former) Raleigh Hosiery Mill (DOE)
801 W. Hargett Street
Raleigh

Built along the CSX rail line, this two-story, brick hosiery mill dates to the early twentieth century. Determined eligible for the National Register, the warehouse is now used by a non-profit organization. Despite its conversion, the former mill continues to illustrate the small-scale industrial and warehousing properties built along the rail lines of the city during the New South era of the late nineteenth and early twentieth centuries. The property retains its architectural integrity and remains eligible for the National Register. The National Register boundaries include only the parcel on which the former mill sits (**Figure 24**).

37. South Boylan Avenue Historic District (No Status)
120-130 Block of S. Boylan Avenue
Raleigh

This block of substantial, late nineteenth and early twentieth century houses is located between Hillsborough Street and the Norfolk and Southern rail line that defines the north end of Boylan Heights. The tree-shaded street contains a cohesive collection of exemplary Queen Anne and Colonial Revival dwellings. This intact block is a vestige of a once larger, residential neighborhood that developed, like Glenwood and Boylan Heights, as Raleigh grew and expanded beyond the bounds of the tightly defined city of the early to mid-nineteenth century. With the subsequent transformation of Hillsborough Street into a commercial thoroughfare and the construction of apartment houses and small-scale industrial properties along many of the side streets, much of the neighborhood has been redeveloped so that only this remnant survives. This residential strip is recommended for National Register eligibility under Criterion A for community planning and development and under Criterion C for architecture. The proposed boundaries are shown in **Figure 24 (Plates 53-54)**.

38. Gibbons's Esso Service Station (SL 1991)
623 Hillsborough Street
Raleigh

Gibbons's Esso Service Station was listed on the National Register Study List in 1991. Sited at the corner of Hillsborough Street and Boylan Avenue, this ca. 1935 gas station, with its metal paneled exterior, flat roof, and metal sash windows, has the sleek styling of the Art Moderne. Its streamlined and machine-like appearance was often used for gas stations, conveying a sense of modernity that the gasoline companies used to advertise their product and compete with other companies. Prewar gas stations have not survived in great numbers, and this property is a rare survivor.

Gibbons's Esso Service Station retains its architectural integrity. As a rare example of a pre-World War II gasoline station, the property is recommended for National Register eligibility under Criterion C for architecture. The proposed boundaries include only the station and the parcel on which it sits (**Figure 26 (Plate 55)**).

39. Central Raleigh Historic District (No Status)
Bounded by Hillsborough, St. Mary's St., Lane, Tucker, CSX rail line, and West streets
Raleigh

This proposed historic district includes residential, commercial, institutional, and industrial properties dating from the early nineteenth century through the mid-twentieth century. The historic district includes Elmwood (NR, 1975), the ca. 1813 Federal style home of John Louis Taylor, the first chief justice of the North Carolina Supreme Court. One of the few antebellum houses to survive within the city of Raleigh, Elmwood was built on a 100 acre tract, but with its subsequent subdivision and residential construction, the area now illustrates urban development patterns with streets of picturesque cottages, Queen Anne dwellings, and early twentieth century Colonial Revival houses and bungalows. Like Elmwood, the ca. 1890 Tucker Carriage House (NR 1975), which is now used as an art center, is one of the few vestiges of the nineteenth century estates built around Raleigh. The area also illustrates the transformation of Hillsborough Street into a major thoroughfare lined with apartment houses, commercial buildings, and churches, and the historic district encompasses the 1925 stone, Gothic Revival Hillyer Memorial Church (SL 1991), a two story, brick commercial building (DOE 1994) built in the late 1910s at 530 Hillsborough Street, and St. Mary's Apartments (SL 1991). What is now the CSX rail line runs through the historic district, and several small industrial, public works, and transportation-related properties took advantage of the rail access and built along the rail frontage. Within the district are the (Former) CP&L Car Barn and Automobile Garage (NR 1997), (Former) Raleigh Electric Company Power House (NR 1997), the (Former) Pine State Creamery (NR 1997), and a ca. 1925, brick veneered factory building, constructed on West Street with an irregular plan to fit the configuration of the rail line.

The recommended historic district is recommended as eligible for the National Register under Criterion A for community planning and development and under Criterion C for architecture. The boundaries are depicted in **Figure 26 (Plates 56-59)**.

40. Depot Historic Overlay District (Proposed LD 1997)
Bounded by W. Cabarrus Street, McDowell Street, W. Hargett Street, W. Martin Street, and
the Railroad Tracks
Raleigh

Situated along the railroad tracks, this proposed locally designated historic district illustrates the transformation of a downtown neighborhood into an industrial zone and transportation center between the 1890s and 1950. The area includes the 1912 (Former) Southern Railway Freight Depot (SL), the 1891 Romanesque Revival Union Depot, and the 1949 Colonial Revival Southern Railway station as well as an array of brick, wholesale warehouses, processing facilities, and distributors, such as the U.S. Rubber Company Building (SL), the Raleigh Blue Printers Building (SL), and the Art Moderne Firestone Tire and Rubber Company building. Remnants of the hotels and restaurants that once served the workmen and travelers working in or passing through the area also remain. The district also includes both the eight-story Professional Building (NR, LD), oriented to the business district to the east, and Nash Square, the southwest square in Raleigh's eighteenth century city plan and with Moore Square the last to remain.

The roughly five-block Depot Historic Overlay District retains its integrity and is recommended eligible for National Register eligibility under Criterion A for industry/processing/extraction and transportation, and Criterion C for architecture (**Figure 27**) (**Plates 60-62**).

41. St. Paul A.M.E. Zion Church (NR 1987)
402 W. Edenton Street
Raleigh

St. Paul A.M.E. Zion Church was listed in the National Register in 1987 under Criterion A for both politics/government and ethnic heritage: black, under Criterion B, and under Criterion C for architecture. This imposing, brick, Gothic Revival building was constructed between 1884 and 1909 by African-American masons, and the church displays both elements of the national style and interpretations made by the masons who worked on the building. The building was constructed by the first independent African-American congregation, and thus is important to the religious history of Raleigh. The church also has political significance because the ministers of St. Paul were influential leaders of the African-American community during Reconstruction. In particular, Rev. R.W.H. Leak, minister during the 1880s, was a prominent leader of the black Republicans and served as editor of the *Outlook*, the second oldest black newspaper in Raleigh. The church has significance under Criterion B for its associations with Rev. Leak.

St. Paul A.M.E. Zion Church retains its architectural integrity and remains eligible for the National Register. The National Register boundaries include only the parcel on which the church sits (**Figure 26**).

42. Melrose Knitting Mill (SL 1983)
301 W. North Street
Raleigh

The Melrose Mill was listed in the National Register Study List in 1983. Completed in 1902, the Melrose Knitting Mill illustrates the rise of the textile industry in North Carolina, and is one of only five such mills to survive in Raleigh. Located along a rail spur line, the simple, two story, brick building, with its segmental arched windows, and long, rectangular form, is typical of early twentieth century mill designs.

The Melrose Mill is in fair condition and retains sufficient architectural integrity to merit National Register eligibility under Criterion A for industry/processing/extraction. The National Register boundaries encompass only the building and the parcel on which it sits (**Figure 26**) (**Plate 63**).

43. **North Carolina School for the Blind and Deaf Dormitory (NR 1976)**
216 W. Jones Street
Raleigh

The dormitory for the North Carolina School for the Blind and Deaf was nominated in 1976 to the National Register under Criterion A for education, social/humanitarian, and politics/government and under Criterion C for architecture. Designed by architect, Frank P. Milburn, and completed in 1898, the imposing, three and one-half story, masonry building, with its corner turrets, high hip roof, and decorative gables, has architectural significance as a fine and rare example of the Chateausque style. The dormitory has historical significance as the last remaining building associated with the North Carolina Institution for the Deaf, Dumb, and Blind, which was established in 1848 for the care and education of the handicapped. Furthermore, the dormitory is an important landmark in the state governmental complex.

The building stands largely unchanged since its 1976 National Register listing, and remains eligible for the National Register as nominated. The National Register boundaries include the building and the parcel on which it sits (**Figure 26**).

44. **Dodd-Hinsdale House (NR 1971)**
330 Hillsborough Street
Raleigh

Built for Raleigh mayor, William H. Dodd in 1887, the Dodd-Hinsdale House was nominated to the National Register in 1971 under Criterion C for architecture. This grand, two story dwelling is an impressive example of High Victorian domestic architecture with its projecting, central tower, influenced by the Second Empire style, tall, segmental arched windows, bracketed eaves, and an elaborate Italianate-inspired porch with chamfered porch posts and pendant brackets. The house was purchased in 1890 by John Hinsdale, a Confederate veteran and an attorney for the Seaboard Airline Railroad and remained in the Hinsdale family until the 1970s. The Dodd-Hinsdale House is sited just outside the APE.

Now used as a restaurant, a one story, rear wing has been added to the house. However, the house retains its architectural integrity and remains eligible for the National Register as nominated. The boundaries include the house and the parcel on which it is situated (**Figure 26**).

45. **Seaboard Railway Station (SL 1991)**
707 Semart Drive
Raleigh

The Seaboard Railway station was added to the National Register Study List in 1991. This fine, brick, Colonial Revival rail station exhibits such hallmarks of the style as a front gable porch supported by heavy, wooden columns, brick quoins, windows with keystones and flat arches, and full returns of the gable ends. The station was built in 1948 after the Seaboard Railway decided to leave Union Station, sited on the west side of Nash Square, and build its own passenger facilities. After Amtrak was formed to handle all passenger rail service, and individual facilities were often abandoned, the Seaboard station was converted to commercial use. Despite this change in function, the building remains unaltered with intact interior plan, passenger concourses, and architectural features. The Seaboard Railway Station is recommended as eligible for the National Register under Criterion A for transportation and under Criterion C for architecture. The proposed National Register boundaries include the station, concourses, tracks, and their setting (**Figure 28**) (**Plates 64-65**).

46. Raleigh Cotton Mill (SL 1975)
614 Capital Boulevard
Raleigh

This brick cotton mill was added to the National Register Study List in 1975. Constructed at the turn of the century, the mill illustrates the rise of the textile industry in North Carolina, and is one of only five such mills to survive in Raleigh. Located along the former Seaboard rail corridor, the simple, two story, brick building, with its segmental arched windows, and long, rectangular form, is typical of early twentieth century mill designs.

Converted in recent years to commercial use, the Raleigh Cotton Mill now has replacement windows, but retains sufficient architectural integrity to merit National Register eligibility under Criterion A for industry/processing/extraction. The National Register boundaries include the mill and the parcel on which it is situated (**Figure 28**) (**Plates 66-67**).

47. Pilot Mill (NR 1989)
1121 Haynes Street
Raleigh

Pilot Mill was nominated to the National Register in 1989 under Criterion A for industry and under Criterion C for architecture. Constructed in 1894 along the former Seaboard Airline Railway, Pilot Mill illustrated the emergence of the Piedmont textile industry during the New South era of the late nineteenth century. While other North Carolina cities and towns developed extensive manufacturing sectors, Raleigh had only a small industrial base, and Pilot Mill is one of the few Raleigh textile mills to survive. The mill was also significant architecturally as an example of the simple, brick buildings, with long, rectangular plans and limited ornamentation that were commonly built for the textile industry. Originally, Pilot Mill included worker housing, but this complex was demolished ca. 1980, and the mill closed two years later.

Since its 1989 National Register listing, a fire has destroyed much of the once extensive Pilot Mill complex (5.7 acres), and now only ruins of the mill survive. Because of the damage, Pilot Mill no longer retains sufficient integrity for National Register listing (**Figures 29-30**) (**Plate 68**).

48. Mordecai Place Historic District (NR 1997)
Bounded by N. Blount Street, Courtland Drive, Old Wake Forest Road, Mordecai Drive
Raleigh

The Mordecai Place Historic District was nominated to the National Register under Criterion A for community planning and development and under Criterion C for architecture. The historic district encompasses an early twentieth century residential development on the former Mordecai family plantation, and Mordecai House (NR 1970), the late eighteenth and early nineteenth century plantation seat, is found within the historic district. Like such neighborhoods as Boylan Heights, Cameron Park, and Glenwood, this tree-shaded residential enclave reflects the early twentieth century subdivision of the plantations which once encircled Raleigh. Residential development began in 1916, and the array of nationally popular and architect-designed houses reflect popular tastes of the interwar period. Planned in two stages, the Mordecai Place neighborhood is characterized by a variety of revival style dwellings, bungalows, and minimal traditional domestic designs.

The roughly 95-acre historic district was amended in 1998 to include 206 and 208 Delway Streets, but the historic district, including this National Register Study List amendment, is unchanged since its listing. Mordecai Place Historic District remains eligible for the National Register. The boundaries of this historic district are shown on **Figures 29, 31-32**).

49. Gulf Petroleum Products Warehouse (SL 1991)
1930 Wake Forest Road
Raleigh

Added to the National Register Study List in 1991, the Gulf Petroleum Products Warehouse is a two story, brick warehouse with barrel arched, truss roof, metal sash windows, and two loading docks. Nearby are a three bay garage and a brick framework for holding the gasoline tanks. The complex was built in 1926 along the Seaboard Airline Railway as part of the bulk plant for the Gulf Refining Company. Here the company stored petroleum products for distribution to area gasoline stations. Now used as a garden shop, the property retains its architectural integrity and merits National Register eligibility under Criterion A for industry/processing/extraction. This warehouse complex is significant as one of the new property types that emerged during the interwar period to serve the new and burgeoning automotive trade. The boundaries include the warehouse, garage, and tank structure and the land on which they sit (**Figure 33**) (**Plates 69-70**).

50. Onnis and Lyda Norwood House (No Status)
East side, Old Wake Forest Road
Raleigh

This brick, Colonial Revival cottage was built in 1933 as the centerpiece of a roughly 50 acre tobacco farm. The house has a cross gable roof, front gable entry porch, side porch, and six-over-six windows. The property includes a rebuilt garage, a ca. 1930 frame barn, a ca. 1930 tenant house, and two frame sheds. This once rural property, bracketed by Old Wake Forest Road and the CSX Railway, is now surrounded by extensive suburban development. The Norwood House is a rare surviving example of an early twentieth century Wake County farm, and is recommended as eligible for the National Register under Criterion C for architecture. Because the farm has been used for cultivating nursery plants in recent years, and hurricanes have destroyed much of the historic landscape, the property no longer has agricultural significance, and the entire fifty-acre tract is not included in the National Register boundaries. The recommended boundaries encompass the house, the intact outbuildings, and their immediate settings (**Figure 34**) (**Plates 71-74**).

51. (Former) Neuse Railroad Station (No Status)
North side of SR 2006 at the CSX Railway
Neuse Crossroads, Wake County

Built along the former Raleigh and Gaston Railroad, this small, frame rail depot is typical of the small stations built during the early twentieth century. The building has a gable roof, broad eaves, German siding, and six-over-six windows. The entrance is sheltered by a bracketed canopy. The station retains one original, double leaf, loading door. Although the station appears to have been moved roughly thirty feet back from the rail line, this rural station survives as a rare and well-preserved example of early twentieth century rail depots. The station is recommended for National Register eligibility under Criterion C for architecture, and the proposed boundaries include the station and the land on which it is situated (**Figure 35**) (**Plates 75-76**).

APPENDIX I

FIGURES

PROPOSED HISTORIC DISTRICTS

SCALE IN FEET



- RESIDENTIAL
- INSTITUTIONAL
- TOBACCO
- TEXTILE
- DOWNTOWN DURHAM

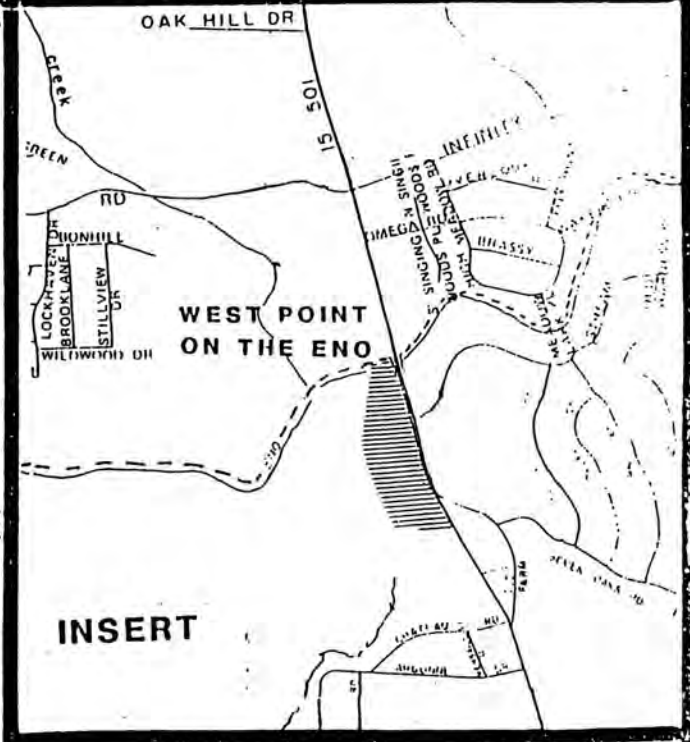
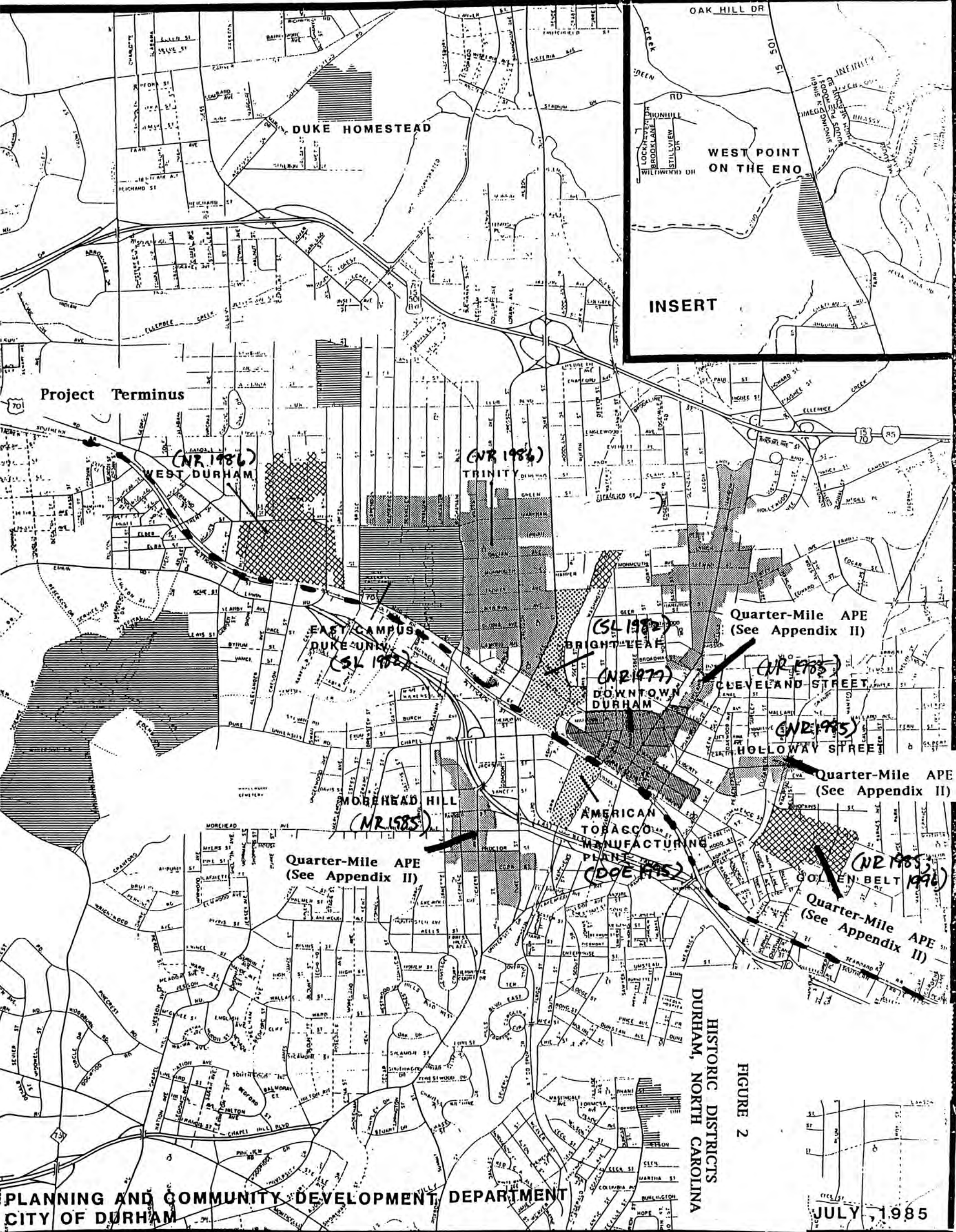
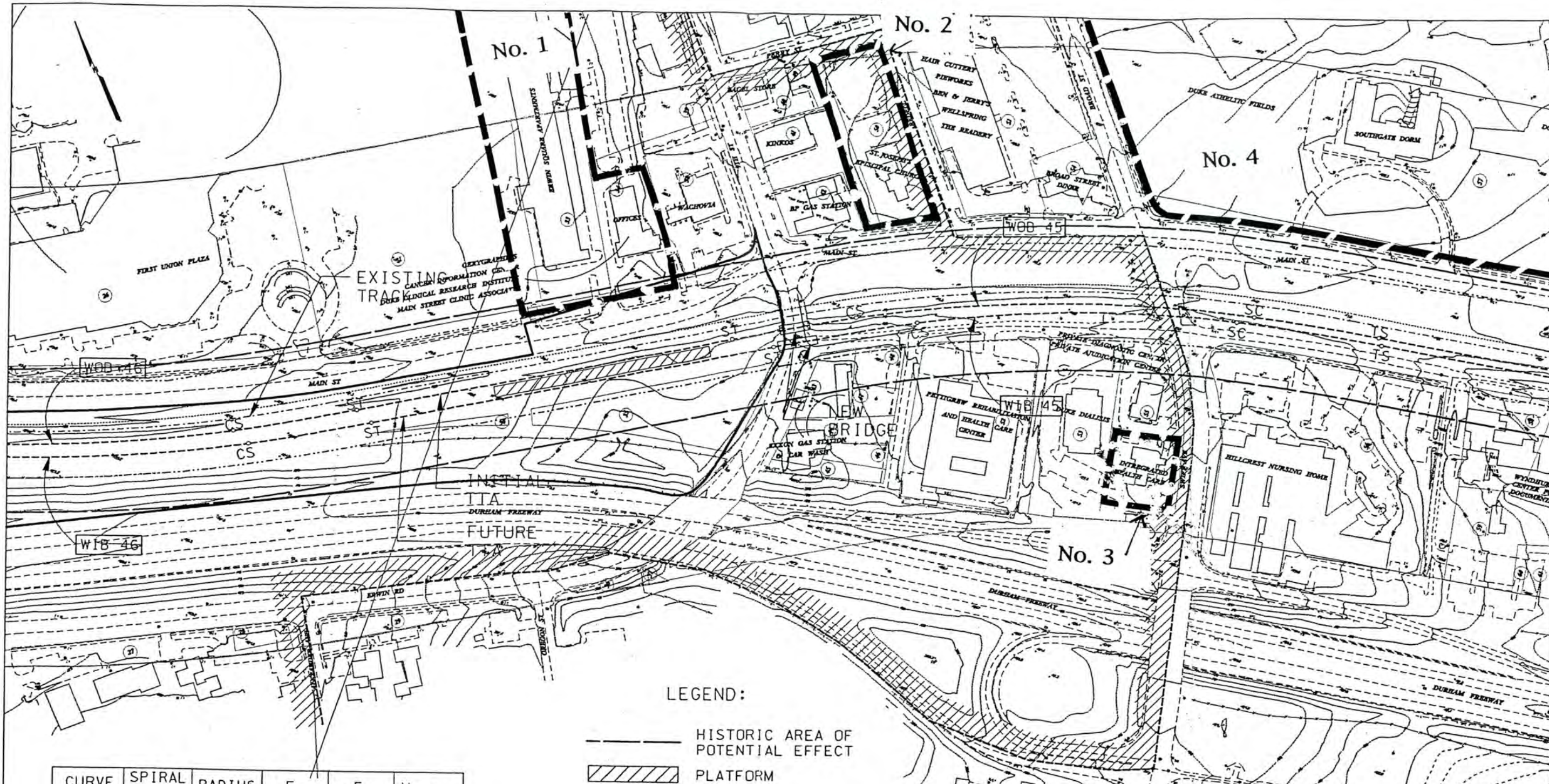


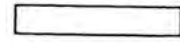
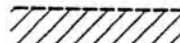


FIGURE 2

HISTORIC DISTRICTS
DURHAM, NORTH CAROLINA





LEGEND:

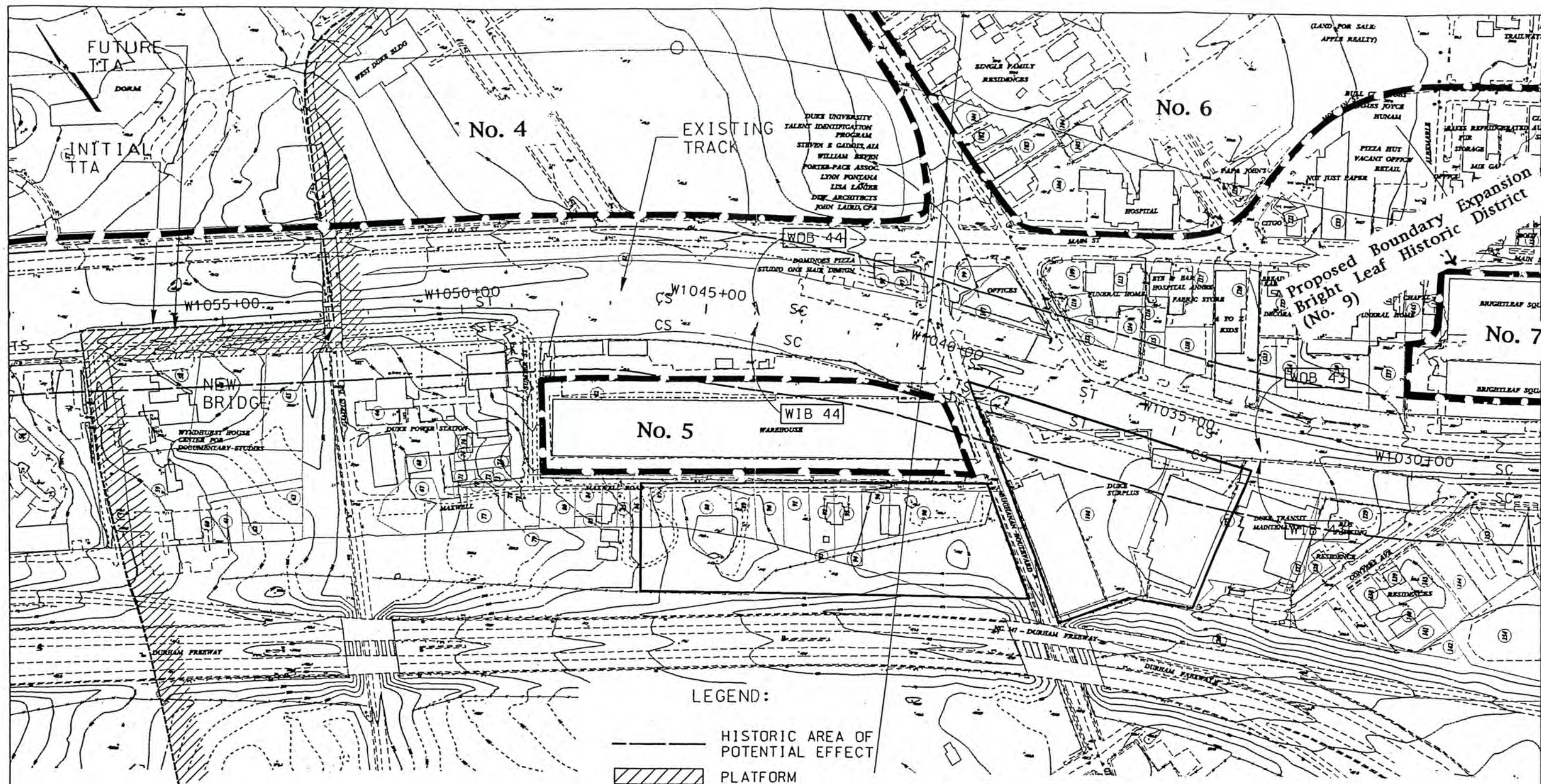
-  HISTORIC AREA OF POTENTIAL EFFECT
-  PLATFORM
-  STATION SITE
-  STATION AREA OF POTENTIAL EFFECT

CURVE	SPIRAL LENGTH	RADIUS	E_d	E_u	V (mph)
WOB 45	255'	2805'	3.50"	1.65"	60
WIB 45	295'	2490'	4.00"	1.80"	60
WOB 46	255'	2825'	3.50"	1.61"	60
WIB 46	255'	2825'	3.50"	1.61"	60

DUKE EAST - Ninth St.

<p>DeLEUW, CATHER & COMPANY ENGINEERS AND PLANNERS</p> <p> A UNIT OF PARSONS TRANSPORTATION GROUP, INC.</p>	<p>SCALE: 1" = 200'</p> <p>100 0 100 200</p> <p>DATE :</p>	 Triangle Transit Authority	<p>REGIONAL RAIL SYSTEM - PHASE I PRELIMINARY ENGINEERING</p>
	<p>DRWG. NO. : P-04AB</p>		<p>Figure 3</p>

G:\projects\11020247a\temp\11020247a.dwg
 C:\NCPLOTS\11020247a-STR\11020247a.plt
 03/30/99



CURVE	SPIRAL LENGTH	RADIUS	E_d	E_u	V (mph)
WOB 43	255'	2755'	3.50"	1.74"	60
WIB 43	255'	2755'	3.50"	1.74"	60
WOB 44	365'	1835'	5.00"	2.87"	60
WIB 44	365'	1835'	5.00"	2.87"	60

LEGEND:

- HISTORIC AREA OF POTENTIAL EFFECT
- PLATFORM
- STATION SITE
- STATION AREA OF POTENTIAL EFFECT

DeLEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS

A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'
100 0 100 200

DATE :

DRWG. NO. 1

P-05AB



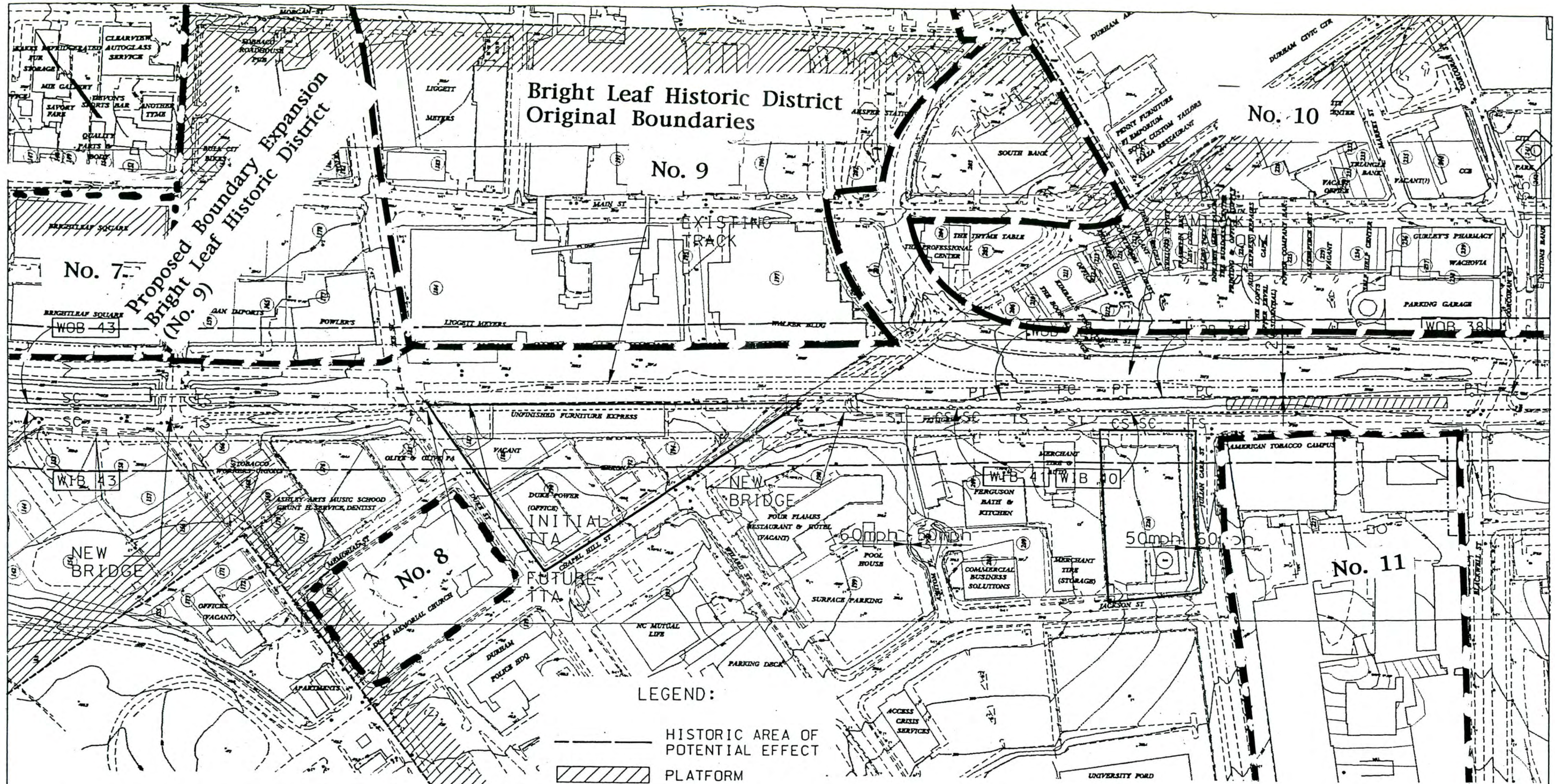
REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

Figure 4

CONT. NO.

SHEET NO.

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 03/20/99



CURVE	SPIRAL LENGTH	RADIUS	E _d	E _u	V (mph)
WOB 38	-	10000'	0.00"	1.00"	50
WOB 39	-	10000'	0.00"	1.00"	50
WIB 40	95'	3825'	1.50"	1.12"	50
WOB 41	95'	3825'	1.50"	1.12"	50
WIB 42	-	10000'	0.00"	1.00"	50
WOB 43	255'	2755'	3.50"	1.74"	60
WIB 43	255'	2755'	3.50"	1.74"	60

- LEGEND:
- HISTORIC AREA OF POTENTIAL EFFECT
 - PLATFORM
 - STATION SITE
 - STATION AREA OF POTENTIAL EFFECT

DURHAM - American Tobacco

G:\proj\BCTA\170202476_Temp\17105060.dwg
 03/10/99

DeLEUW, CATHER & COMPANY
 ENGINEERS AND PLANNERS

A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'

100 0 100 200

DATE: _____

DRWG. NO.: P-06AB

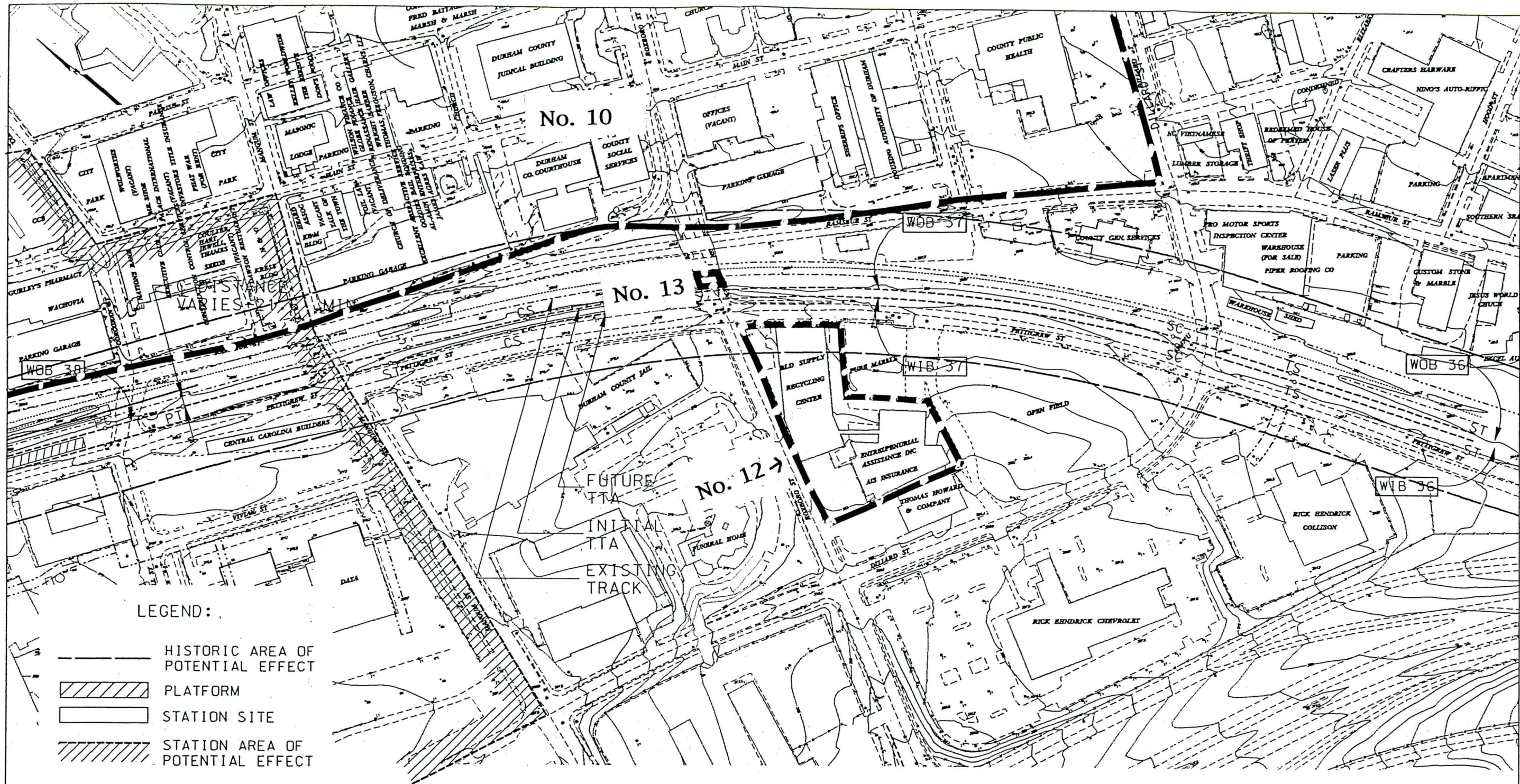


REGIONAL RAIL SYSTEM - PHASE I
 PRELIMINARY ENGINEERING

Figure 5

CONT. NO. _____

SHEET NO. _____



LEGEND:

- HISTORIC AREA OF POTENTIAL EFFECT
- PLATFORM
- STATION SITE
- STATION AREA OF POTENTIAL EFFECT

CURVE	SPIRAL LENGTH	RADIUS	E _d	E _u	V (mph)
WOB 36	365'	1875'	5.00"	2.70"	60
WIB 36	365'	1890'	5.00"	2.64"	60
WOB 37	255'	2740'	3.50"	1.77"	60
WIB 37	255'	2740'	3.50"	1.77"	60
WOB 38	-	10000'	0.00"	1.00"	50

DURHAM - American Tabacco STATION

<p>DeLEUW, CATHER & COMPANY ENGINEERS AND PLANNERS</p> <p> A UNIT OF PARSONS TRANSPORTATION GROUP, INC.</p>	<p>SCALE: 1" = 200'</p> <p>100 0 100 200</p> <p>DATE:</p> <p>DRWG. NO. 1</p> <p>P-07AB</p>		<p>REGIONAL RAIL SYSTEM - PHASE I PRELIMINARY ENGINEERING</p> <p style="text-align: center; font-size: 1.2em;">Figure 6</p>
			<p>CONT. NO.</p> <p>SHEET NO.</p>

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 03/20/99

Downtown Durham Historic District

VISTAS AND EXISTING OPEN SPACES

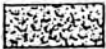


Major Vistas



- A U.S. Post Office
- B First Baptist Church
- C Trinity United Methodist Church
- D Kress Building

Greenspaces



Parks and Plazas P

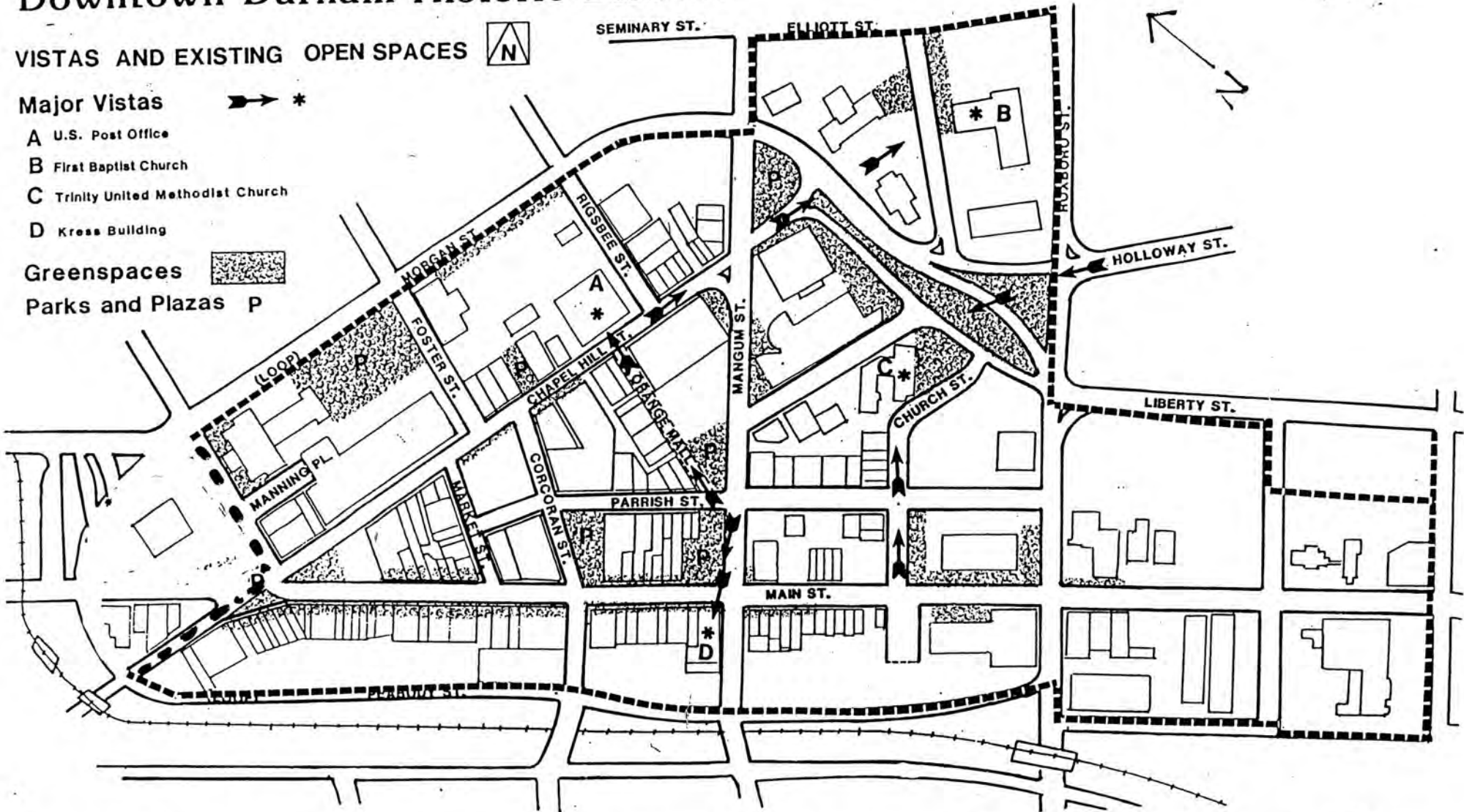
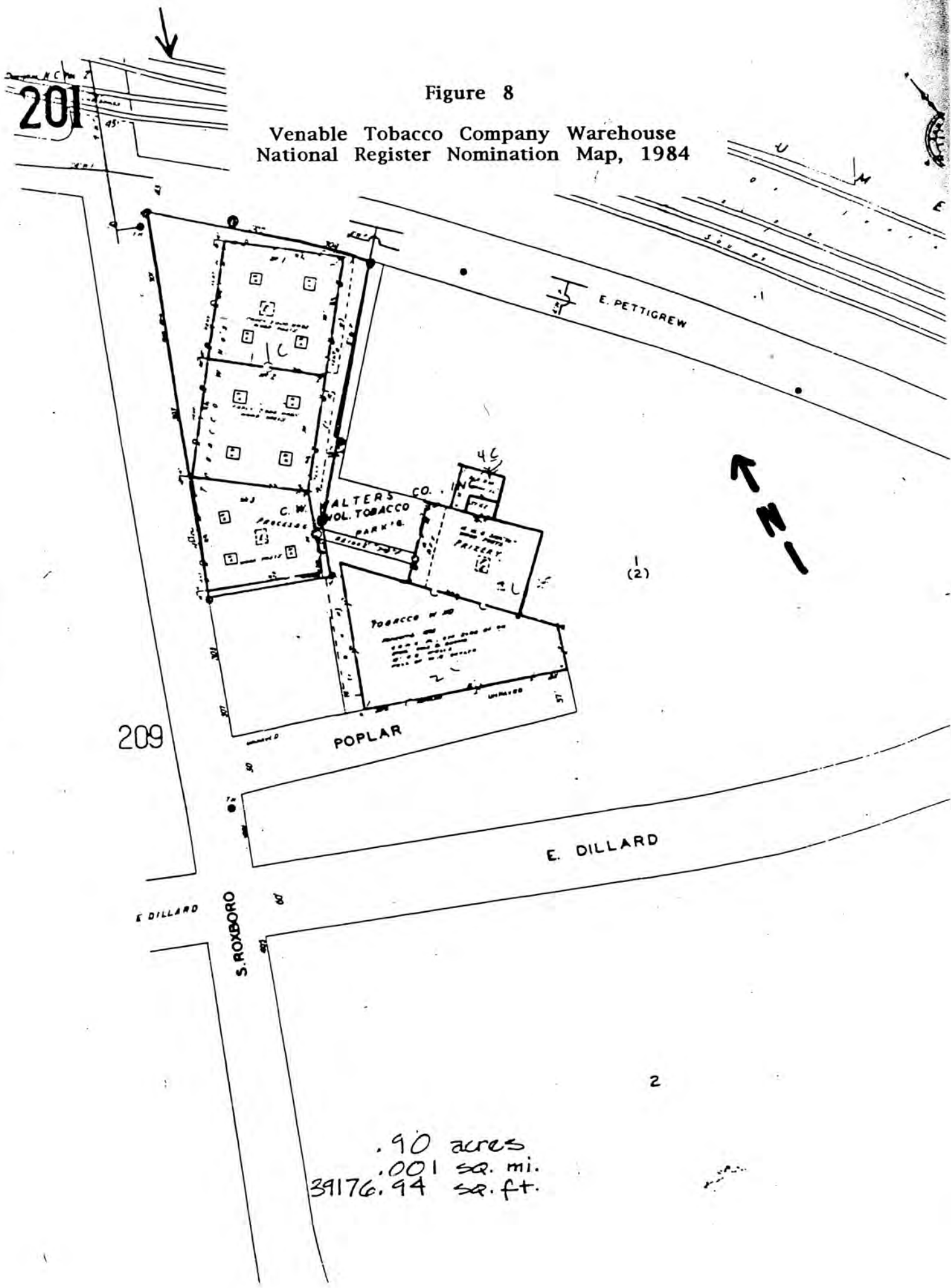


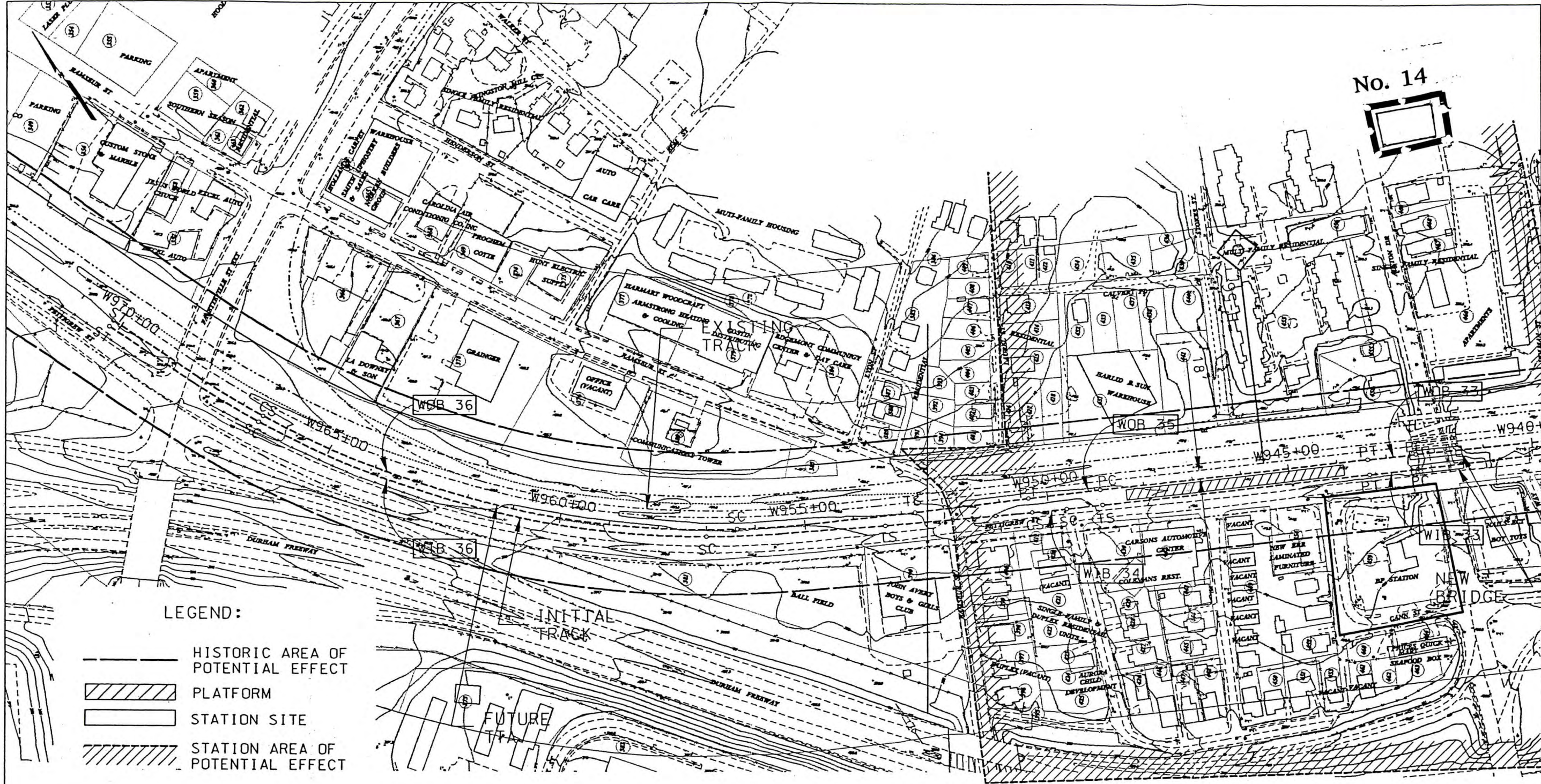
Figure 8

Venable Tobacco Company Warehouse
National Register Nomination Map, 1984


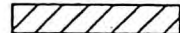
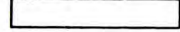



.90 acres
.001 sq. mi.
39176.94 sq. ft.

No. 14




LEGEND:

-  HISTORIC AREA OF POTENTIAL EFFECT
-  PLATFORM
-  STATION SITE
-  STATION AREA OF POTENTIAL EFFECT

CURVE	SPIRAL LENGTH	RADIUS	E _d	E _u	V (mph)
WOB 33	-	12000'	0.00"	0.84"	50
WIB 33	-	12000'	0.00"	0.84"	50
WOB 34	75'	7750'	1.00"	0.86"	60
WIB 35	-	10000'	0.00"	1.00"	50
WOB 36	365'	1875'	5.00"	2.70"	60
WIB 36	365'	1890'	5.00"	2.64"	60

ALSTON

D. LEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS

 A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'
100 0 100 200

DATE :

DRWG. NO. : P-08A

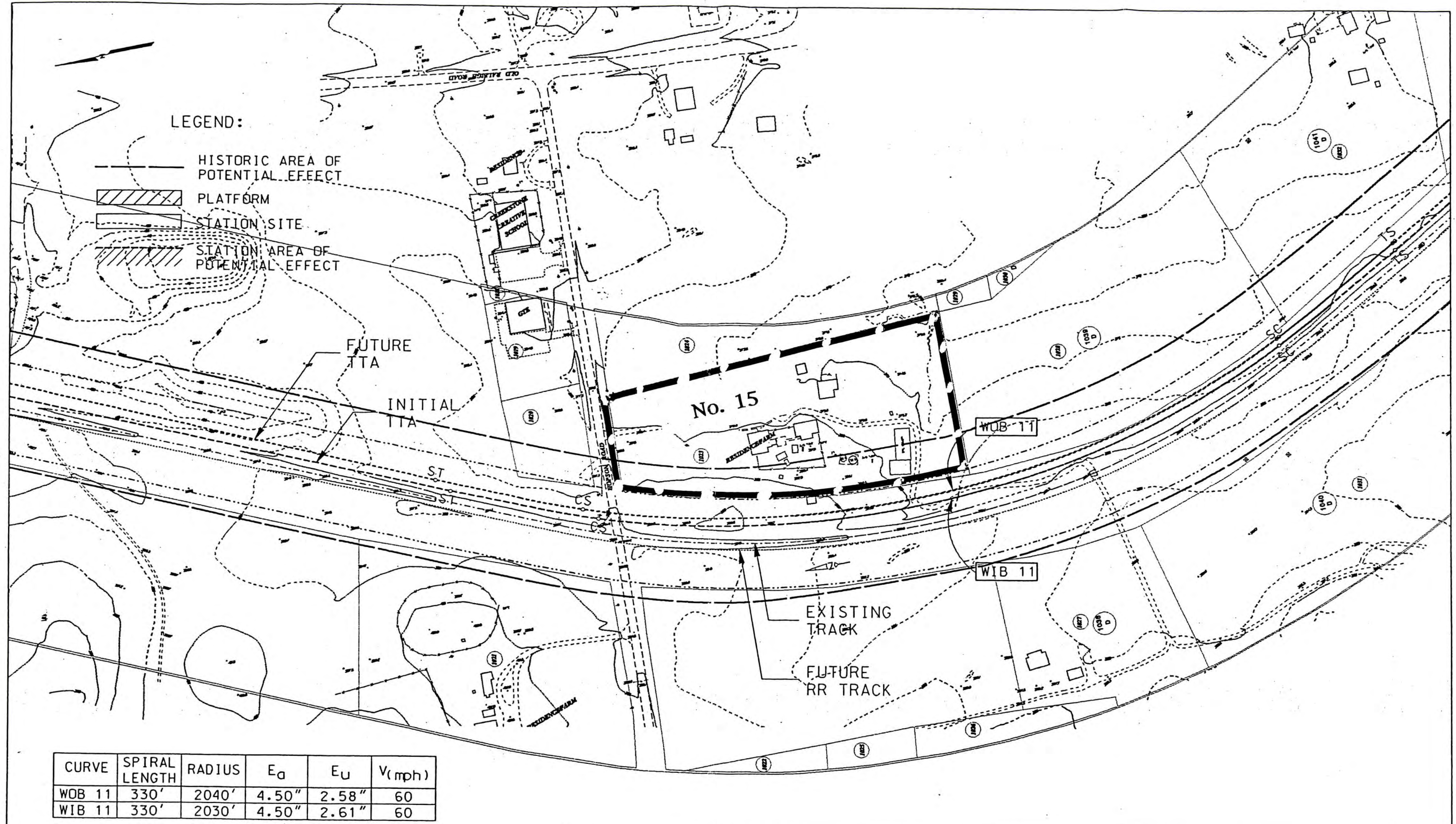


REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

Figure 9




CONT. NO.
SHEET NO.

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 03/30/95

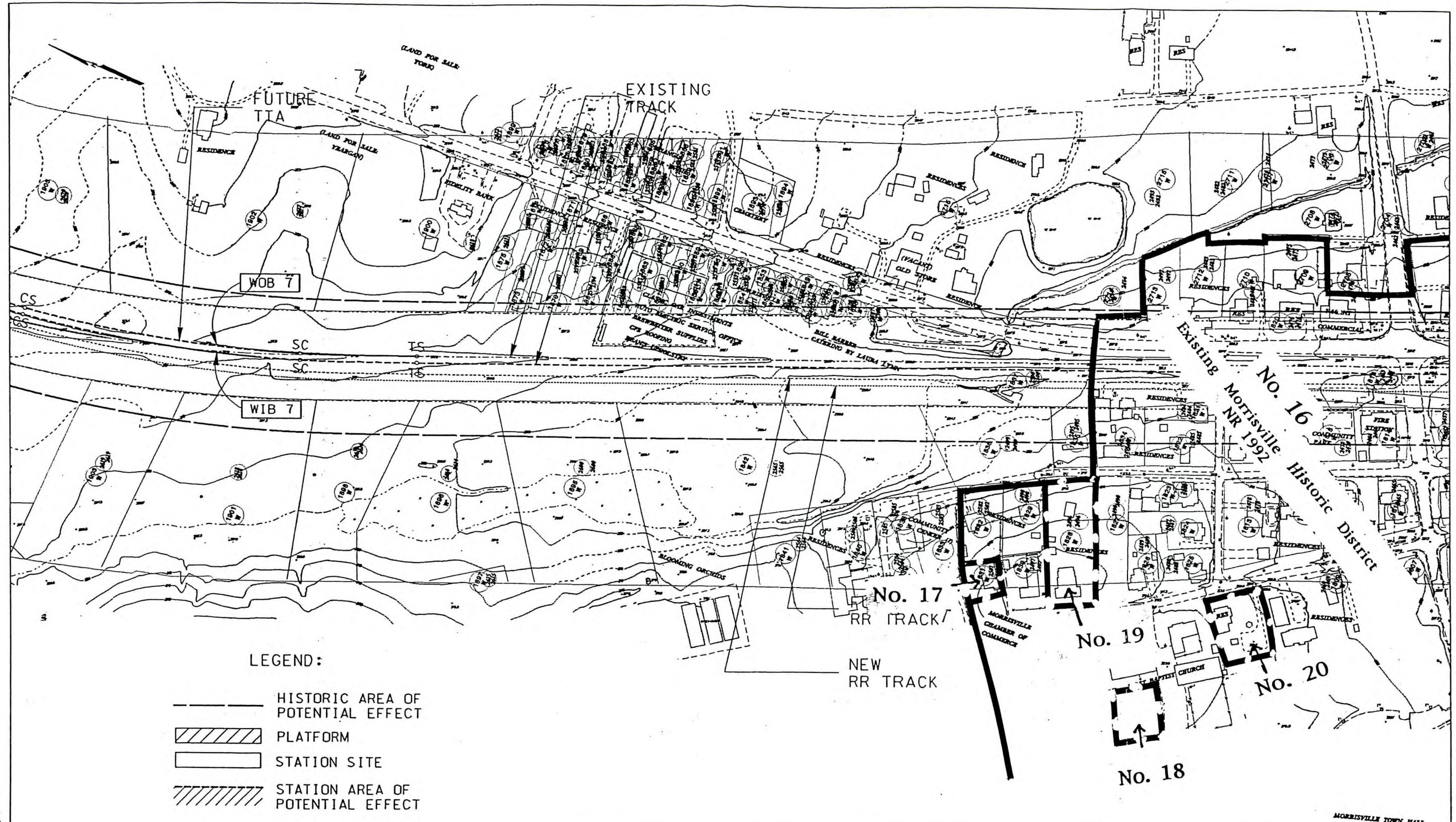


CURVE	SPIRAL LENGTH	RADIUS	E _a	E _u	V (mph)
WOB 11	330'	2040'	4.50"	2.58"	60
WIB 11	330'	2030'	4.50"	2.61"	60


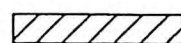
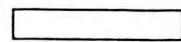

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 03/30/99

Do LEUW, CATHER & COMPANY ENGINEERS AND PLANNERS  A UNIT OF PARSONS TRANSPORTATION GROUP, INC.	SCALE: 1" = 200' 	
	DATE : _____ DRWG. NO. : P-24B	

REGIONAL RAIL SYSTEM - PHASE I PRELIMINARY ENGINEERING	
Figure 10	
CONT. NO.	
SHEET NO.	



LEGEND:

-  HISTORIC AREA OF POTENTIAL EFFECT
-  PLATFORM
-  STATION SITE
-  STATION AREA OF POTENTIAL EFFECT

CURVE	SPIRAL LENGTH	RADIUS	E _d	E _u	V(mph)
WOB 7	255'	2740'	3.50"	1.77"	60
WIB 7	255'	2755'	3.50"	1.74"	60

DeLEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS



SCALE: 1" = 200'
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DATE :
DRWG. NO. : P-31A

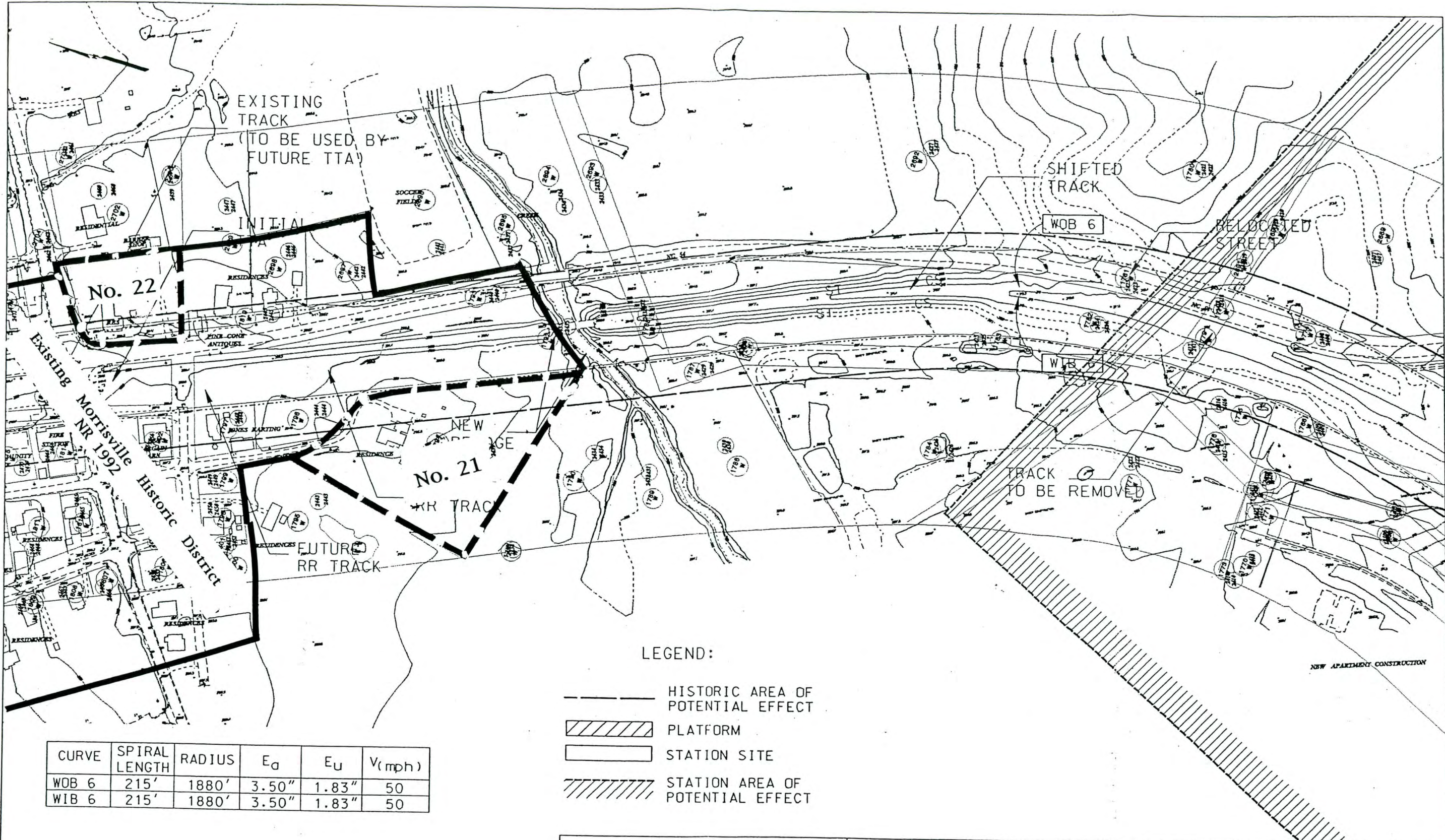


REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

Figure 11

CONT. NO.
SHEET NO.

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 C:\NCPLOTS\HP4V-STR\11p31a.plt
 03/20/99



CURVE	SPIRAL LENGTH	RADIUS	E _d	E _u	V(mph)
WOB 6	215'	1880'	3.50"	1.83"	50
WIB 6	215'	1880'	3.50"	1.83"	50

LEGEND:

- HISTORIC AREA OF POTENTIAL EFFECT
- PLATFORM
- STATION SITE
- STATION AREA OF POTENTIAL EFFECT

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 C:\PLOTS\NPAV-STR\11top32a.plt
 03/30/99

DeLEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS

A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'
100 0 100 200

DATE :

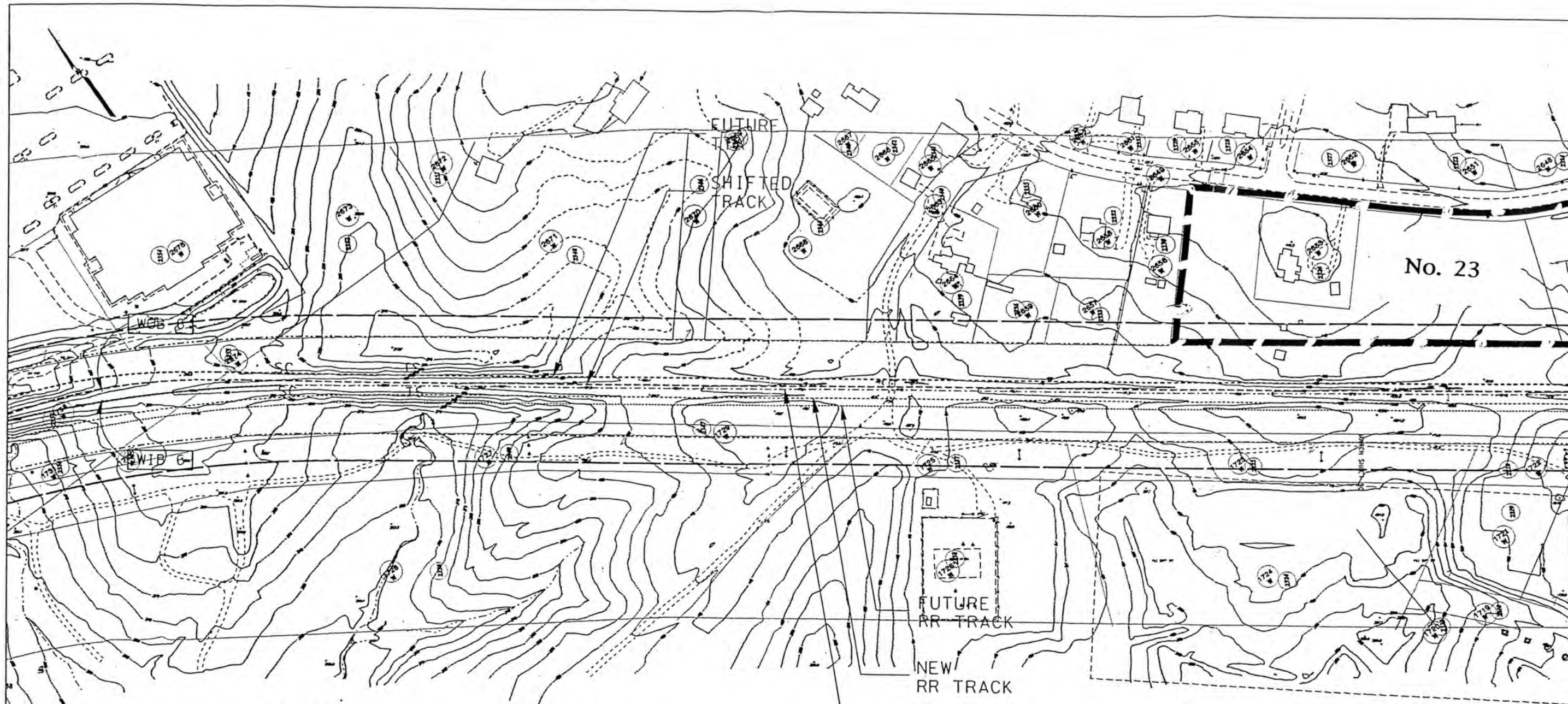
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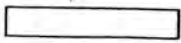
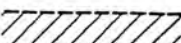
REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

Figure 12

CONT. NO.
SHEET NO.



LEGEND:

-  HISTORIC AREA OF POTENTIAL EFFECT
-  PLATFORM
-  STATION SITE
-  STATION AREA OF POTENTIAL EFFECT

CURVE	SPIRAL LENGTH	RADIUS	E _d	E _u	V (mph)
WOB 3	255'	2840'	3.50"	1.58"	60
WIB 3	255'	2840'	3.50"	1.58"	60


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 03/20/99

DeLEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS



A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'



DATE: _____

DRWG. NO. 1

P-36A

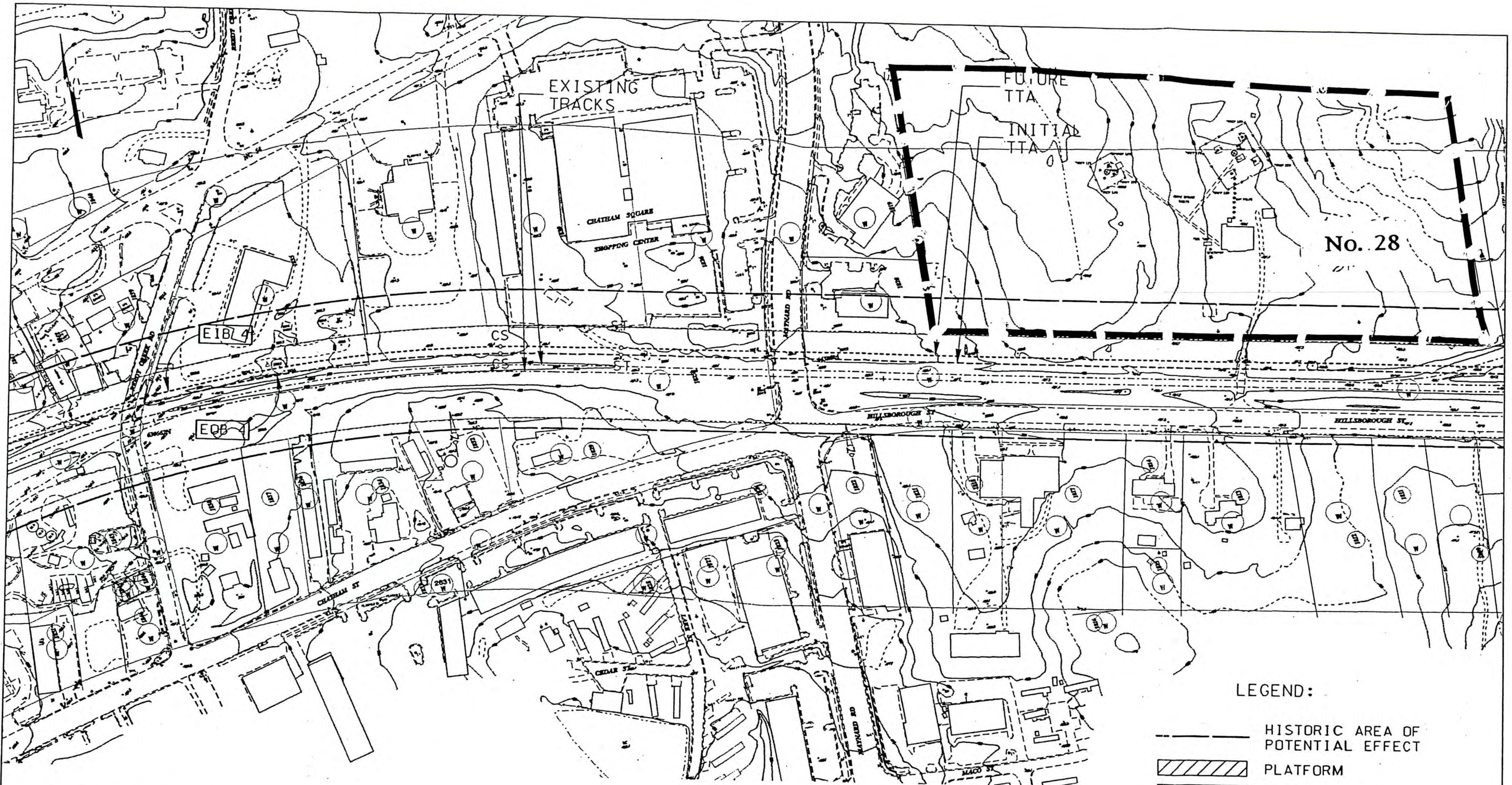


REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING



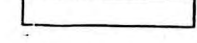

Figure 13

CONT. NO. _____

SHEET NO. _____




LEGEND:

-  HISTORIC AREA OF POTENTIAL EFFECT
-  PLATFORM
-  STATION SITE
-  STATION AREA OF POTENTIAL EFFECT

CURVE	SPIRAL LENGTH	RADIUS	E_a	E_u	V (mph)
EOB 4	255'	2890'	3.50"	1.50"	60
EIB 4	255'	2905'	3.50"	1.47"	60

DeLEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS

 A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'
100 0 100 200

DATE:

DRWG. NO.: P-41

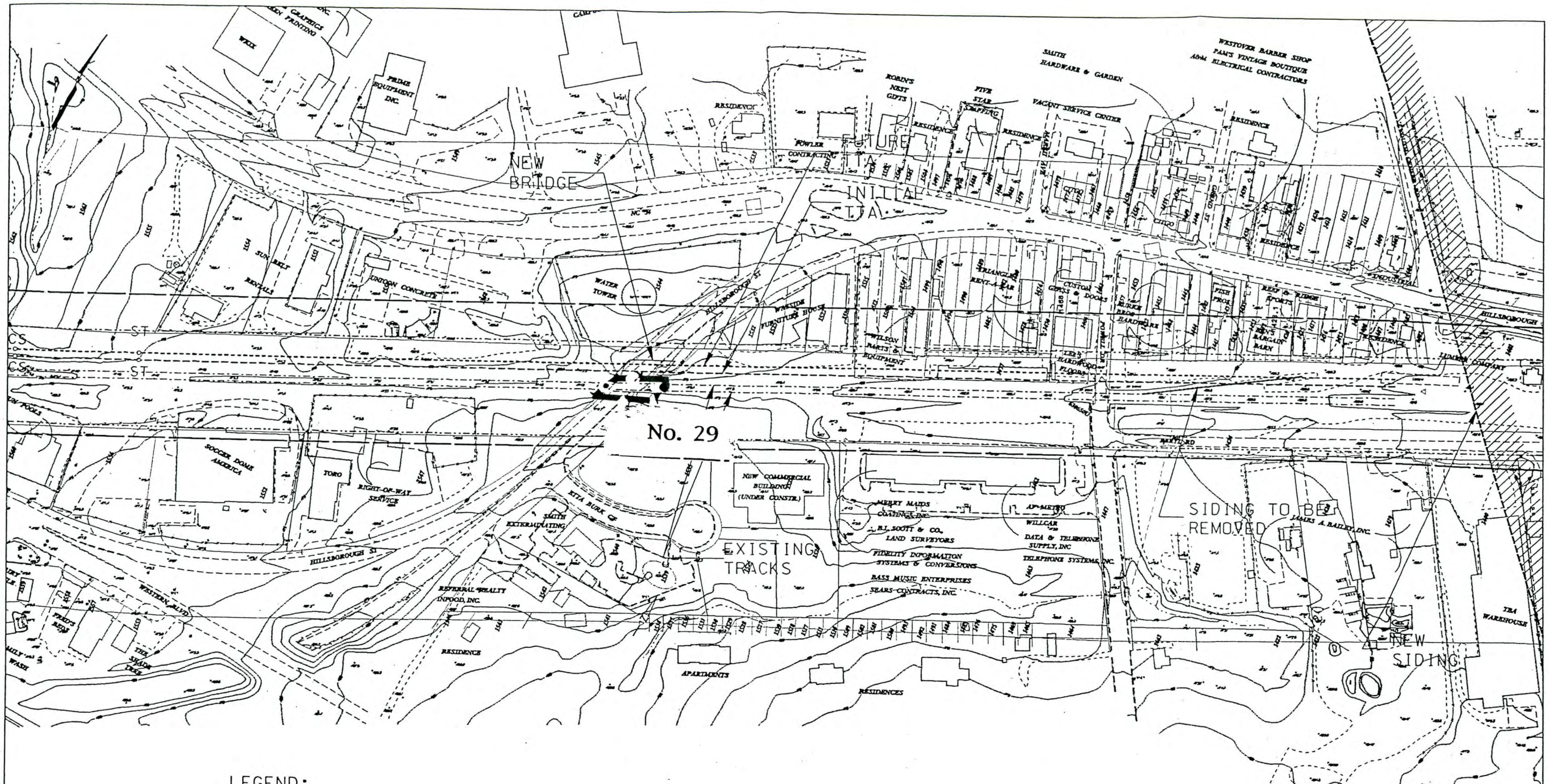


REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING



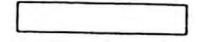
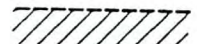
Figure 15

CONT. NO.
SHEET NO.

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 17/02/24 10:45:14 AM
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LEGEND:

-  HISTORIC AREA OF POTENTIAL EFFECT
-  PLATFORM
-  STATION SITE
-  STATION AREA OF POTENTIAL EFFECT

De LEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS

 A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'

100 0 100 200

DATE :

DRWG. NO. : P-46B



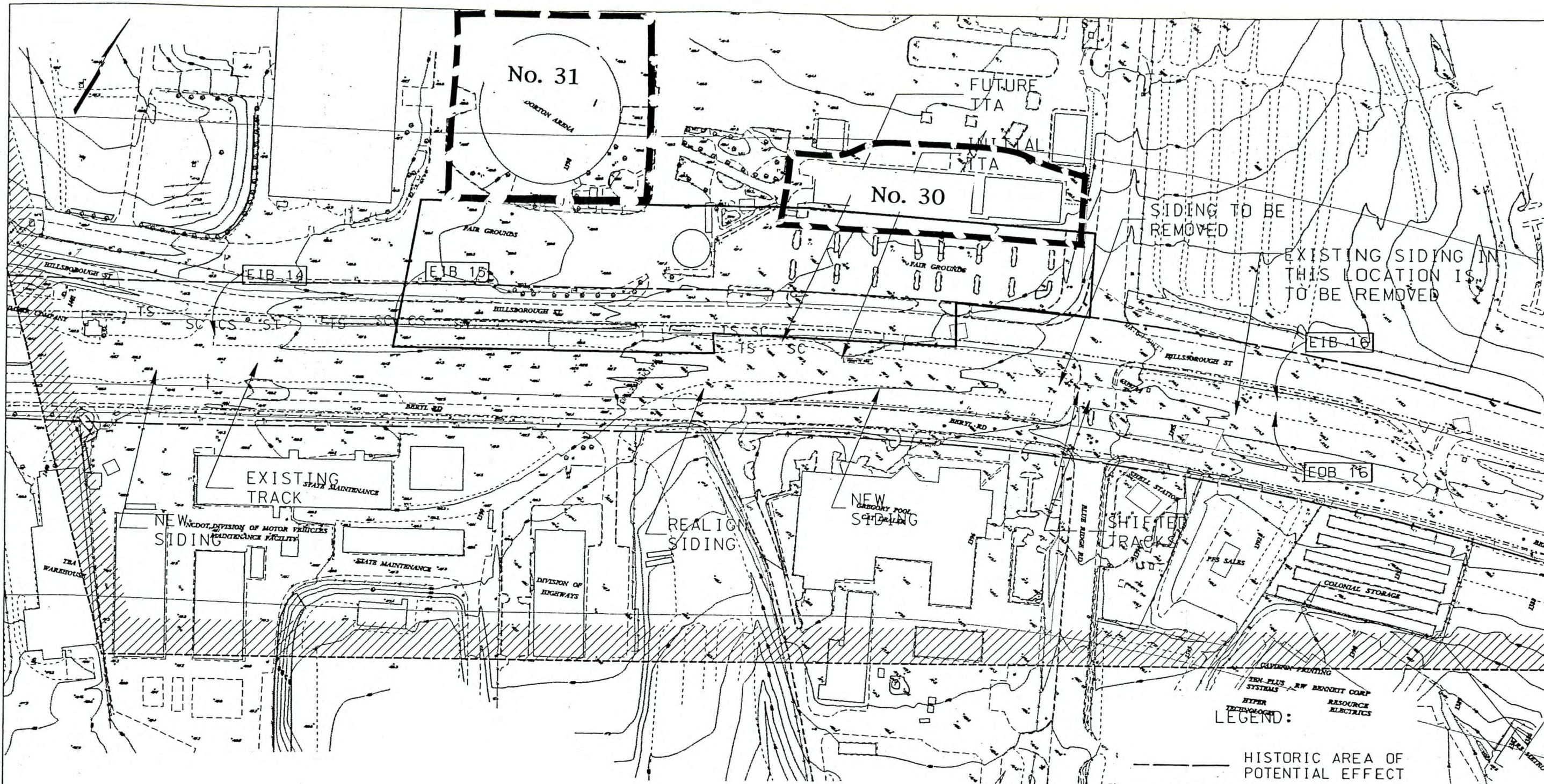
REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

Figure 16

CONT. NO.

SHEET NO.

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 C:\ncpl\plots\110202470-STR\110202470.dwg
 03/30/95



FAIRGROUNDS

CURVE	SPIRAL LENGTH	RADIUS	E_d	E_u	V (mph)
EIB 14	95'	3825'	1.50"	1.12"	50
EIB 15	95'	3825'	1.50"	1.12"	50
EOB 16	100'	5650'	1.50"	0.65"	55
EIB 16	60'	5760'	1.00"	0.74"	50

DeLEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS

A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'
100 0 100 200

DATE :

DRWG. NO. :
P-47B



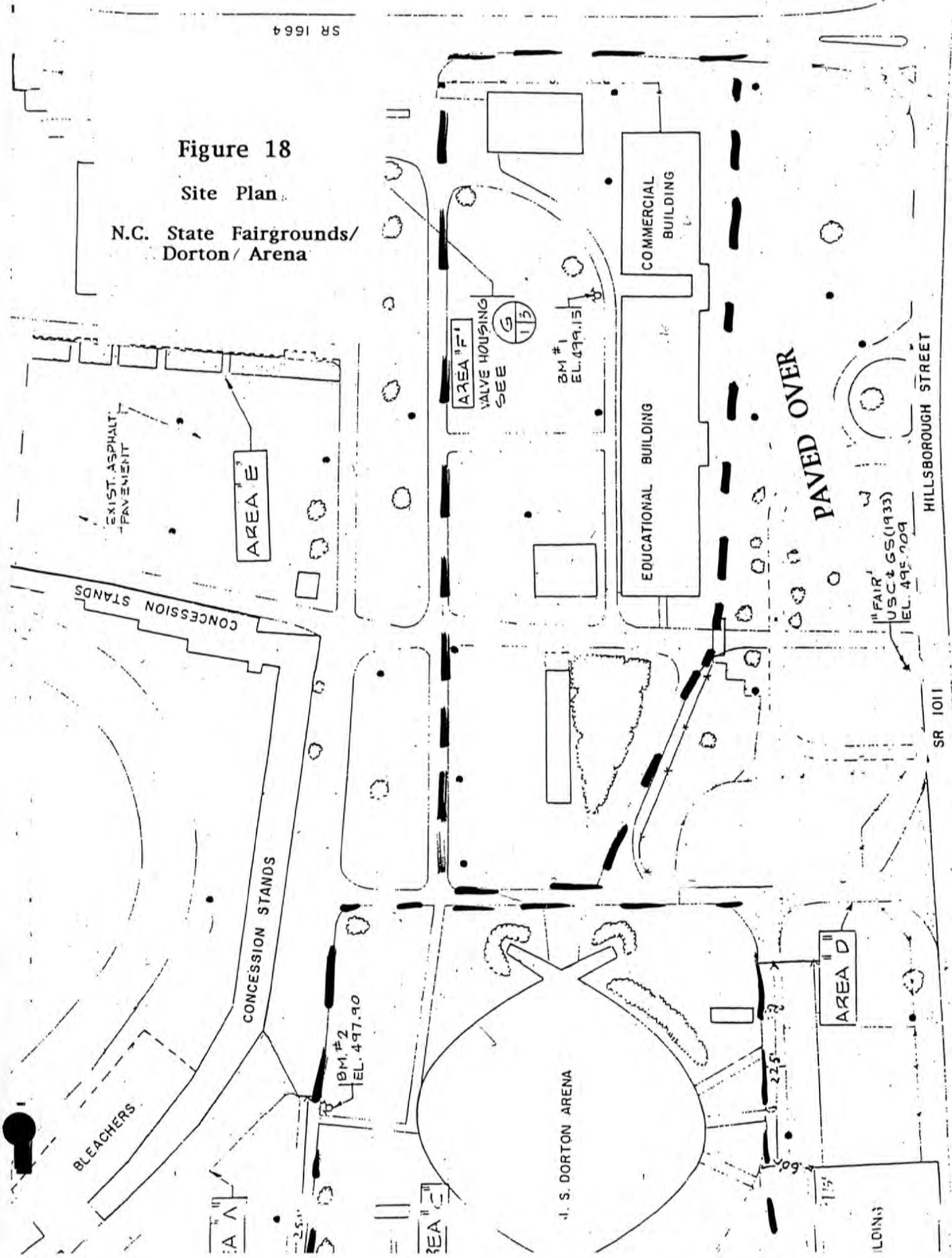
REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

ST/ **Figure 17**

CONT. NO.
SHEET NO.

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 03/30/99

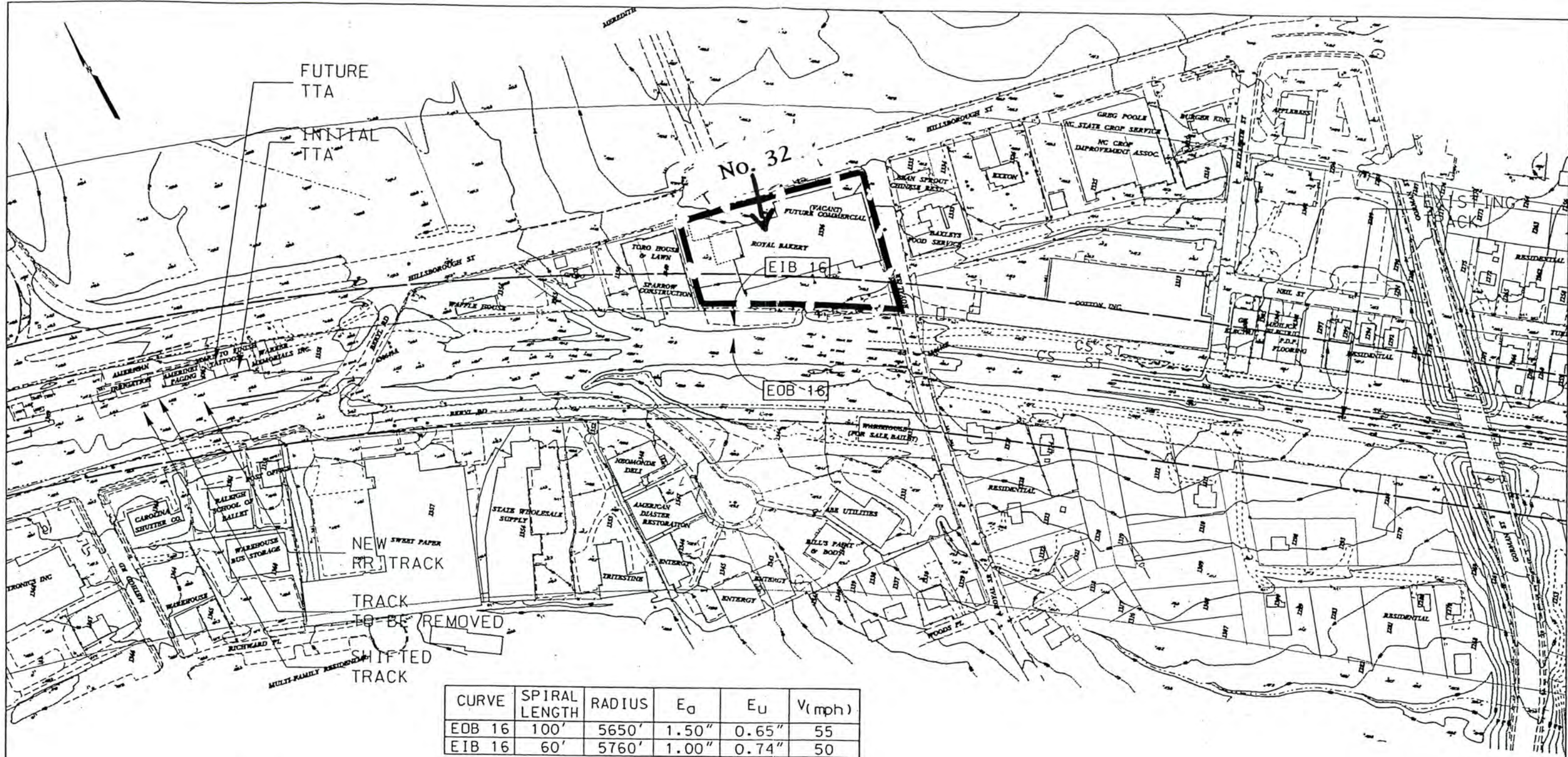
Figure 18
Site Plan
N.C. State Fairgrounds/
Dorton/ Arena



SR 1011


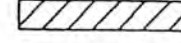

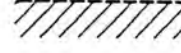
HILLSBOROUGH STREET

N.C. State Fairgrounds, Raleigh N.C. Site Plan 1980




CURVE	SPIRAL LENGTH	RADIUS	E _G	E _U	V (mph)
EOB 16	100'	5650'	1.50"	0.65"	55
EIB 16	60'	5760'	1.00"	0.74"	50

LEGEND:

-  HISTORIC AREA OF POTENTIAL EFFECT
-  PLATFORM
-  STATION SITE
-  STATION AREA OF POTENTIAL EFFECT

DeLEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS

 A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'
100 0 100 200

DATE :

DRWG. NO. : P-49B

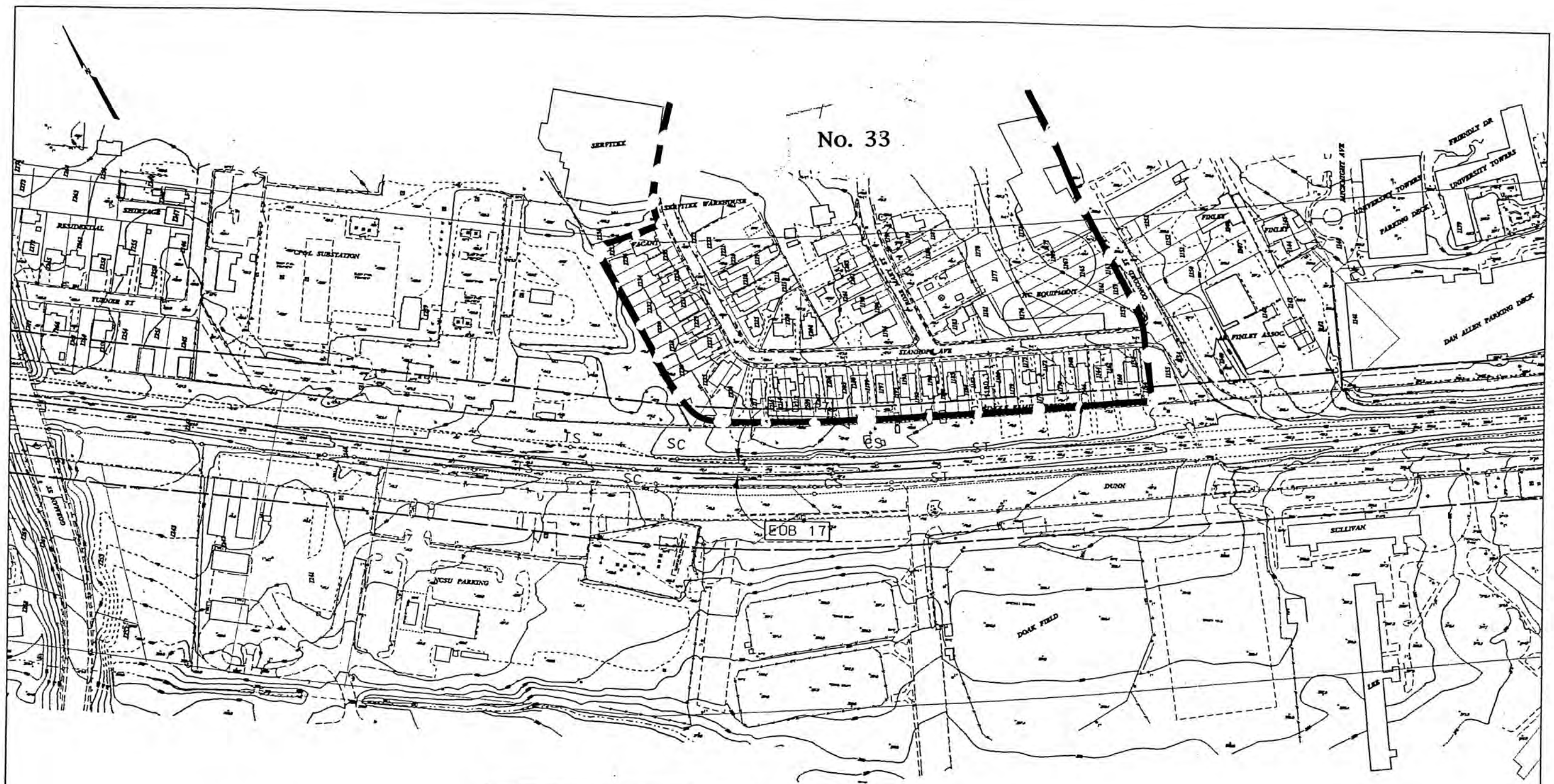


REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

Figure 19

CONT. NO.
SHEET NO.





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 02/20/93



No. 33

EOB 17


LEGEND:

-  HISTORIC AREA OF POTENTIAL EFFECT
-  PLATFORM
-  STATION SITE
-  STATION AREA OF POTENTIAL EFFECT

CURVE	SPIRAL LENGTH	RADIUS	E_G	E_U	V (mph)
EOB 17	220'	3000'	3.00"	1.81"	60
EIB 17	220'	3000'	3.00"	1.81"	60

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 CIVIL\110202470-STR\110202470.dwg
 02/20/99

D. LEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS

 A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'

100 0 100 200

DATE: _____

DRG. NO.: P-50

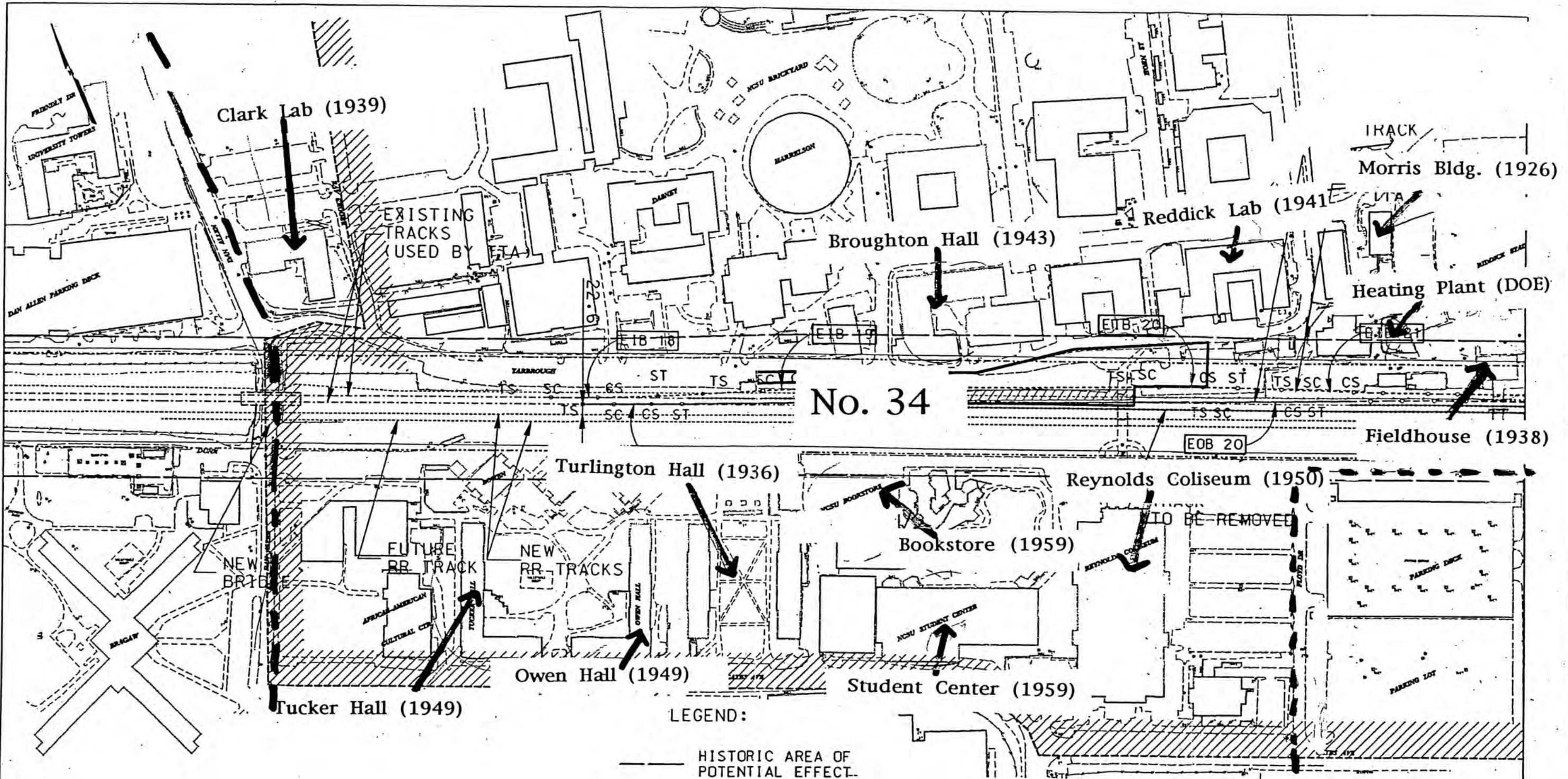


REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

Figure 20

CONT. NO. _____

SHEET NO. _____



No. 34

CURVE	SPIRAL LENGTH	RADIUS	E_0	E_U	V (mph)
EOB 18	65'	10000'	1.00"	0.21"	55
EIB 18	95'	3825'	1.50"	1.12"	50
EIB 19	95'	3825'	1.50"	1.12"	50
EOB 20	30'	15000'	0.50"	-0.07"	40
EIB 20	60'	4350'	1.00"	0.87"	45
EIB 21	60'	4350'	1.00"	0.87"	45

LEGEND:

- HISTORIC AREA OF POTENTIAL EFFECT.
- PLATFORM
- STATION SITE
- STATION AREA OF POTENTIAL EFFECT

NC STATE

DeLEUW, CATHER & COMPANY ENGINEERS AND PLANNERS A UNIT OF PARSONS TRANSPORTATION GROUP, INC.	SCALE: 1" = 200' 		REGIONAL RAIL SYSTEM - PHASE I PRELIMINARY ENGINEERING	
	DATE: 12/11/98		CONT. NO.	
	DRWG. NO. 1: P-51		SHEET NO.	

Figure 21

NORTH CAROLINA STATE UNIVERSITY 1975

Courtesy of Students Supply Stores

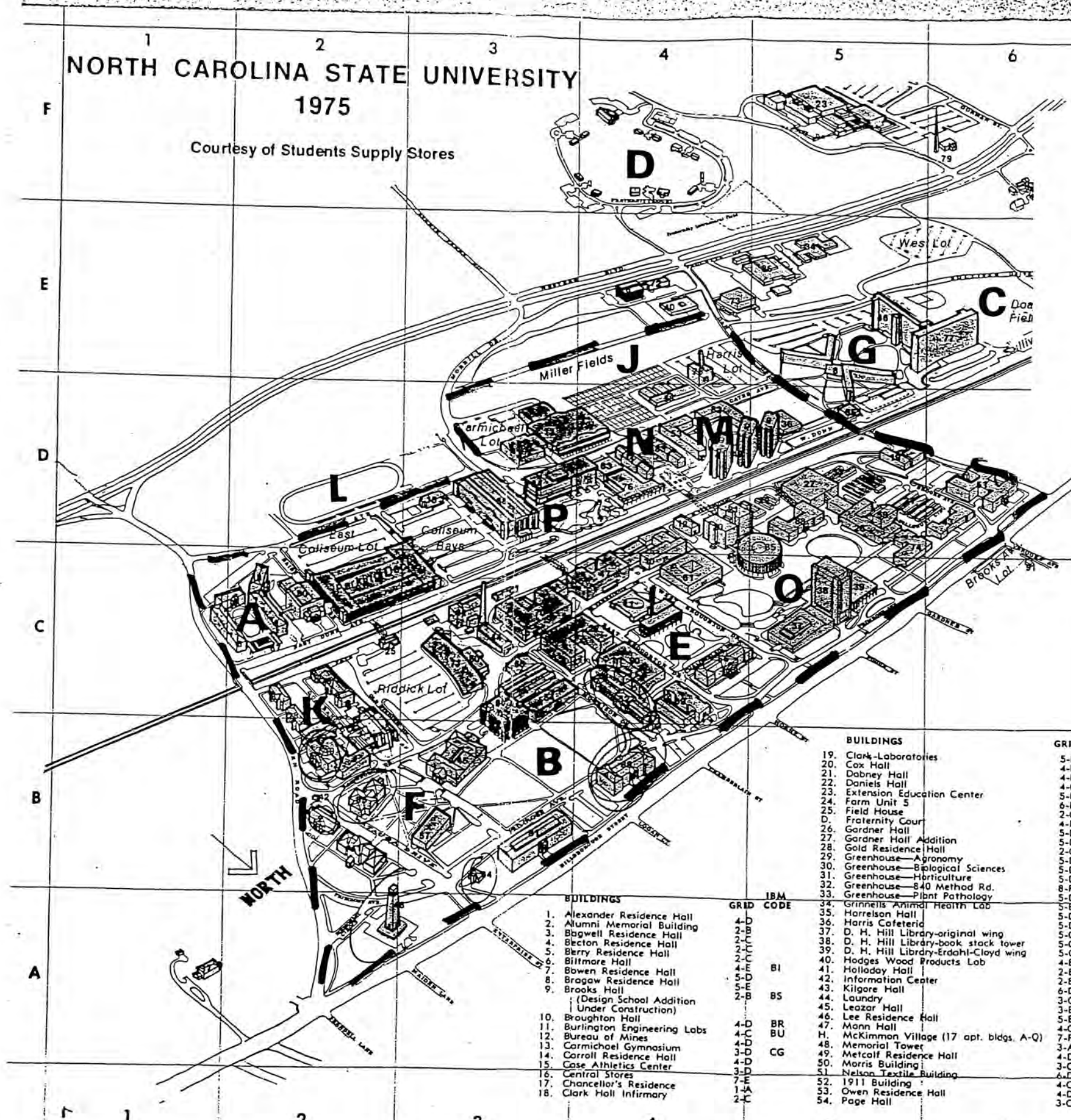


Figure 23

Proposed N.C. State University Campus Historic District

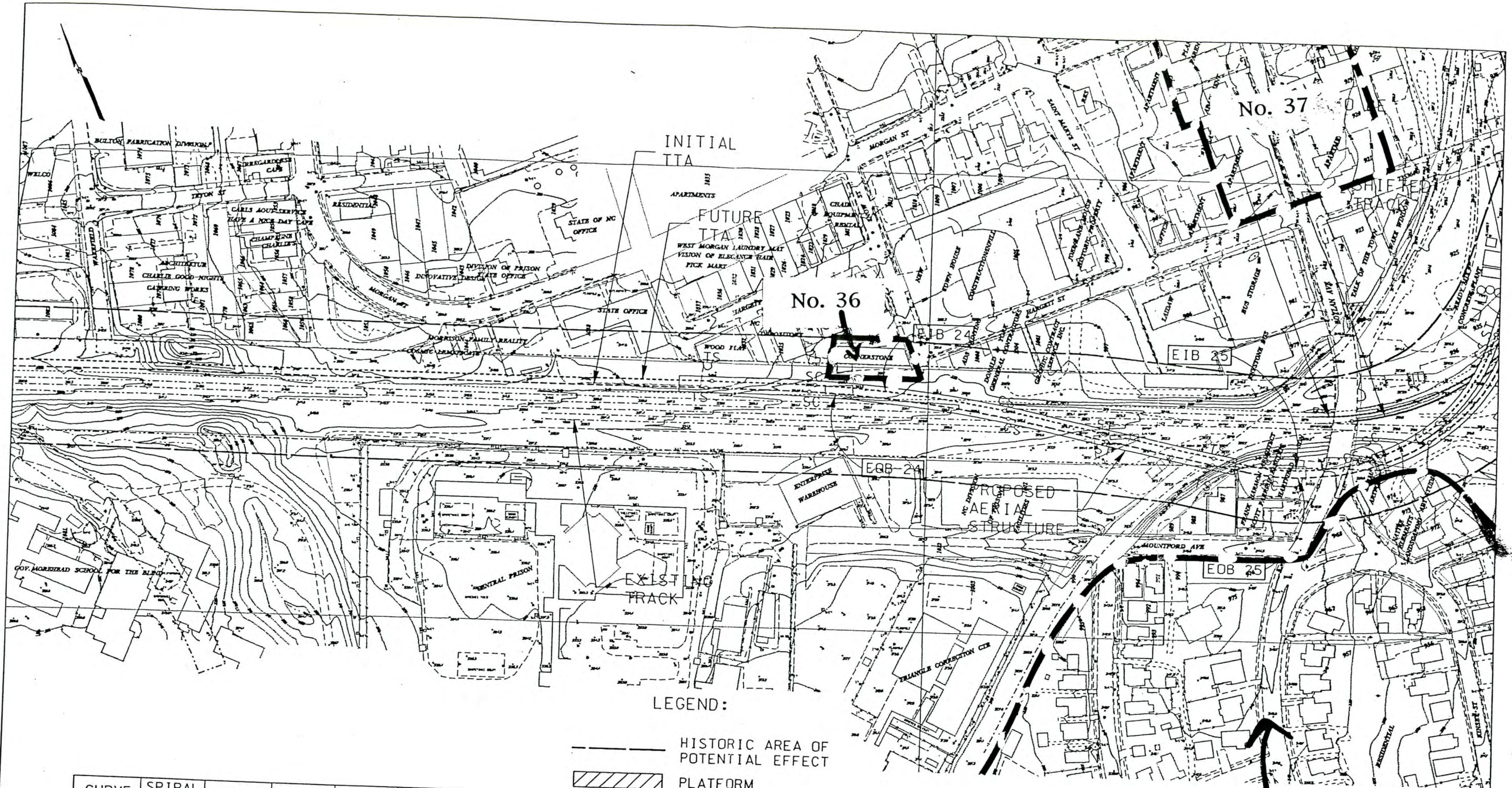
BUILDINGS	GRID	IBM CODE
1. Alexander Residence Hall	4-D	
2. Alumni Memorial Building	2-B	
3. Bagwell Residence Hall	2-C	
4. Becton Residence Hall	2-C	
5. Berry Residence Hall	2-C	
6. Billmore Hall	2-C	
7. Bowen Residence Hall	4-E	
8. Bragaw Residence Hall	5-D	
9. Brooks Hall	5-E	
(Design School Addition Under Construction)	2-B	
10. Broughton Hall		
11. Burlington Engineering Labs	4-D	BR
12. Bureau of Mines	4-C	BU
13. Carmichael Gymnasium	4-B	
14. Carroll Residence Hall	3-D	CG
15. Case Athletics Center	4-D	
16. Central Stores	3-D	
17. Chancellor's Residence	7-E	
18. Clark Hall Infirmary	1-A	
	2-C	

BUILDINGS	GRID	IBM CODE
19. Clark-Laboratories	5-D	CL
20. Cox Hall	4-D	COX
21. Dabney Hall	4-D	DAB
22. Daniels Hall	4-C	DAN
23. Extension Education Center	5-F	
24. Farm Unit 5	6-F	
25. Field House	4-F	FH
D. Fraternity Court	2-C	
26. Gardner Hall	5-D	GA
27. Gardner Hall Addition	5-D	
28. Gold Residence Hall	2-C	
29. Greenhouse—Agronomy	5-D	AGH
30. Greenhouse—Biological Sciences	5-D	BSG
31. Greenhouse—Horticulture	5-D	HGH
32. Greenhouse—840 Method Rd.	8-F	
33. Greenhouse—Plant Pathology	5-D	PPG
34. Grinnell's Animal Health Lab	5-E	GHL
35. Harris Hall	5-D	HA
36. Harris Cafeteria	5-D	
37. D. H. Hill Library—original wing	5-C	DHL
38. D. H. Hill Library—book stack tower	5-C	
39. D. H. Hill Library—Erdahl-Cloyd wing	5-C	
40. Hodges Wood Products Lab	4-E	HWP
41. Holladay Hall	2-B	
42. Information Center	2-B	
43. Kilgore Hall	6-D	KI
44. Laundry	3-C	
45. Leazar Hall	3-B	LEZ
46. Lee Residence Hall	5-E	
47. Mann Hall	4-C	MN
48. McKimmon Village (17 apt. bldgs. A-Q)	7-F	
49. Memorial Tower	3-A	
50. Metcalf Residence Hall	4-D	
51. Morris Building	3-C	
52. Nelson Textile Building	6-D	N
53. 1911 Building	4-C	
54. Owen Residence Hall	4-D	
55. Page Hall	3-C	PA

BUILDINGS	GRID	IBM CODE
55. Park Shops	3-C	PS
56. Patterson Hall	4-C	PT
57. Peele Hall	3-B	
58. Physical Plant Shop	4-D	
59. Phytotron	5-D	PHY
60. Poe Hall	3-C	POE
61. Polk Hall	4-C	PK
62. Power Plant	3-C	
63. Price Music Center	4-D	PMC
64. Primrose Hall	3-B	
65. Old Print Shop	5-D	
66. University Graphics	6-E	
67. Quad Snack Bar	2-C	
68. Wm. Neal Reynolds Coliseum	3-D	
69. Ricks Hall	4-C	
70. Riddick Engineering Labs	3-C	RI
71. Riddick Stadium	3-C	RD
72. Robertson Wing, Billmore Hall	4-E	
73. Schaub Food Science Building	4-E	SFS
74. Scott Hall	5-D	SC
75. Steam Plant	4-E	
76. Students Supply Store	4-D	
77. Sullivan Residence Hall	6-E	
78. Syme Residence Hall	2-C	
79. Television Center	6-F	TVS
80. Frank Thompson Theater	2-C	TT
81. Tompkins Hall	3-B	T
82. Tucker Residence Hall	4-D	
83. Turlington-Residence Hall	4-D	
84. University Student Center	3-D	USC
85. Watauga Hall	2-B	
86. Weaver Laboratories	2-B	DSW
87. Weich Residence Hall	2-C	
88. Williams Hall	5-D	WMS
89. Winston Hall	4-B	WN
90. Withers Hall	4-C	WI
91. Turner House	6-C	

COURTS AND FIELDS	GRID
A. Becton-Berry Quad	2-C
B. Court of North Carolina	3-B
C. Doak Field	6-E
D. Fraternity Court	4-F
E. Gardner Arboretum	4-C
F. Holladay Hall Court	3-B
G. Lee-Bragaw Court	5-E
H. McKimmon Village	7-F
J. Miller Fields	4-E
K. Syme-Brooks Court	2-D
L. Track	4-D
M. Tucker-Owen Court	4-D
N. Turlington-Alexander Court	4-D
O. University Plaza	3-D
P. University Student Center-Plaza	3-D

PARKING LOTS	GRID
Brooks Avenue Lot	4-C
Carmichael Lot	4-D
Coliseum Bays	4-D
East Coliseum Lot	4-D
Harris Lot	4-D
Parking Deck	4-D
Riddick Lot	4-D
West Lot	4-D
Sullivan Lot	4-D
Sullivan Temporary Lot	4-D



CURVE	SPIRAL LENGTH	RADIUS	E_d	E_u	V (mph)
EOB 24	220'	3100'	3.00"	1.66"	60
EIB 24	220'	3100'	3.00"	1.81"	60
EOB 25	125'	498'	2.00"	1.22"	20
	50'	400'	1.50"	0.76"	15
EIB 25	125'	480'	2.00"	1.34"	20
	50'	400'	1.50"	0.76"	15
	40'				

- LEGEND:
- HISTORIC AREA OF POTENTIAL EFFECT
 - PLATFORM
 - STATION SITE
 - STATION AREA OF POTENTIAL EFFECT

DeLEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS

A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'
100 0 100 200

DATE: _____

DRWG. NO.: P-53AB



REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

Figure 24

CONT. NO. _____

SHEET NO. _____

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 03/20/25



8/87

Figure 25

BOYLAN HEIGHTS HISTORIC DISTRICT
ESTABLISHED 1984

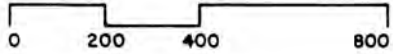
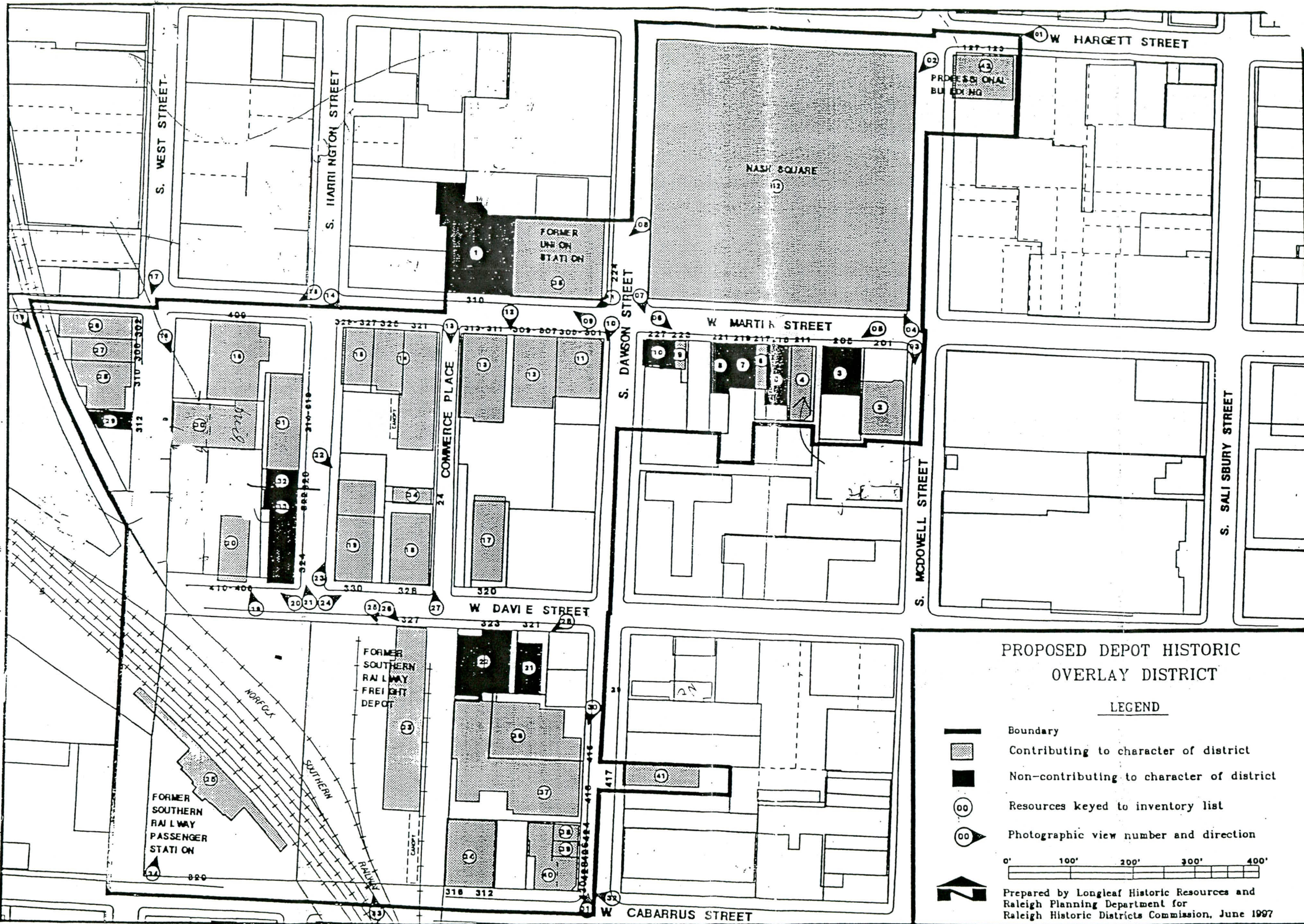







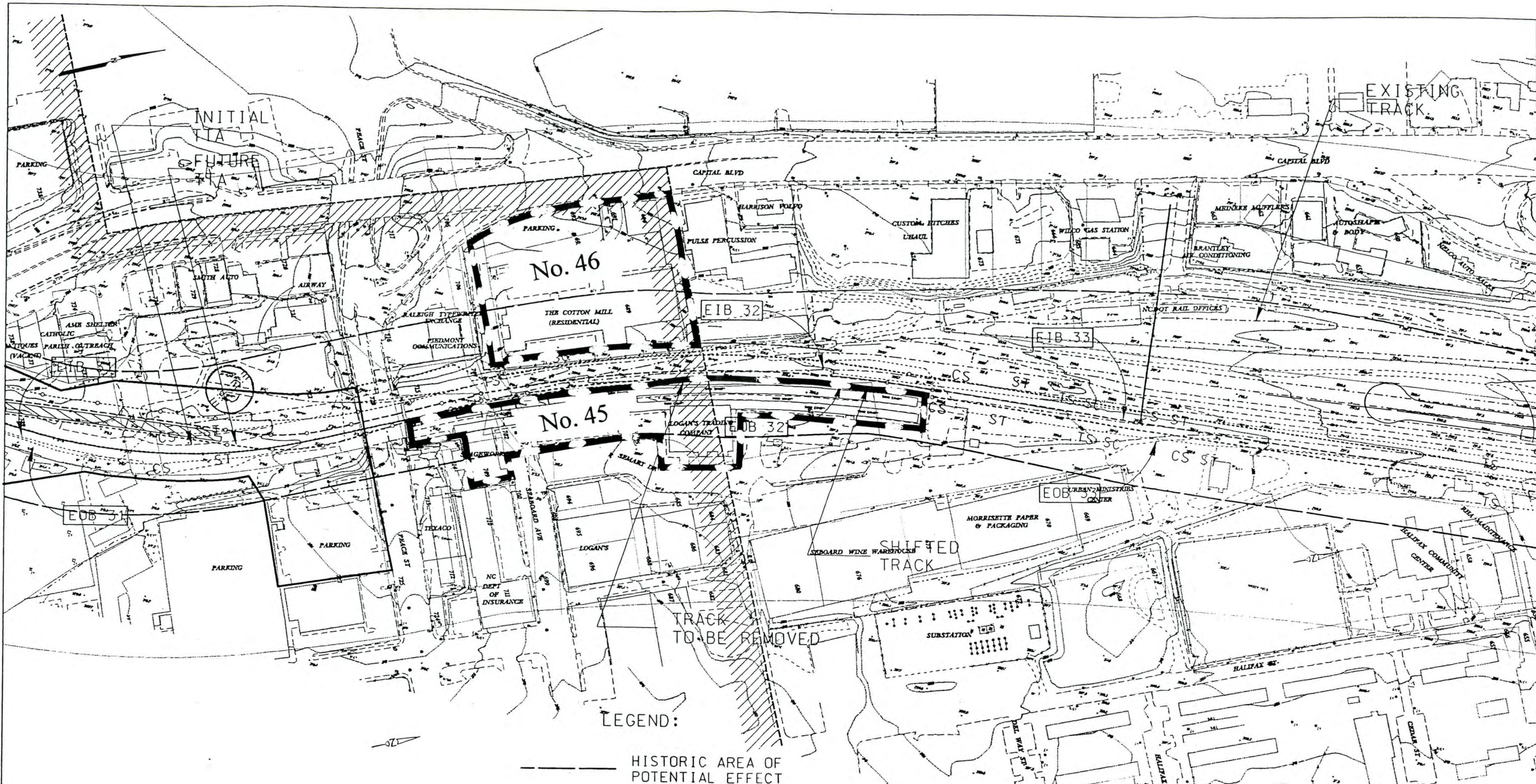
Figure 27



PROPOSED DEPOT HISTORIC
OVERLAY DISTRICT

LEGEND

-  Boundary
 -  Contributing to character of district
 -  Non-contributing to character of district
 -  Resources keyed to inventory list
 -  Photographic view number and direction
- 0' 100' 200' 300' 400'
- Prepared by Longleaf Historic Resources and
Raleigh Planning Department for
Raleigh Historic Districts Commission, June 1997



- LEGEND:
- HISTORIC AREA OF POTENTIAL EFFECT
 - PLATFORM
 - STATION SITE
 - STATION AREA OF POTENTIAL EFFECT

CURVE	SPIRAL LENGTH	RADIUS	E _d	E _u	V (mph)
EOB 31	125'	750'	2.00"	1.34"	25
EIB 31	125'	740'	1.50"	0.67"	20
	95'				
EOB 32	125'	2400'	2.00"	0.67"	40
EIB 32	125'	2400'	2.00"	0.67"	40
EOB 33	60'	3825'	1.00"	0.68"	40
EIB 33	60'	3450'	1.00"	0.86"	40

GOV'T. CTR. - Peace Street

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 02/20/99

D. LEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS

A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'

100 0 100 200

DATE: _____

DRWG. NO.: P-56AB

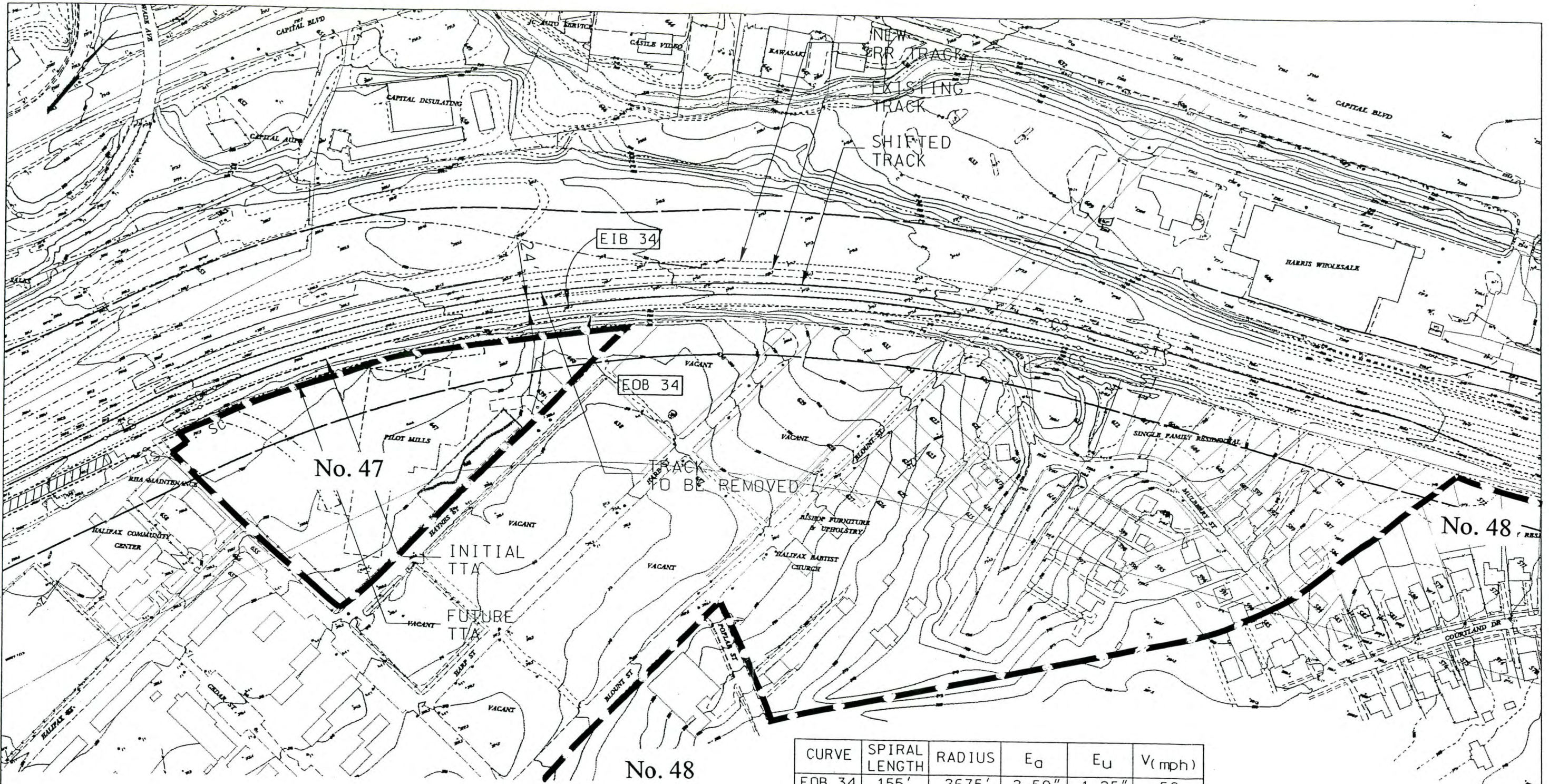


REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

Figure 28

CONT. NO. _____

SHEET NO. _____



CURVE	SPIRAL LENGTH	RADIUS	E _a	E _u	V (mph)
EOB 34	155'	2675'	2.50"	1.25"	50
EIB 34	155'	2675'	2.50"	1.25"	50

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ENGINEERS AND PLANNERS

A UNIT OF PARSONS TRANSPORTATION GROUP, INC.

SCALE: 1" = 200'

DATE : _____

DRWG. NO. : P-57AB



REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

Figure 29

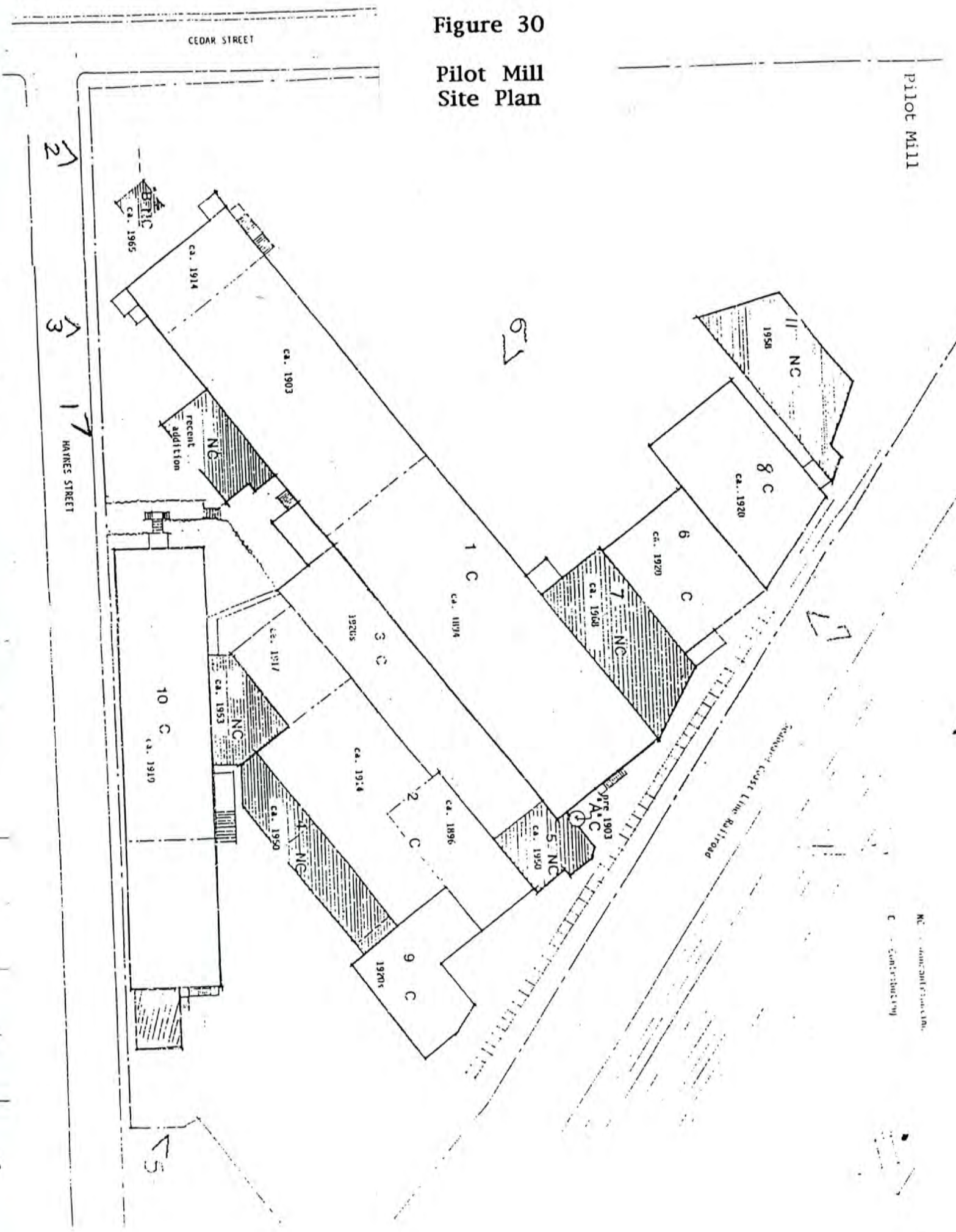
CONT. NO. _____

SHEET NO. _____

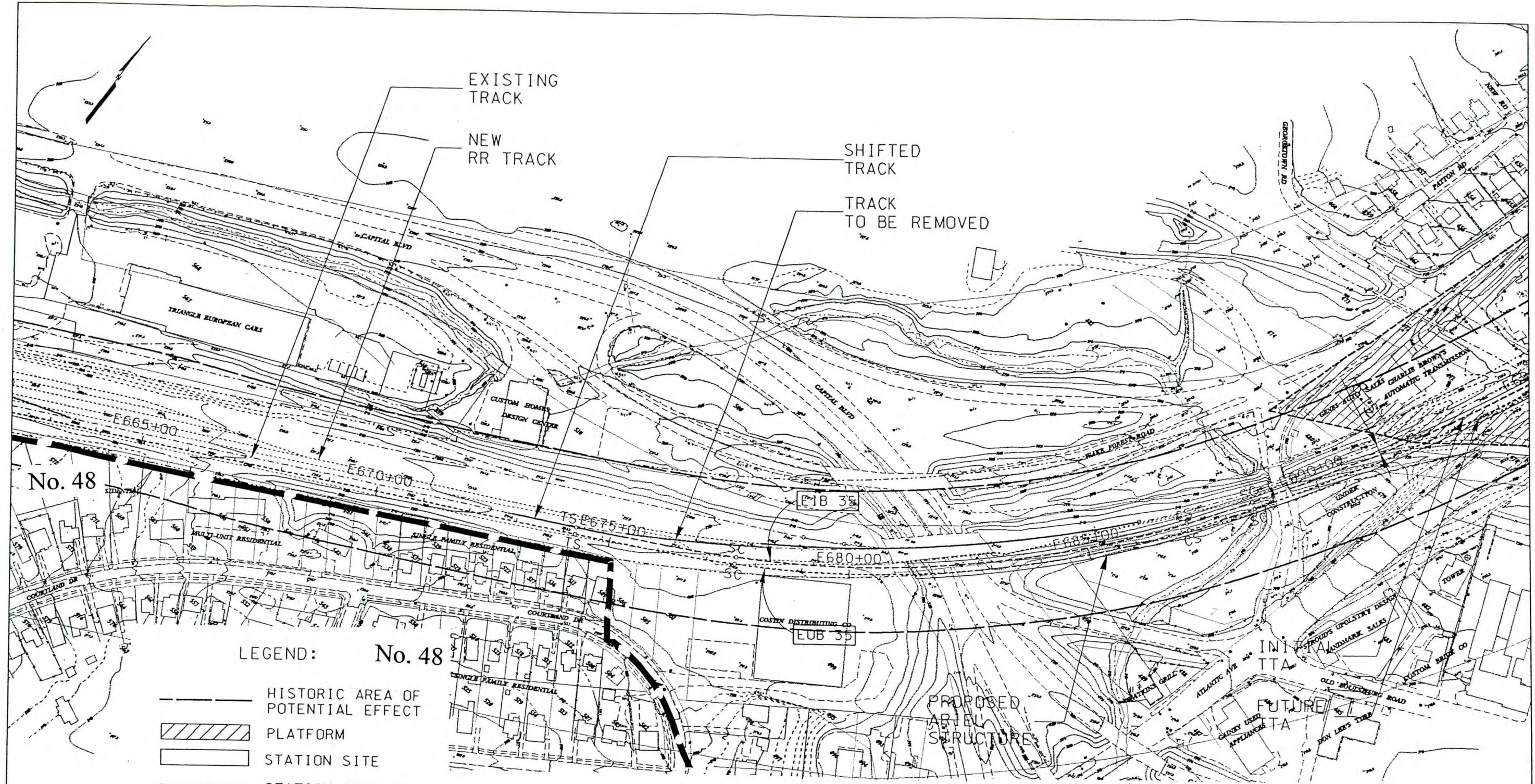
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 03/20/99

Figure 30



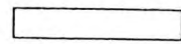
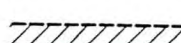
Pilot Mill Site Plan



NC - Non-Contributing
C - Contributing



LEGEND: No. 48

-  HISTORIC AREA OF POTENTIAL EFFECT
-  PLATFORM
-  STATION SITE
-  STATION AREA OF POTENTIAL EFFECT

CURVE	SPIRAL LENGTH	RADIUS	E _d	E _u	V (mph)
EOB 35	330'	2235'	4.50"	1.96"	60
	145'	4100'	2.50"	1.02"	
	185'				
E1B 35	330'	2220'	4.50"	2.00"	60
	145'	4084'	2.50"	1.04"	
	185'				

DeLEUW, CATHER & COMPANY
ENGINEERS AND PLANNERS



SCALE: 1" = 200'
100 0 100 200

DATE :

DRWG. NO. : P-58AB

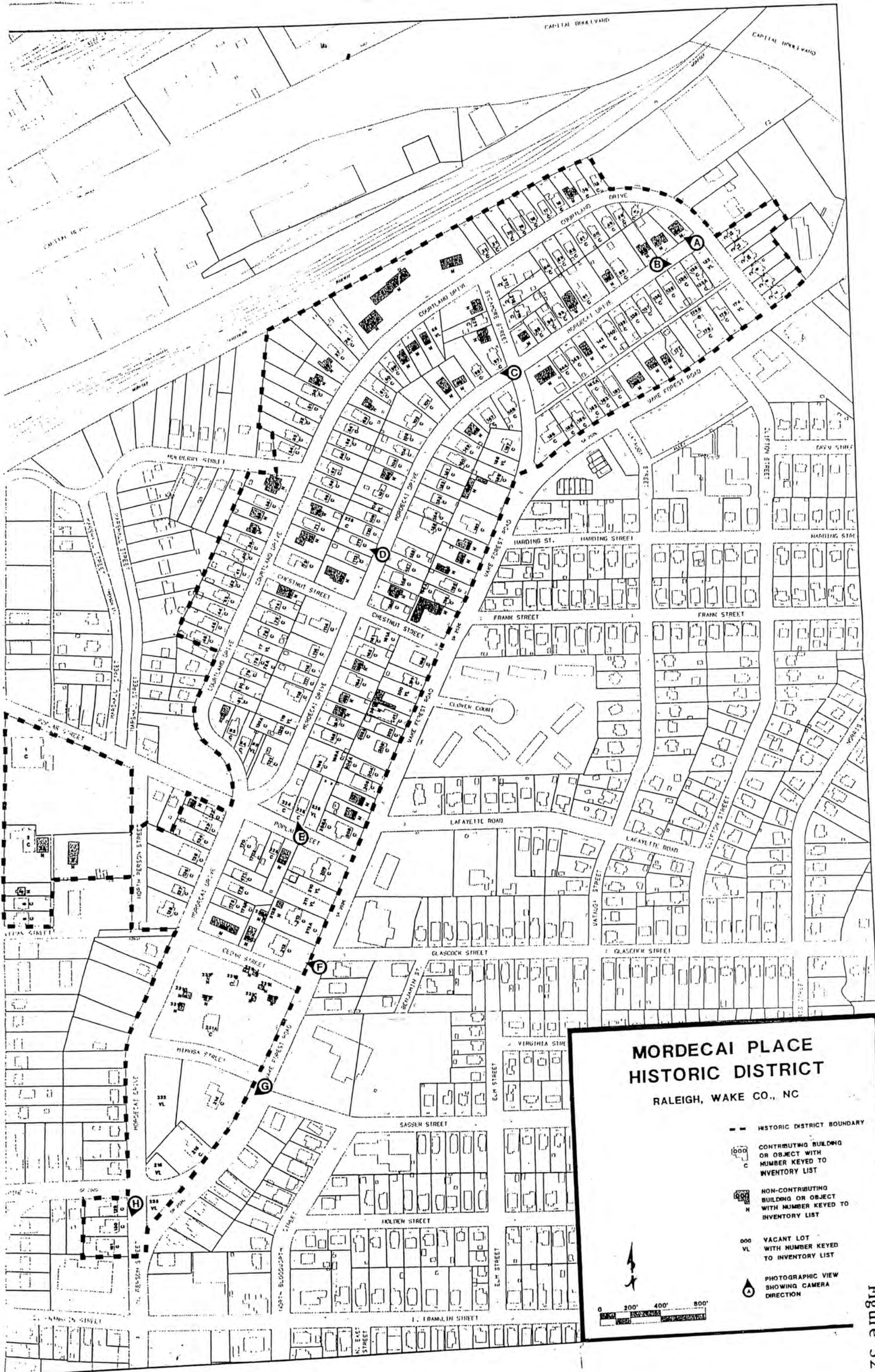


REGIONAL RAIL SYSTEM - PHASE I
PRELIMINARY ENGINEERING

Figure 31

CONT. NO.
SHEET NO.

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 03/20/99

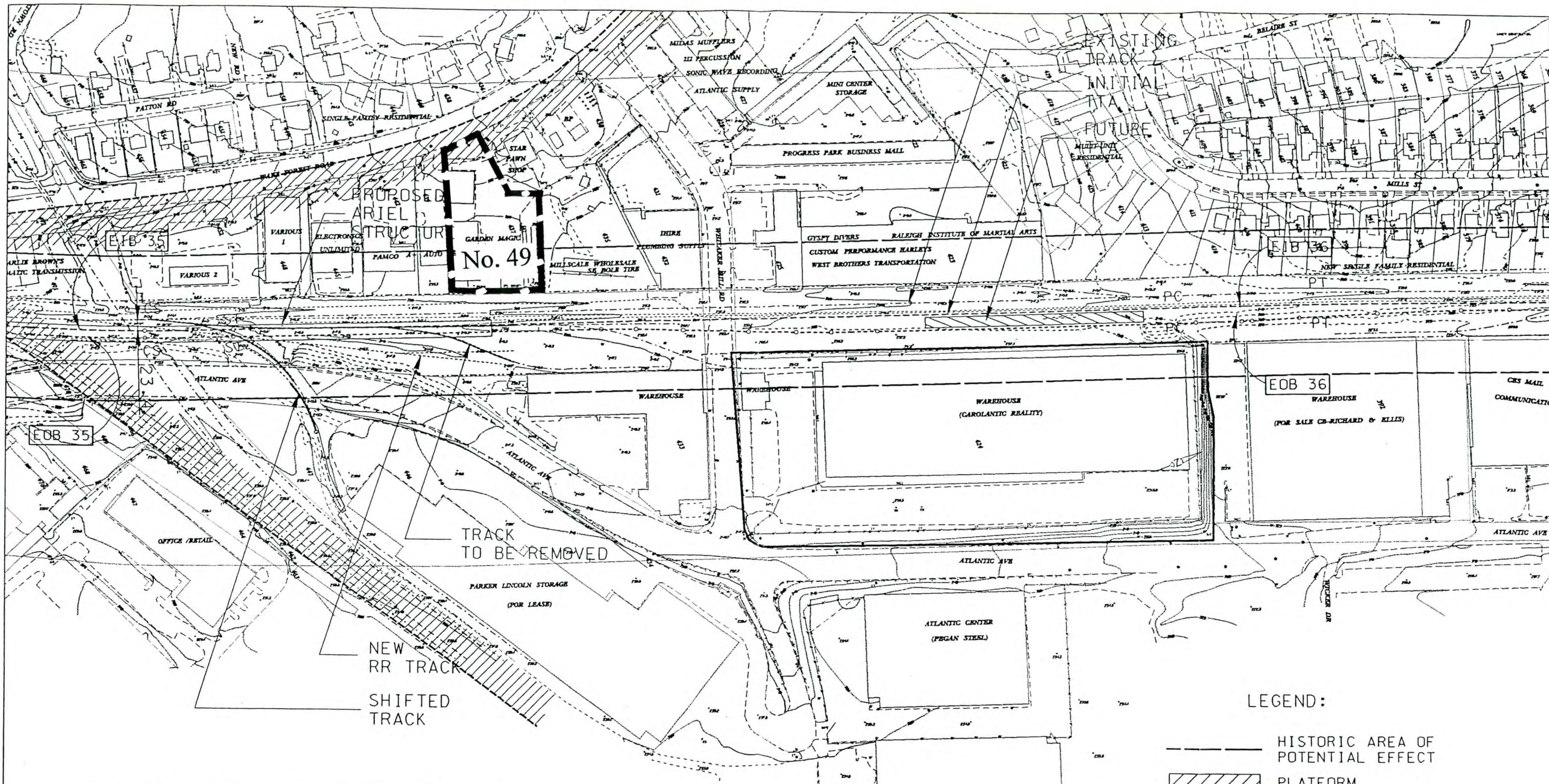


**MORDECAI PLACE
HISTORIC DISTRICT**
RALEIGH, WAKE CO., NC

- - HISTORIC DISTRICT BOUNDARY
- 1000
C CONTRIBUTING BUILDING OR OBJECT WITH NUMBER KEYED TO INVENTORY LIST
- 1000
H NON-CONTRIBUTING BUILDING OR OBJECT WITH NUMBER KEYED TO INVENTORY LIST
- 000
VL VACANT LOT WITH NUMBER KEYED TO INVENTORY LIST
- ▲ PHOTOGRAPHIC VIEW SHOWING CAMERA DIRECTION


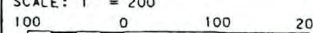



Figure 32



CURVE	SPIRAL LENGTH	RADIUS	E_0	E_U	V (mph)
EOB 35	330'	2235'	4.50"	1.96"	60
	145'	4100'	2.50"	1.02"	
	185'				
EIB 35	330'	2220'	4.50"	1.96"	60
	145'	4084'	2.50"	1.04"	
	185'				
EOB 36		22960'		0.63"	60
EIB 36		22975'		0.63"	60

WHITAKER MILL

De LEUW, CATHER & COMPANY ENGINEERS AND PLANNERS  A UNIT OF PARSONS TRANSPORTATION GROUP, INC.	SCALE: 1" = 200'  DATE:		REGIONAL RAIL SYSTEM - PHASE I PRELIMINARY ENGINEERING	
	DRWG. NO.: P-59		Figure 33	

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 03/30/99

PLATES



Plate 1. West Durham Historic District, Looking West from Erwin Mills towards Modern Erwin Square Complex.



Plate 2. West Durham Historic District, Erwin Square Complex.



Plate 3. West Durham Historic District, Ninth Street Commercial Area
Looking North.



Plate 4. West Durham Historic District, Ninth Street Commercial Area
Looking South.



Plate 5. West Durham Historic District, Ninth Street Commercial Area, Looking North.

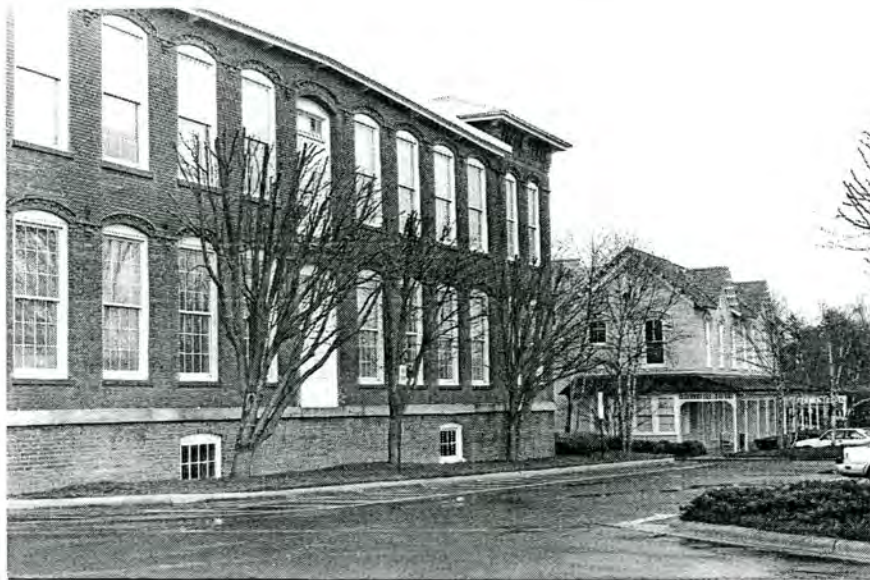


Plate 6. West Durham Historic District, Erwin Mills and Headquarters Building.



Plate 7. St. Joseph's Episcopal Church.



Plate 8. Powe House, Looking South.



Plate 9. Powe House (Left) and Relocated Erwin House (Right), Looking West.



Plate 10. Trinity College/East Campus Historic District.



Plate 11. Trinity College/East Campus Historic District.



Plate 12. Bright Leaf Historic District, Duke and Main Streets, Looking North.



Plate 13. Bright Leaf Historic District (Proposed Expansion), Commercial Buildings, West Side Duke Street, Looking North from Railroad Tracks.



Plate 14. Bright Leaf Historic District (Proposed Expansion), East Side Gregson Street, Looking South towards Railroad Tracks.



Plate 15. Bright Leaf Historic District (Proposed Expansion), Rear Elevations of Buildings along Duke and Gregson Streets, Looking South towards Railroad Track.



Plate 16. Bright Leaf Historic District (Proposed Expansion), Commercial Buildings, North Side Main Street, Looking North towards Main/Duke Streets Intersection from Brightleaf Square.



Plate 17. American Tobacco Manufacturing Plant, Looking North.



Plate 18. Southern Railway Bridge, Looking South.



Plate 19. Asbury Temple, Front Facade, Looking East.



Plate 20. Farm Complex, House and Setting, Looking East.



Plate 21. Farm Complex, House, Front Facade.



Plate 22. Farm Complex, Packhouse.

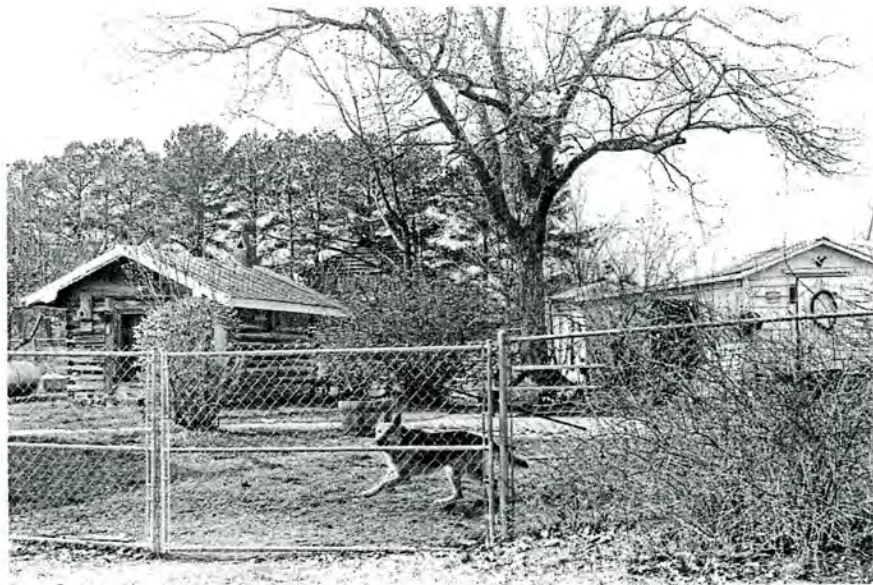


Plate 23. Farm Complex, Outbuildings, Looking South.



Plate 24. Morrisville Historic District, Morrisville-Carpenter Road, Looking East towards NC 54/Aviation Parkway Intersection.



Plate 25. Morrisville Historic District, Aviation Parkway at NC 54, Looking East.



Plate 26. Morrisville Historic District, Cedar Street (Now Dead-End Street), Looking West.



Plate 27. (Former) Morrisville Christian Church, Front Facade.



Plate 28. Morrisville Baptist Church Cemetery, Looking West.



Plate 29. Morrisville Baptist Church Cemetery, Gravehouse, Looking West.



Plate 30. Rev. R. E. Atkins House, Front Facade and South Elevation.



Plate 31. Rev. R. E. Atkins House, Front Facade.



Plate 32. Page-Hamilton House, Front Facade.



Plate 33. Page-Hamilton House, Front Facade.



Plate 34. Page-Ferrell House and Setting, Looking South.



Plate 35. Page-Ferrell House, Front Facade.



Plate 36. James M. Pugh House and Setting, Looking East.



Plate 37. James M. Pugh House, Front Facade.



Plate 38. Ivey-Ellington House, Front Facade.



Plate 39. Ivey-Ellington House, Rear Elevation.



Plate 40. Masonic Hall/Ashworth Drug Store, Front and East Elevations.



Plate 41. Masonic Hall/Ashworth Drug Store, East and Rear Elevations.



Plate 42. (Former) World War II Barracks, Front Facade.



Plate 43. (Former) World War II Barracks, North Elevation.

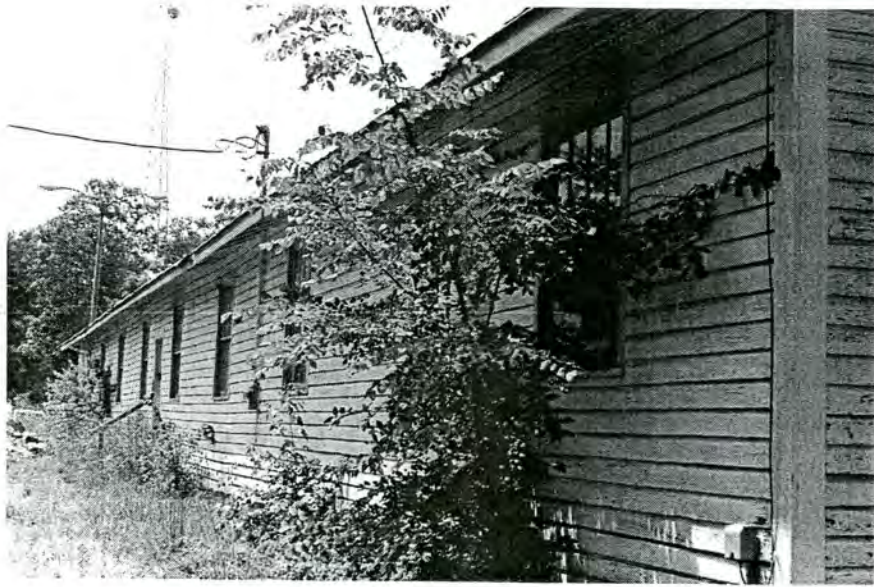


Plate 44. (Former) World War II Barracks, South Elevation.

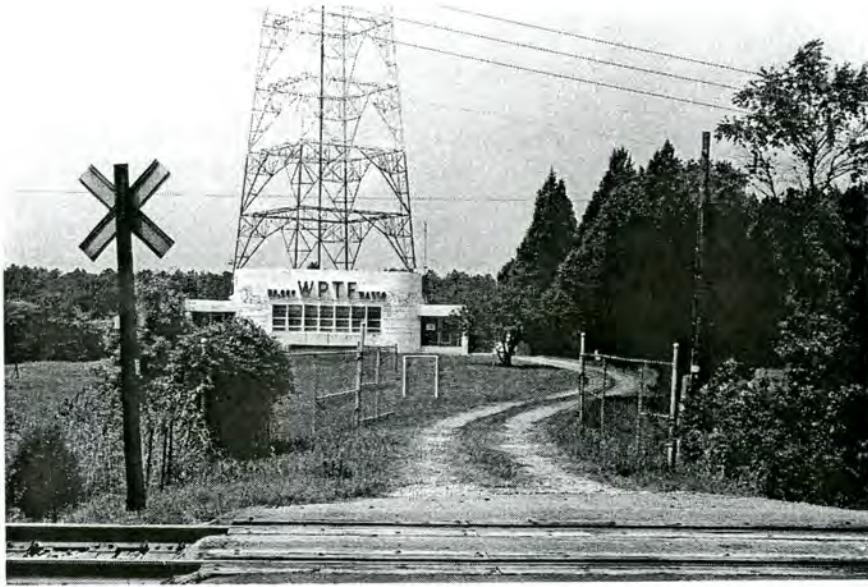


Plate 45. W.P.T.F. Transmitter Building, Looking North.



Plate 46. Seaboard Airline Railway Bridge, Looking West.



Plate 47. West Raleigh Historic District, Fincastle Apartments, Front Facade.



Plate 48. West Raleigh Historic District, Stanhope Avenue, Looking North.



Plate 49. West Raleigh Historic District, Industrial Building, Hillsborough/Concord Streets, Looking North.



Plate 50. N.C. State University Campus Historic District, Yarborough Heating Plant.



Plate 51. N.C. State University Campus Historic District, Reynolds Coliseum.



Plate 52. N.C. State University Campus Historic District, Armory Building.



Plate 53. S. Boylan Ave. Historic District, Looking West.



Plate 54. S. Boylan Ave. Historic District, Looking East.



Plate 55. Gibson's Esso Service Station, Looking East.



Plate 56. Central Raleigh Historic District, Jones Street Looking East.



Plate 57. Central Raleigh Historic District, N. Boylan Ave. at W. Lane St.,
Looking East.



Plate 58. Central Raleigh Historic District, N. Boylan Ave. at W. Lane St.,
Looking South.



Plate 59. Central Raleigh Historic District, Industrial Building, West Ave. at C.S.X. Rail Line, Looking North.



Plate 60. Depot Historic Overlay District, Overall Setting, Looking East.



Plate 61. Depot Historic Overlay District, Industrial Building, Davie St., Looking East from S. Harrington St.



Plate 62. Depot Historic Overlay District, East Side W. Martin St., Looking North from S. Harrington St.



Plate 63. Melrose Knitting Mill, Front Facade.



Plate 64. Seaboard Railway Station, Looking North.



Plate 65. Seaboard Railway Station, Canopy, Looking West.



Plate 66. Raleigh Cotton Mill, Looking West.

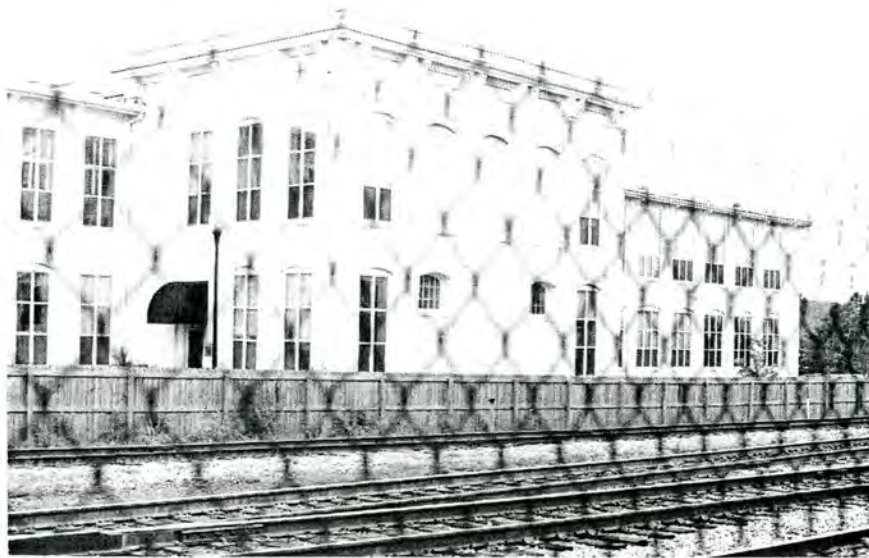


Plate 67. Raleigh Cotton Mill, Looking Northwest.



Plate 68. Pilot Mill, Looking North.



Plate 69. Gulf Petroleum Products Warehouse, Looking South.

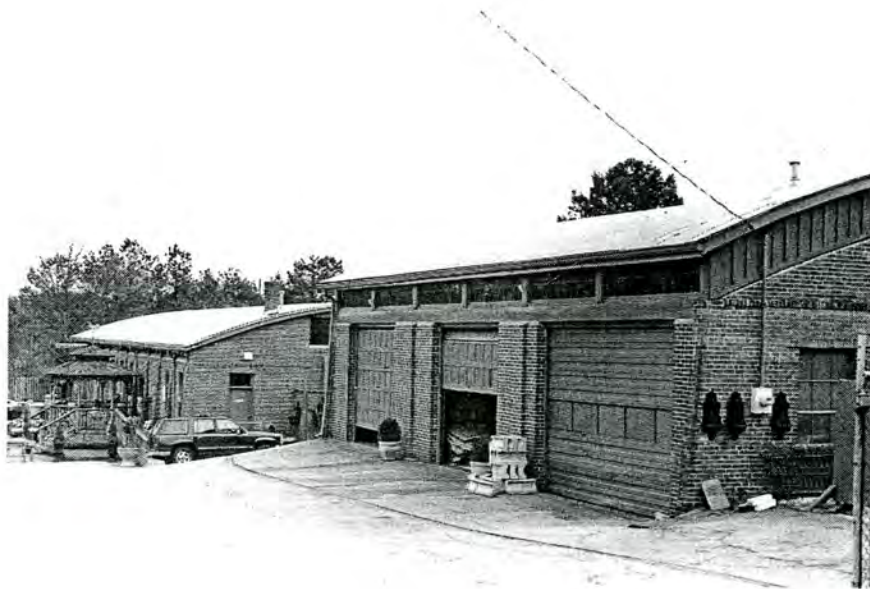


Plate 70. Gulf Petroleum Products Warehouse, Looking North.



Plate 71. Norwood House, Looking North.



Plate 72. Norwood House Tract, Outbuilding, Looking North.



Plate 73. Norwood House Tract, Outbuildings Looking North.



Plate 74. Norwood House Tract, Tenant House, Looking East.



Plate 75. Neuse Railroad Station, Looking North.

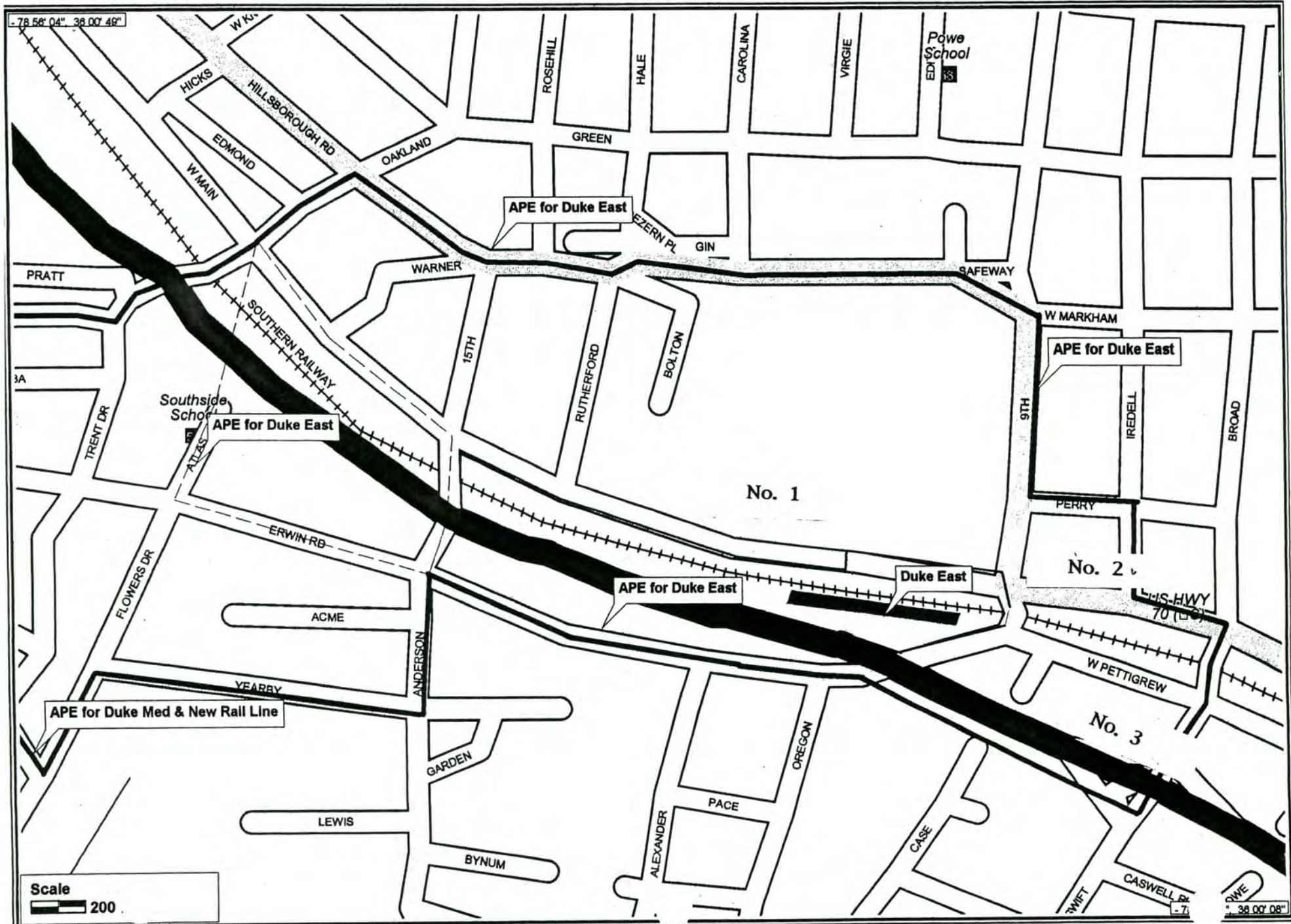


Plate 76. Neuse Railroad Station, Looking North.

APPENDIX II

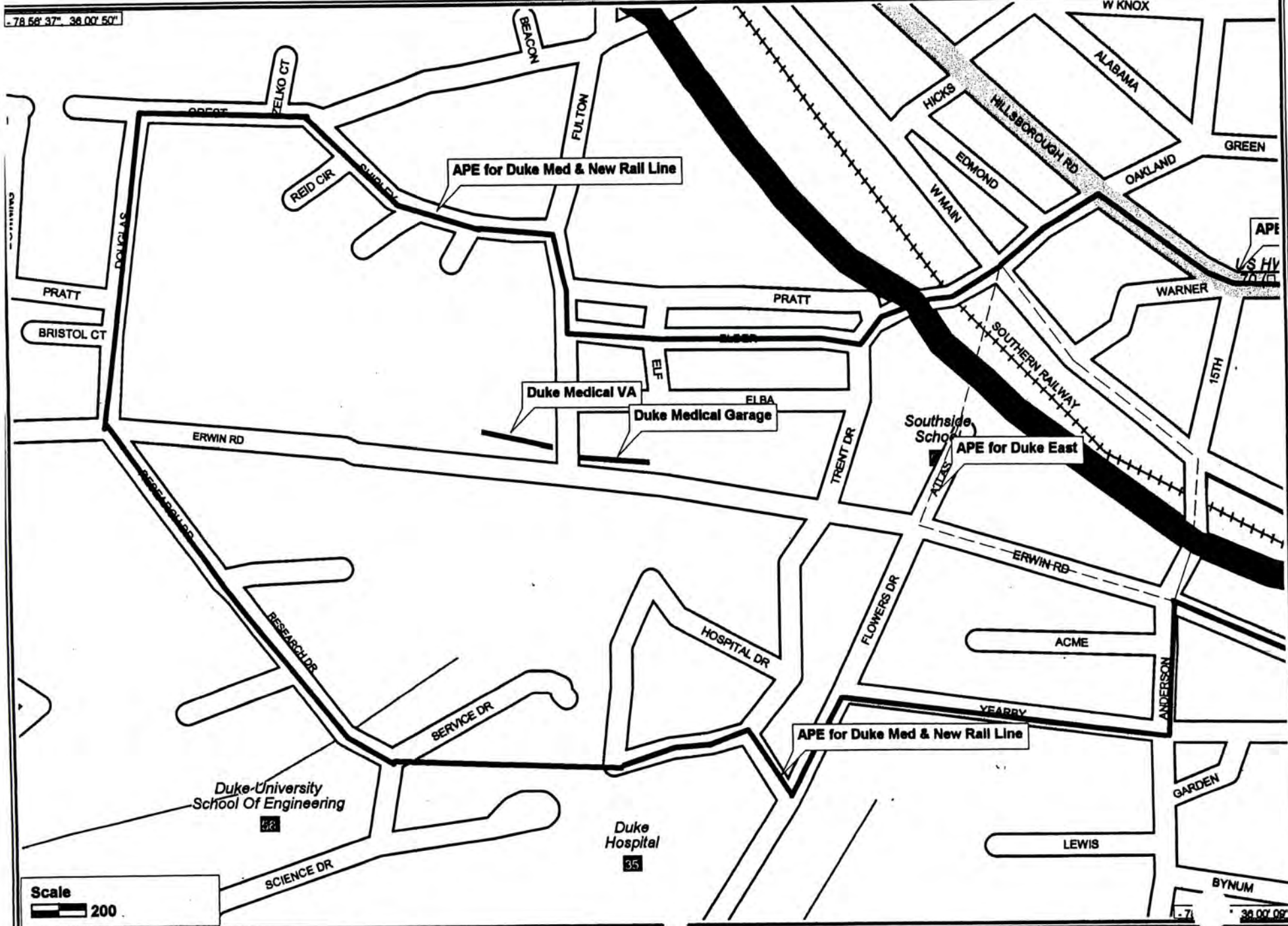
**Area of Potential Effects for
Proposed Station Sites**

DUKE EAST - 9TH STREET A.P.E.



DUKE MEDICAL A.P.E.

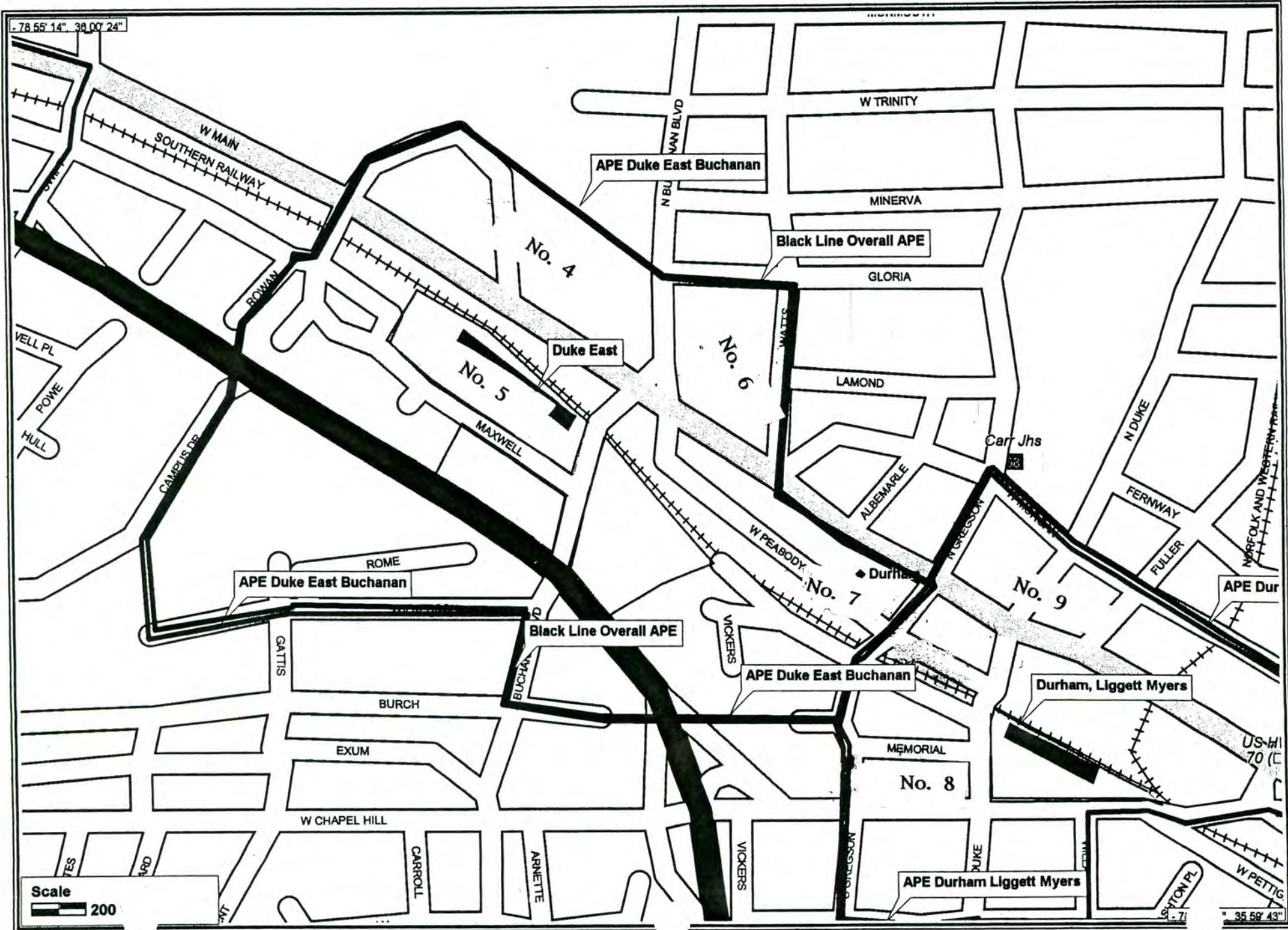
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Scale
200

Map being prepared

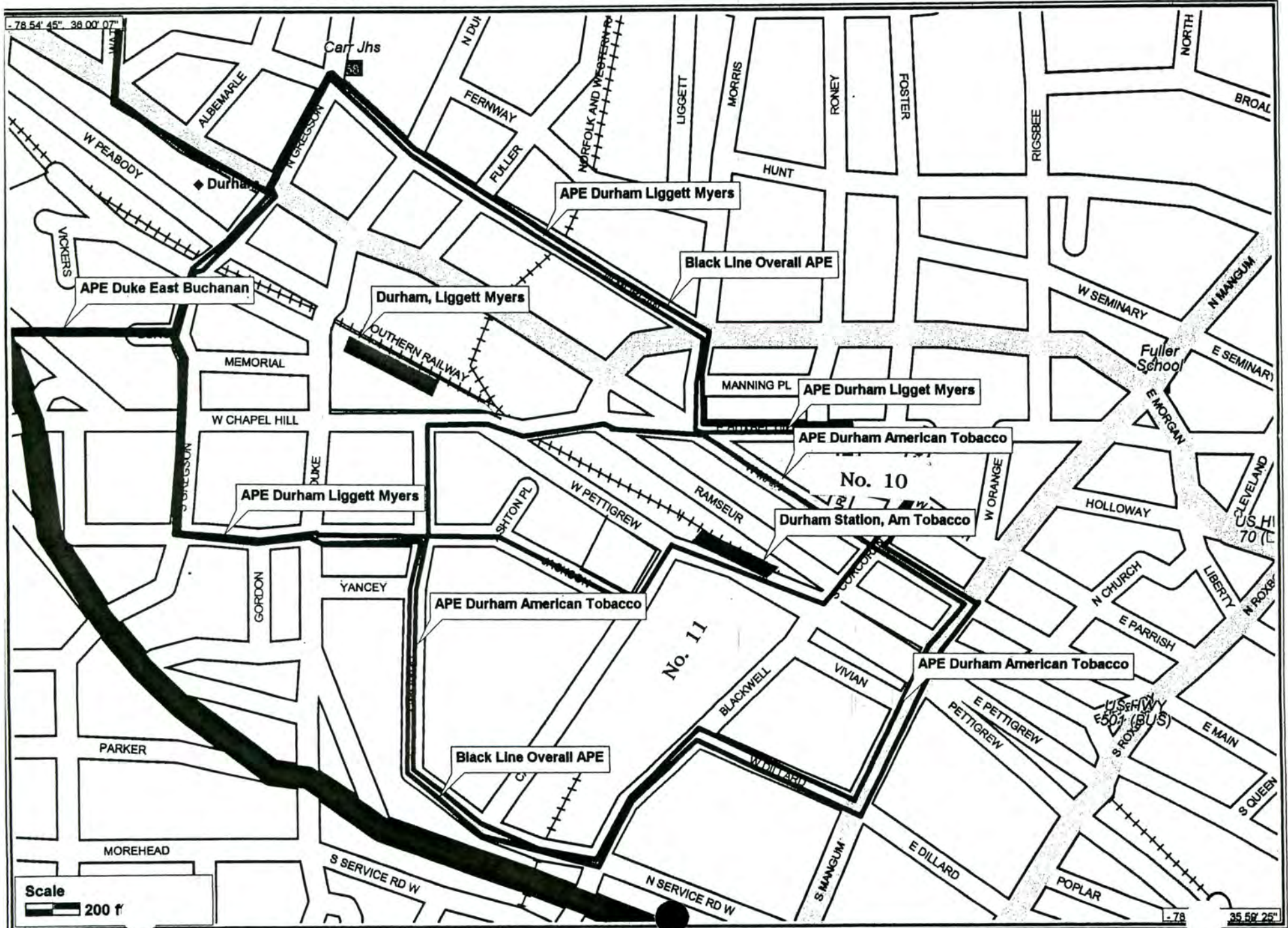
DUKE EAST - BUCHANAN A.P.E.



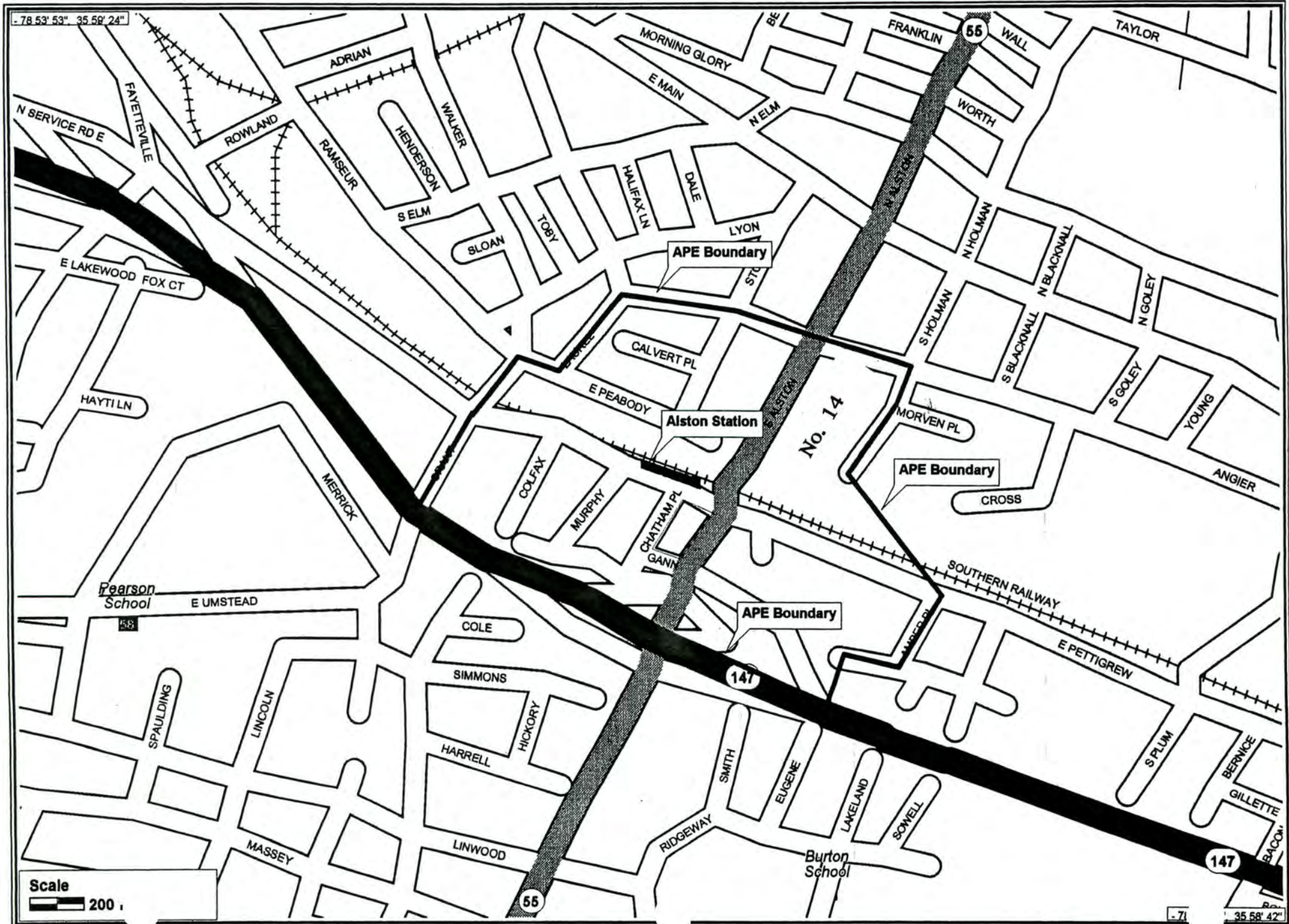
78 55' 14" W 38 00' 24" N

Scale
200

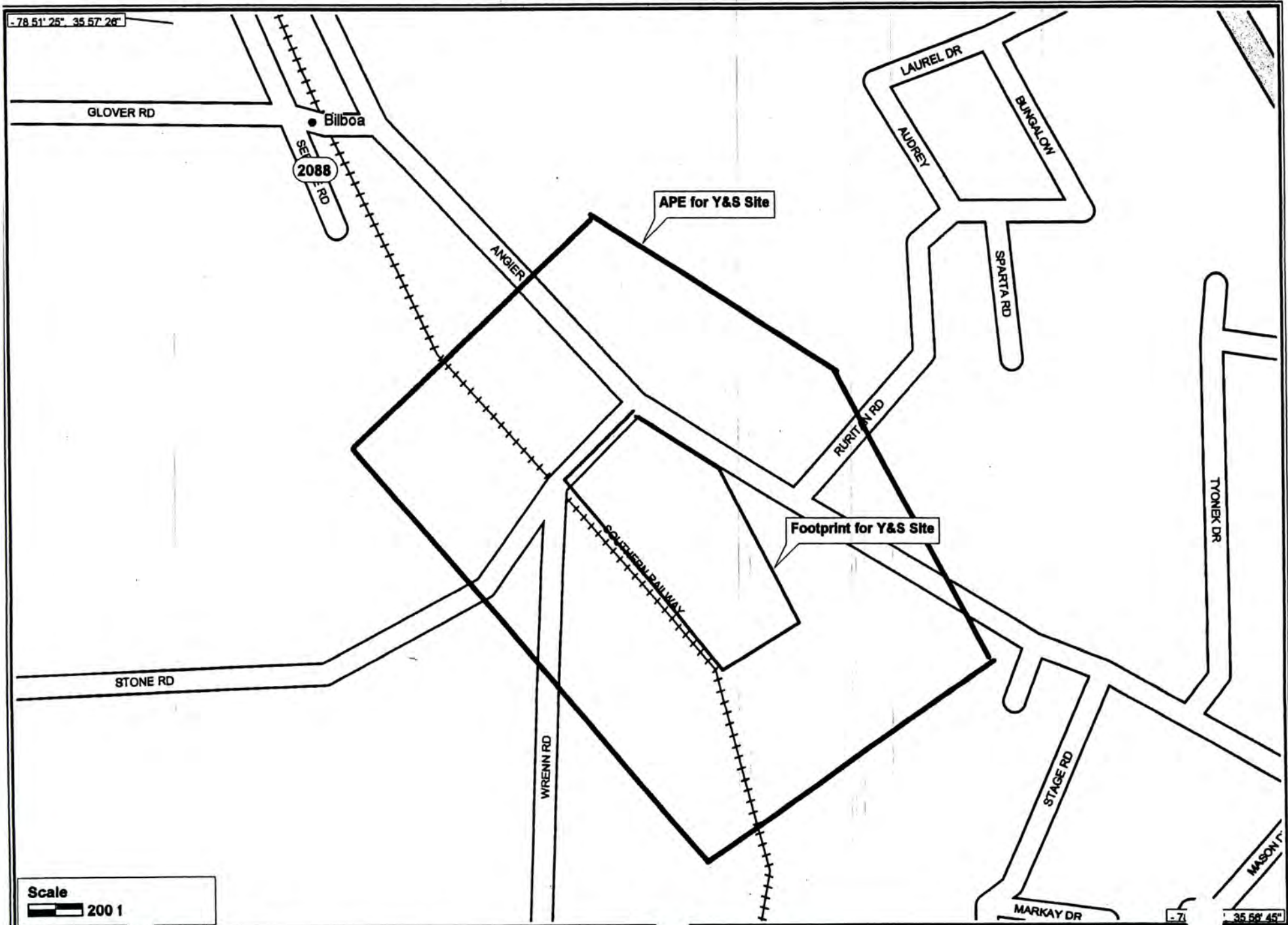
DUKE EAST - LIGGETT MYERS/AMERICAN TOBACCO A.P.E.



ALSTON A.P.E.

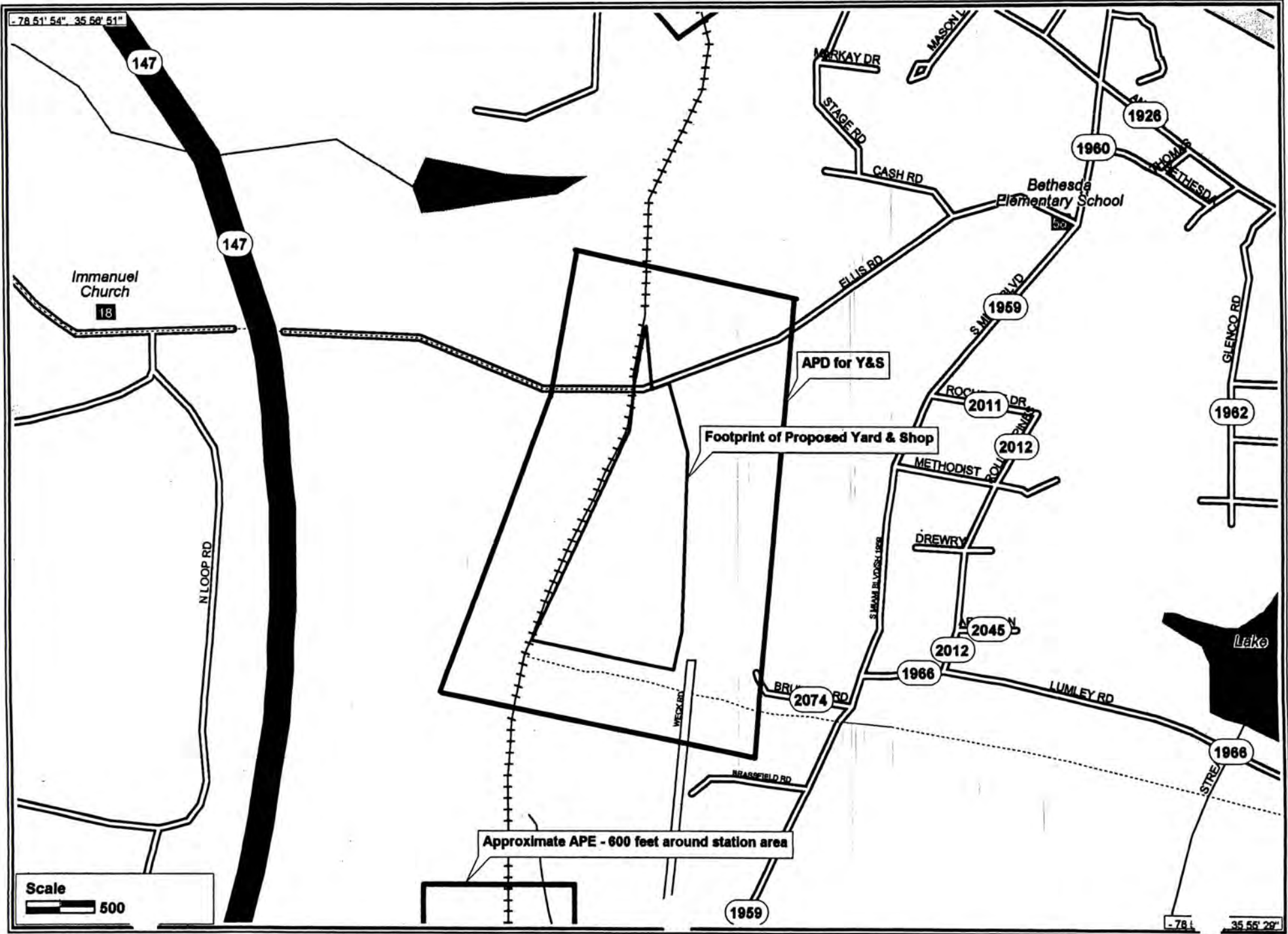


WREN ROAD YARD & SHOPS A.P.E.

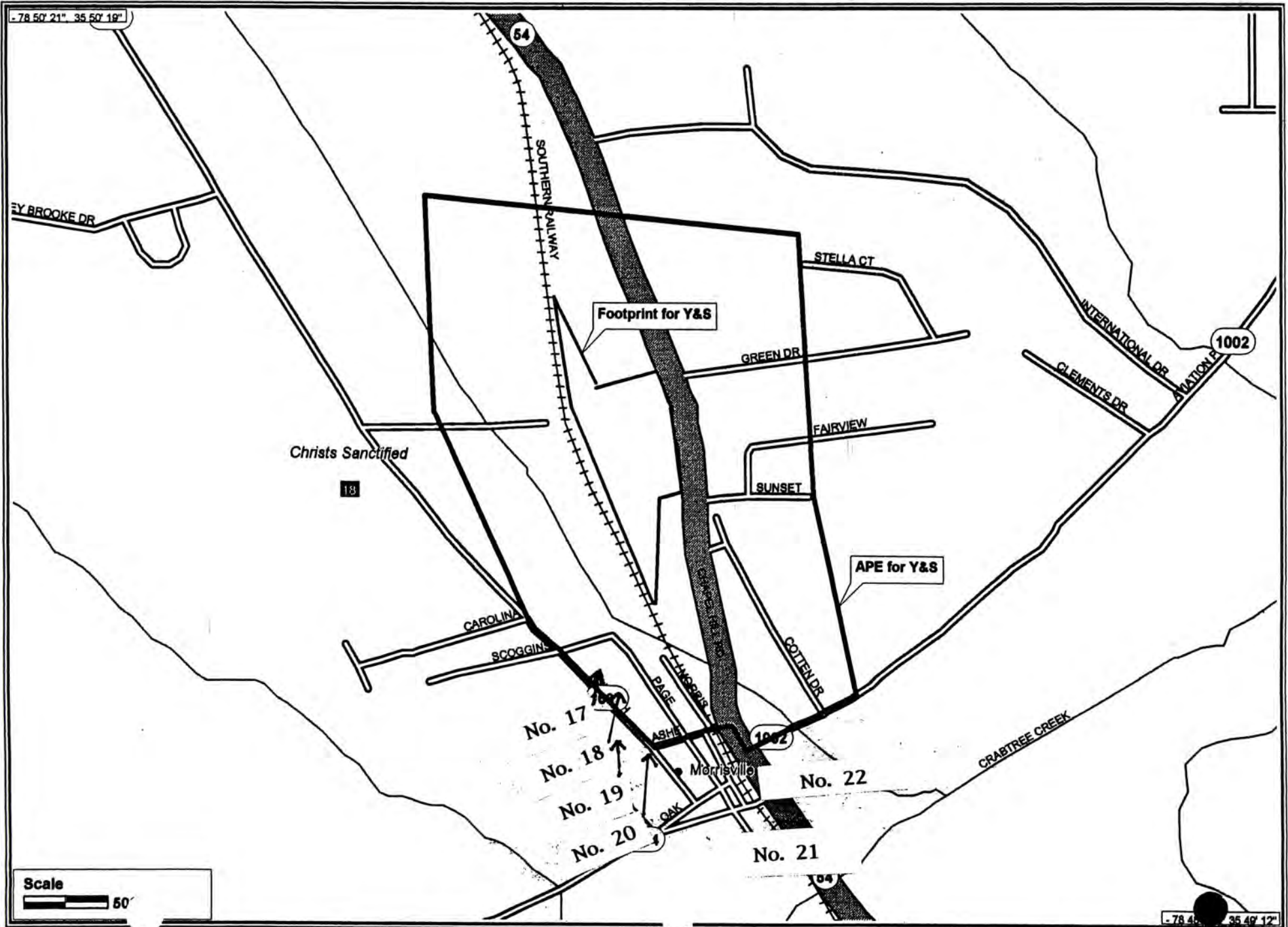


Scale
200 1

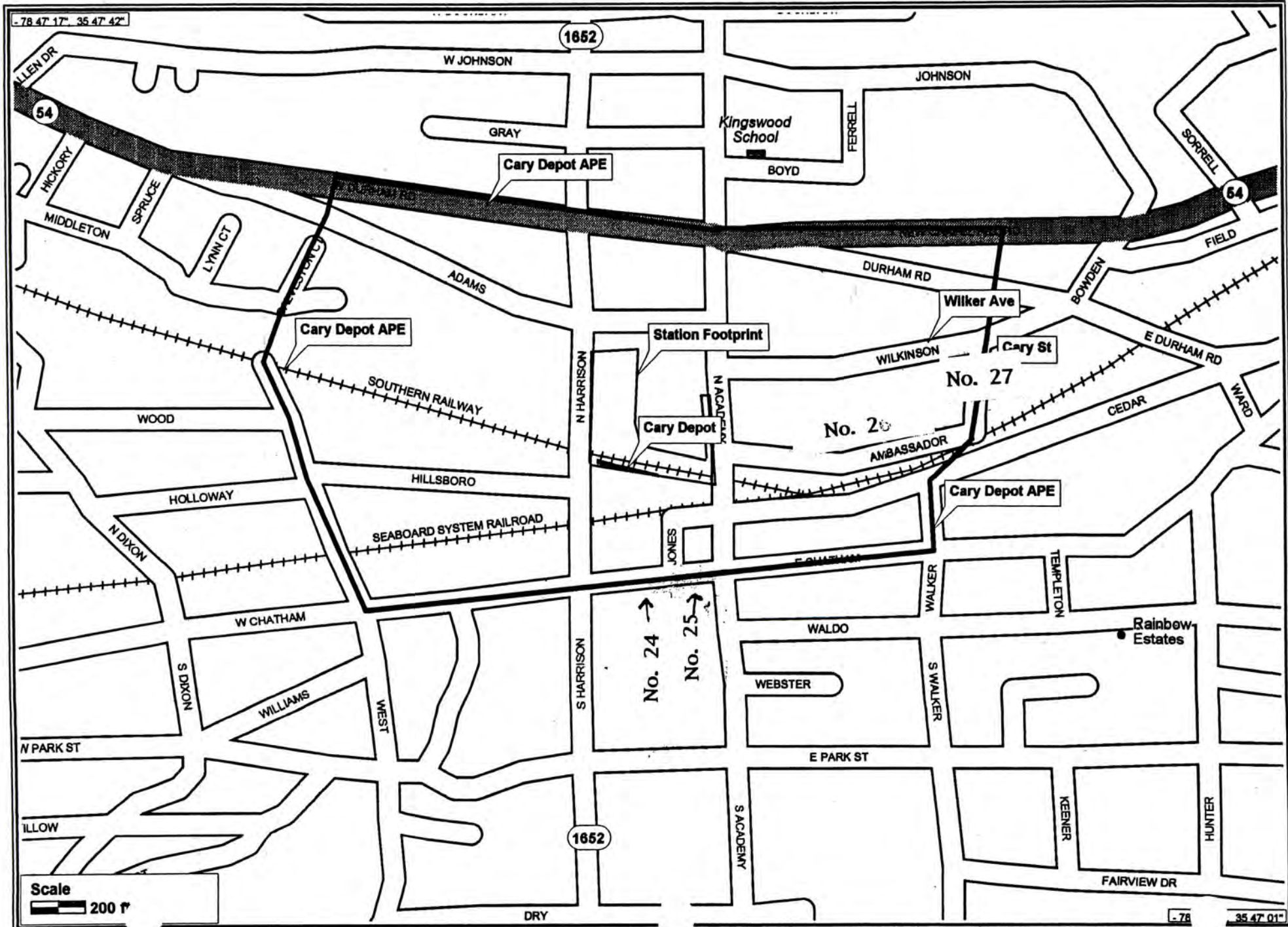
ELLIS ROAD YARD & SHOPS A.P.E.



MORRISVILLE YARD & SHOPS A.P.E.

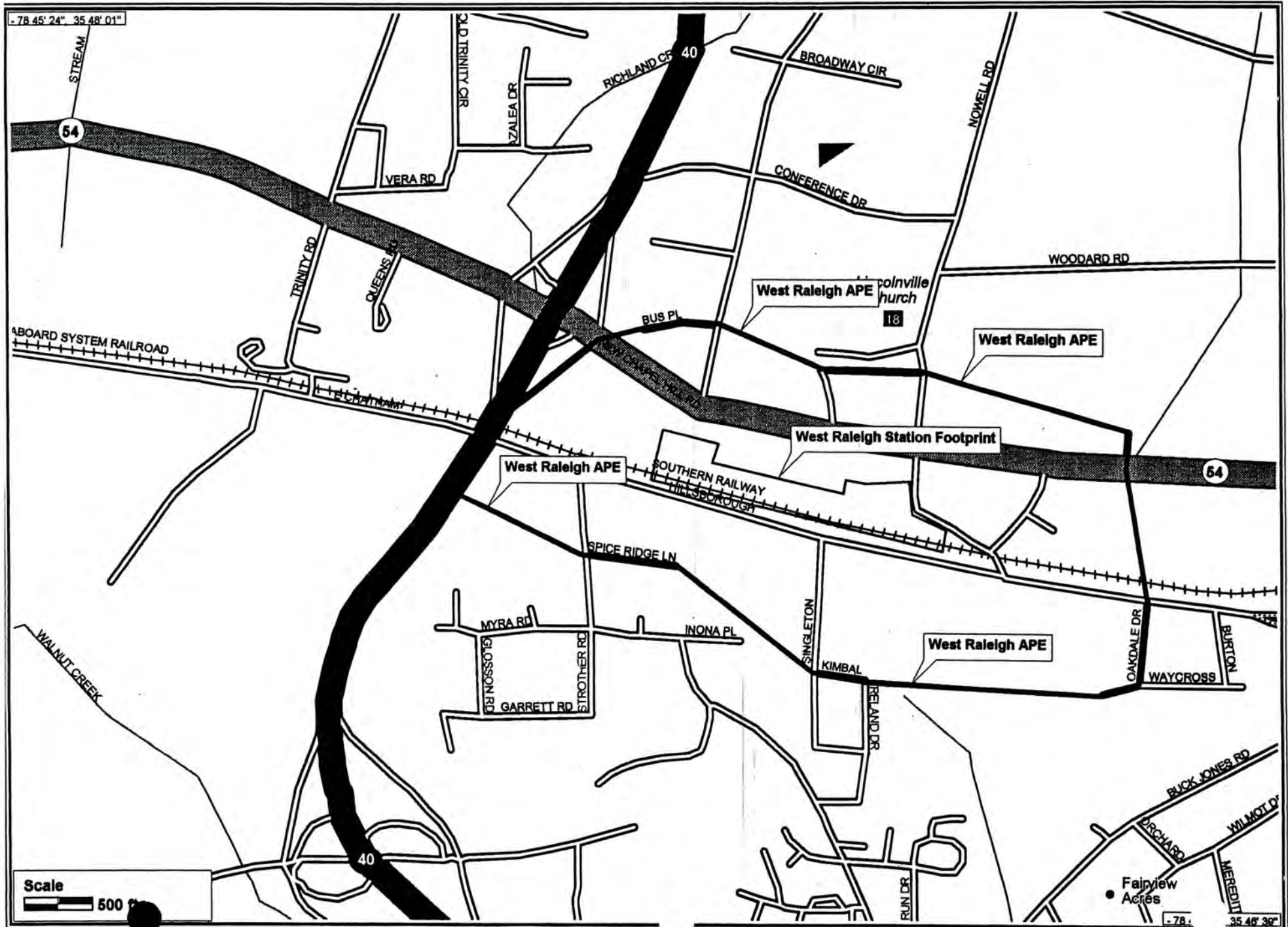


CARY DEPOT A.P.E.

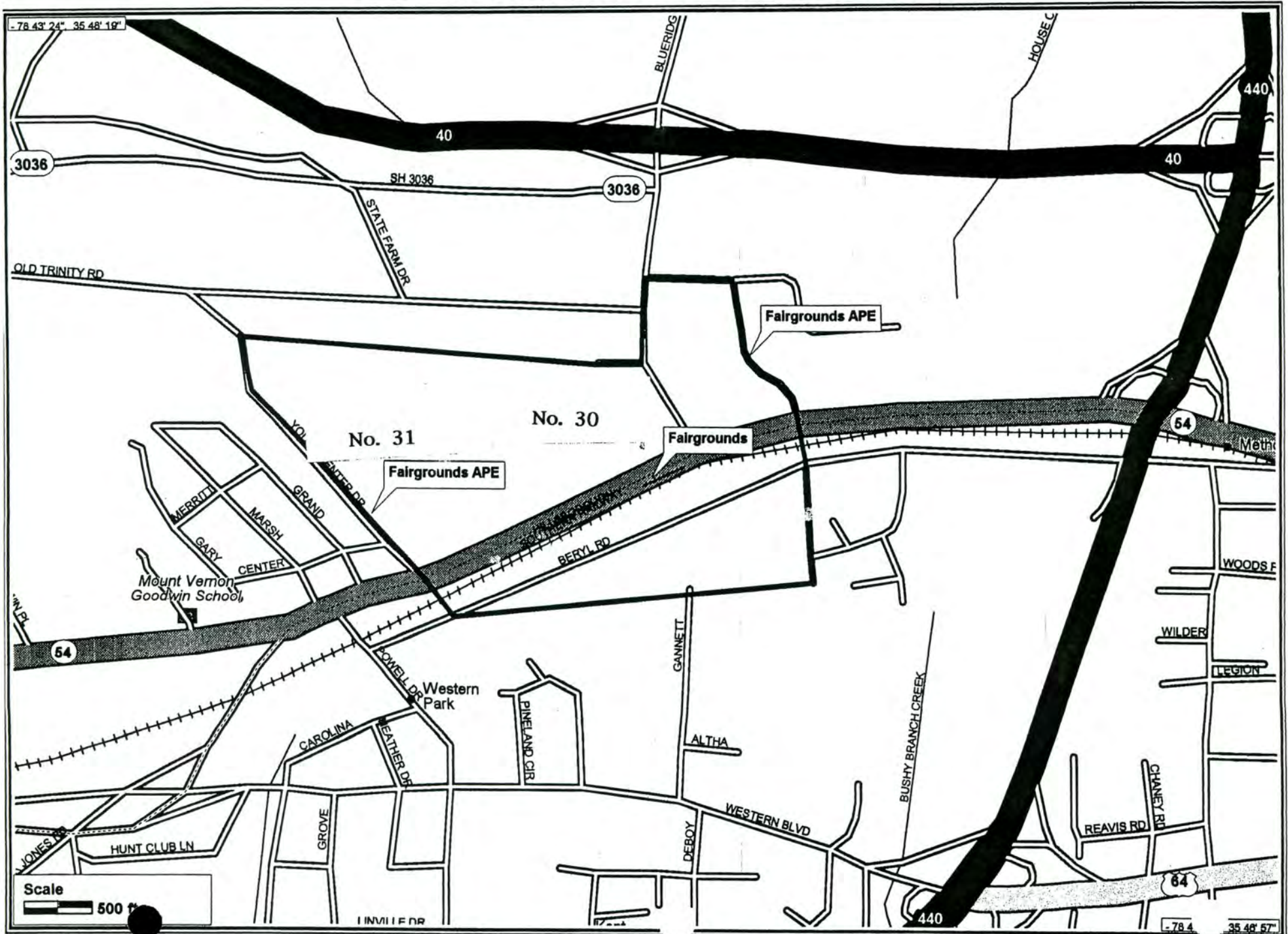


Scale
200 ft

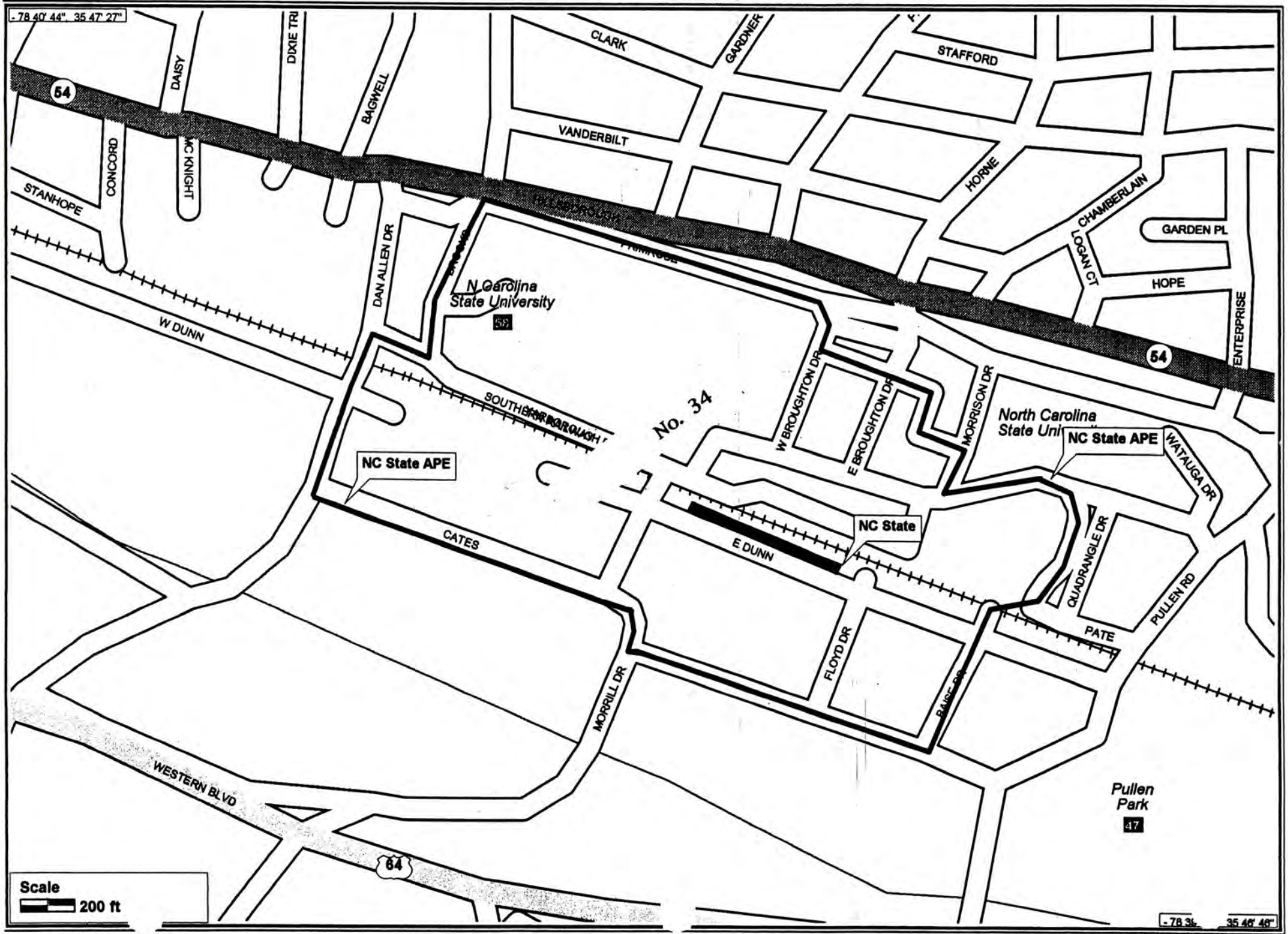
WEST RALEIGH A.P.E.



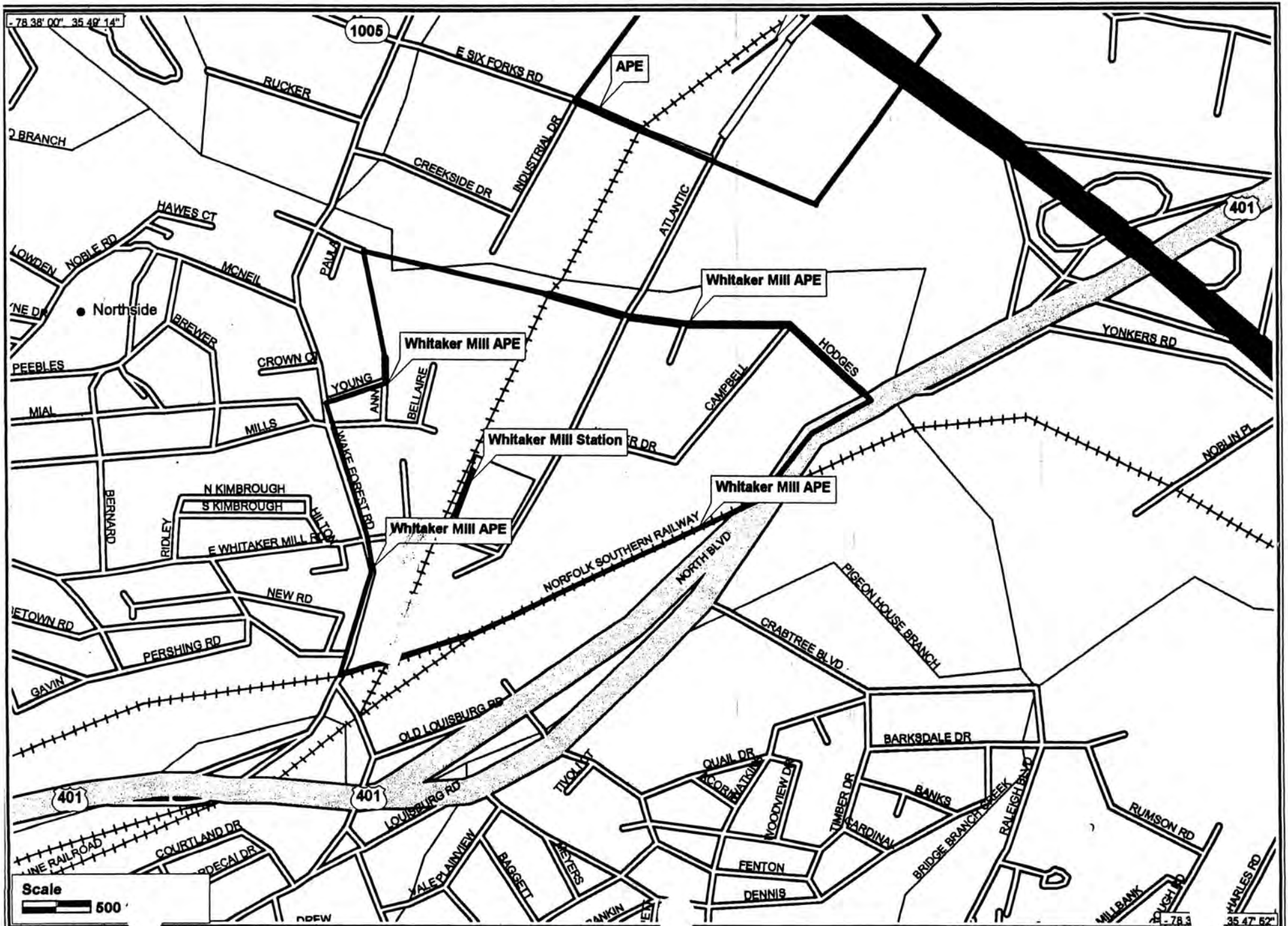
STATE FAIRGROUND-DORTON ARENA A.P.E.



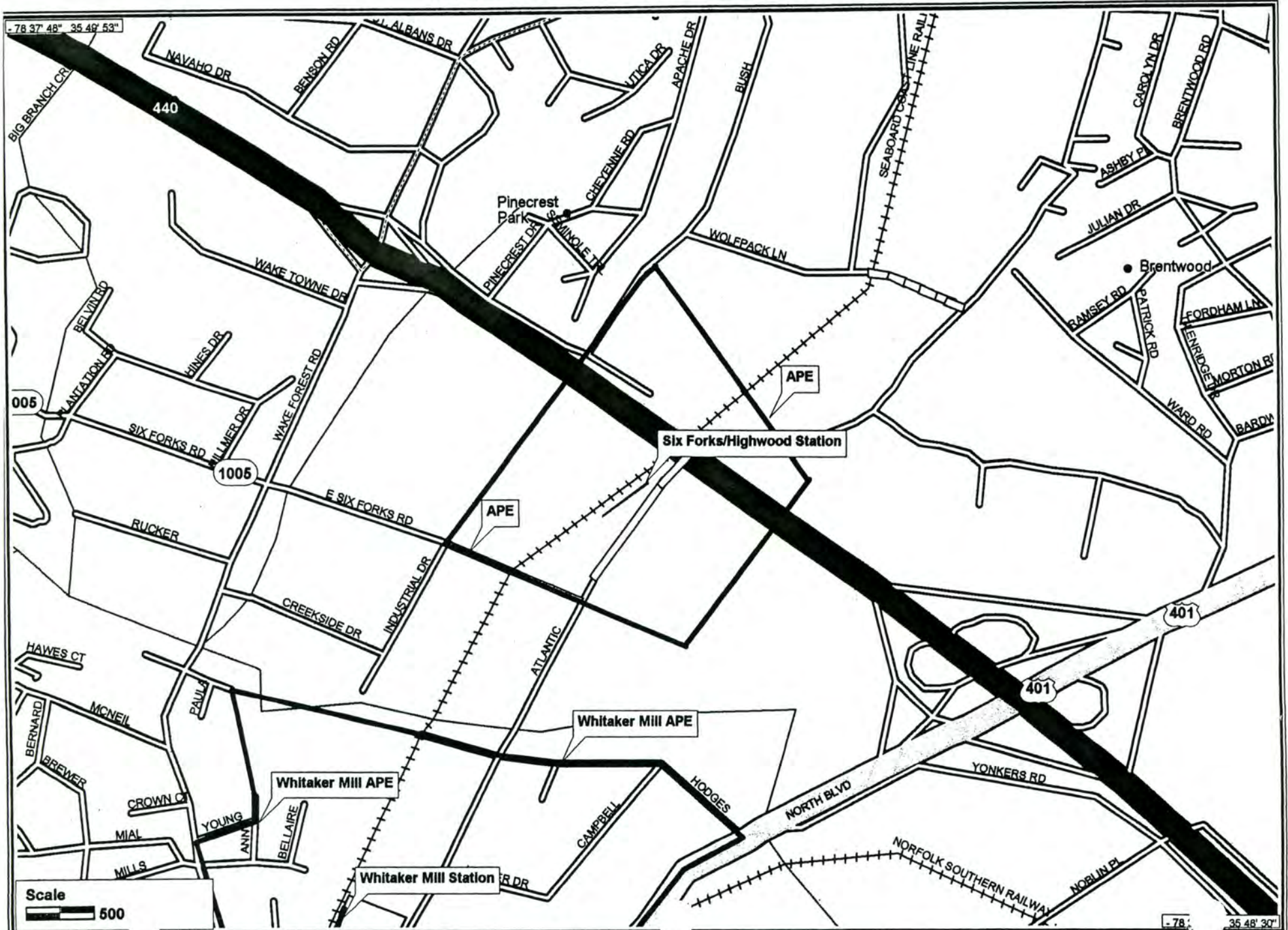
NORTH CAROLINA STATE UNIV. A.P.E.



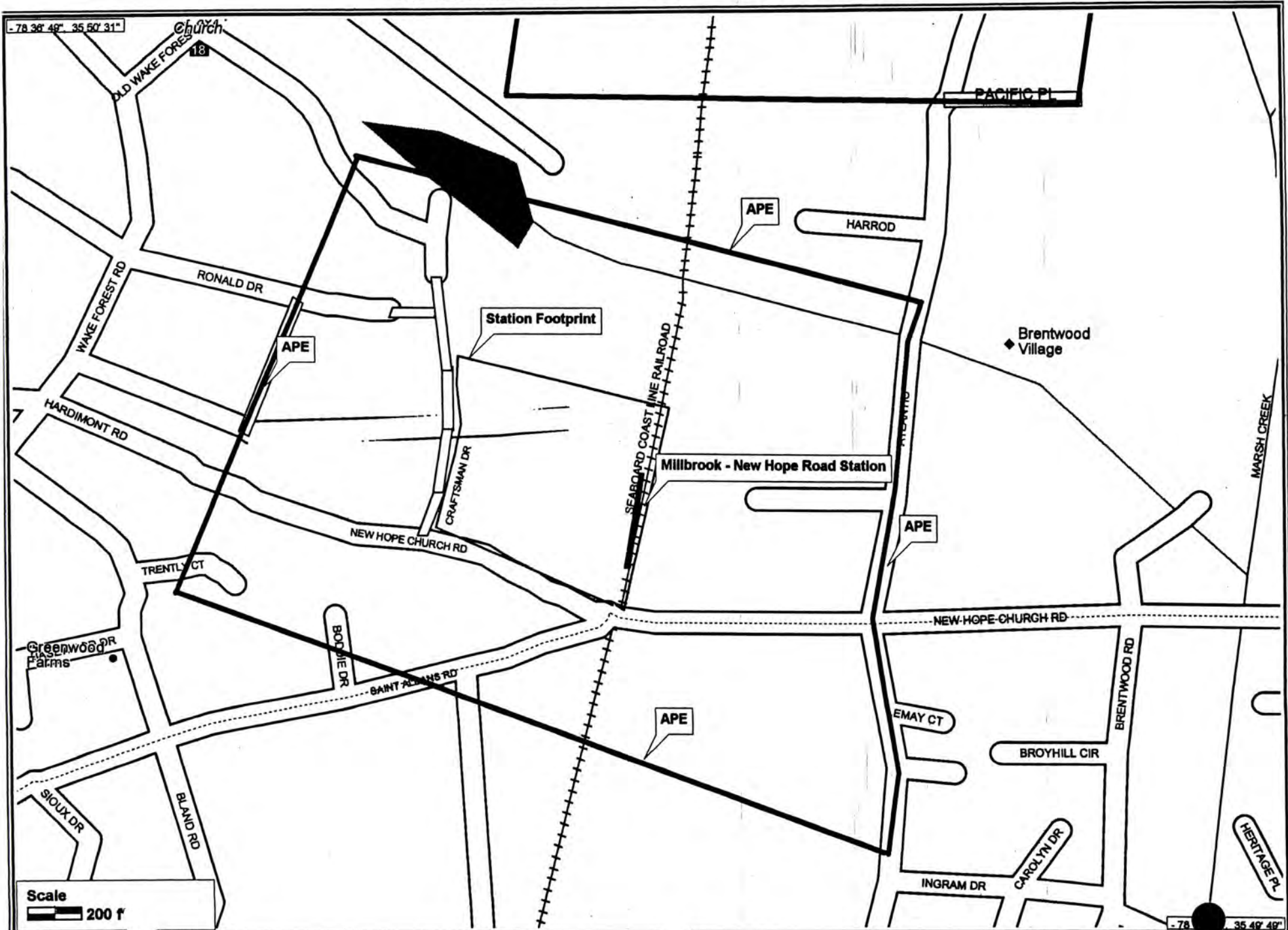
WHITAKER MILLS A.P.E.



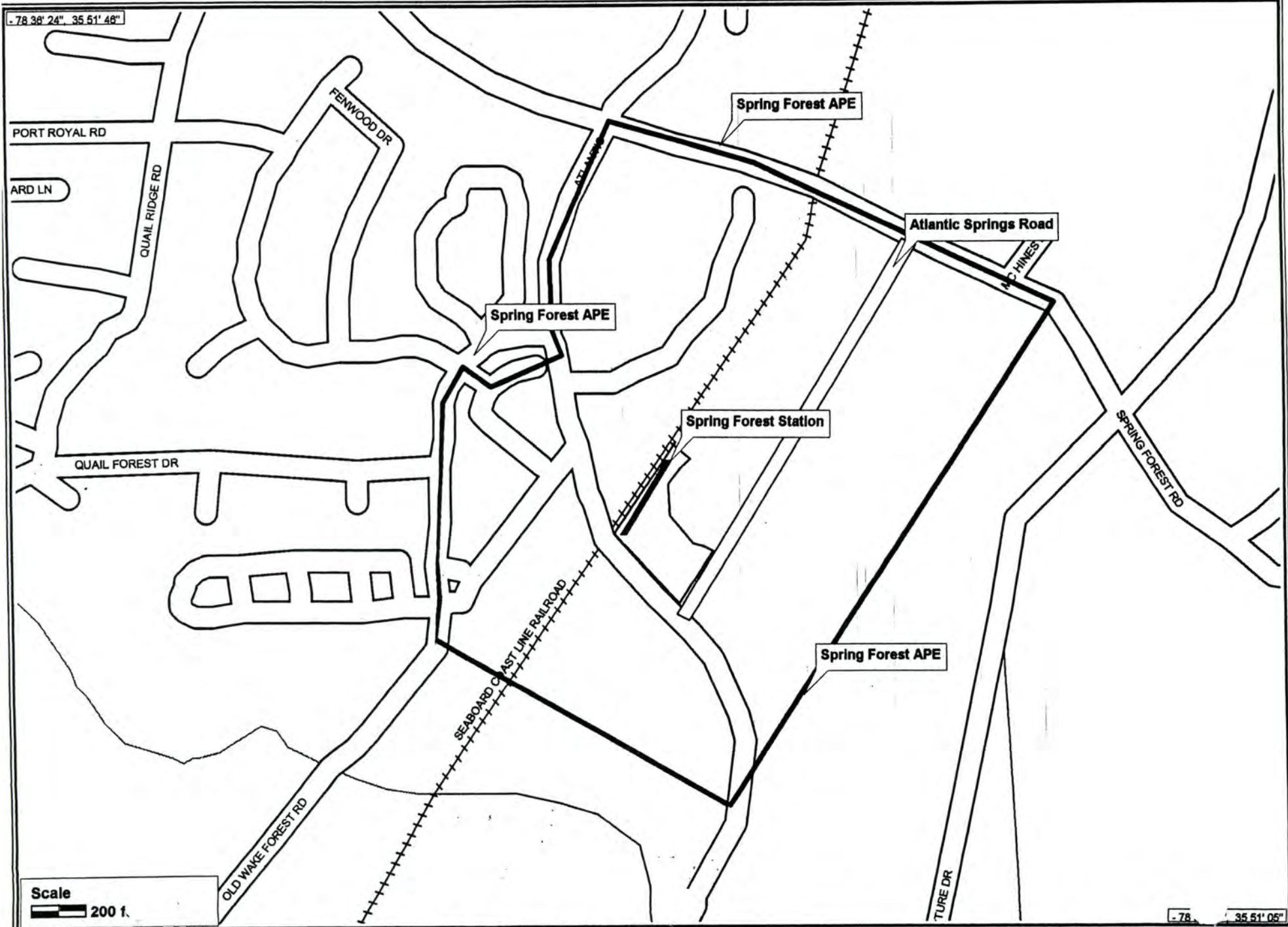
SIXFORKS/HIGHWOODS A.P.E.



MILLBROOK/NEW HOPE ROAD A.P.E.



SPRING FOREST A.P.E.



-78 38' 24" 35 51' 48"

PORT ROYAL RD

ARD LN

QUAIL RIDGE RD

FENWOOD DR

QUAIL FOREST DR

OLD WAKE FOREST RD

SEABOARD COAST LINE RAILROAD

Spring Forest APE

Spring Forest APE

Spring Forest Station

Atlantic Springs Road

MC HINES

SPRING FOREST RD

Spring Forest APE

TURE DR

Scale
200 f.

-78 35 51' 05"