



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

January 27, 2017

MEMORANDUM

TO: Shelby Reap
Office of Human Environment
NCDOT Division of Highways

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report for Improvements to SR 4202 from Ft. Bragg Boundary
To NC 24-87, U-5605, PA 15-12-0004, Cumberland County, ER 13-1501

Thank you for your January 3, 2017, letter transmitting the above-referenced report. We have reviewed the report and offer the following comments.

We concur that the Church of the Covenant (CD1413), Starlite Motel (CD1464), and Jesse Williams House (CD1462) do not retain sufficient integrity to be eligible for listing in the National Register of Historic Places. We also concur that the **Bragg Auto & Muffler Shop (CD146B)** has sufficient integrity and **is eligible** for listing in the National Register under Criterion C for Architecture as a good example of an oblong box with canopy filling station.

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, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT, mfurr@ncdot.gov



PAT McCRORY
Governor

NICHOLAS J. TENNYSON
Secretary

January 3, 2017

Renee Gledhill-Earley
Environmental Review Coordinator
North Carolina Department of Cultural Resources
4617 Mail Service Center
Raleigh, North Carolina 27699-4617

ER 13-1501
e letters
Jo Hannah Y23/17
Due
1/25/17

Dear Ms. Gledhill-Earley:

Due 1/26/17

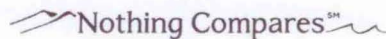
RE: **Historic Structures Report:** TIP # U-5605, PA # 15-12-0004, Improve SR 4202 (Odell Rd) from Fort Bragg Boundary to NC 24-87 (Bragg Blvd), Cumberland County

The North Carolina Department of Transportation (NCDOT) is conducting planning studies for the above-referenced project. Please find attached one hard copy and one digital copy of the Historic Structure Report, as well as a Survey Site form, digital images, and GIS data. The report meets the guidelines for survey procedures for NCDOT and the National Park Service. If you have any questions regarding the accompanying information, please feel free to contact me at 919-707-6088 or slreap@ncdot.gov.

Sincerely,

Shelby Reap
Historic Architecture Group

Attachment



**Historic Structures Evaluation for
Improvements to SR 4202 (Odell Road) from
Fort Bragg Boundary to
NC 24-87 (Bragg Boulevard)
Cumberland County, North Carolina**

TIP# U-5605
WBS# 45833.1.1
PA# 15-12-0004

Prepared for
North Carolina Department of Transportation
Human Environment Section
1598 Mail Service Center
Raleigh, North Carolina 27699-1598

Prepared by
Cardno, Inc.
5400 Glenwood Avenue, Suite G-3
Raleigh, North Carolina 27612

December 16, 2016 – Final Report

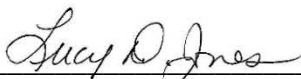
**Historic Structures for
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NC 24-87 (Bragg Boulevard)
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Cardno, Inc.
5400 Glenwood Avenue, Suite G-3
Raleigh, North Carolina 27612

Mary Pope Furr, NCDOT Historic Architecture Supervisor



Lucy D. Jones, Cardno Principal Investigator

December 16, 2016 – Final Report

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) proposes to make improvements to State Road (SR) 4202 (Odell Road from the Fort Bragg Boundary to NC 24-87 (Bragg Boulevard) in Cumberland County (TIP# U-5605, WBS# 45833.1.1, PA# 15-12-0004). In October 2016, NCDOT requested Cardno, Inc., complete an assessment of the National Register of Historic Places (NRHP) eligibility of certain structures within the Area of Potential Effects (APE) and provide this report.

As a result of this study, Cardno recommends that Church of the Covenant (CD1413), Jesse Williams House (CD1462), and Starlite Motel (CD1464) do not retain sufficient integrity to be considered eligible for the NRHP. Cardno also recommends that Bragg Auto & Muffler Shop (CD1463) does retain sufficient integrity to be considered eligible for the NRHP. It is recommended eligible for listing under Criterion C as it embodies the characteristics of a mid-twentieth-century oblong box with canopy gas station, in particular a standard design employed by Gulf Oil Company.

Property Name	NCHPO Survey Site Number	NRHP Eligibility Recommendation	NRHP Criteria
Church of the Covenant	CD1413	Not Eligible	None
Jesse Williams House	CD1462	Not Eligible	None
Bragg Auto & Muffler Shop	CD1463	Eligible	Criterion C
Starlite Motel	CD1464	Not Eligible	None

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I. PROJECT DESCRIPTION AND METHODOLOGY

The North Carolina Department of Transportation (NCDOT) proposes to make improvements to State Road (SR) 4202 (Odell Road from the Fort Bragg Boundary to NC 24-87 (Bragg Boulevard) in Cumberland County (TIP# U-5605, WBS# 45833.1.1, PA# 15-12-0004). This project is subject to review under the *Programmatic Agreement for Minor Transportation Projects* (NCDOT/NCHPO/FHWA 2015). NCDOT architectural historians established an Area of Potential Effects (APE) for each project and conducted a preliminary investigation, identifying resources warranting additional study and eligibility evaluation (Figure 1).

In October 2016, NCDOT requested that Cardno, Inc., complete an intensive-level survey and assess the NRHP eligibility of four properties over 50 years of age in the project APE (Figure 2).

- Church of the Covenant (CD1413) PIN 05012-35-6170
- Starlite Motel PIN 0502-44-2887
- Jesse Williams House PIN 05012-43-8571
- Bragg Auto & Muffler Shop PIN 0502-43-9331

Of these, Church of the Covenant and Jesse Williams House (under the name Colonial Revival Style Suburban House) previously were included in a historic structures survey for the Spring Lake Bypass (Meyer and Reed 1993); both were at that time evaluated as not eligible for the NRHP. Neither the Starlite Motel nor the Bragg Auto & Muffler Shop has been recorded or evaluated previously.

On November 1 and 2, 2016, Cardno senior architectural historian Lucy Jones and Cardno archaeologist Valerie Robbins visited the four properties listed above. Each property was visually inspected, and the exterior, interior (when accessible) and setting were documented through written notes and digital photographs. On-site interviews were conducted with a church member, the motel manager, and the current leasee of the muffler shop, with a subsequent phone interview with the church's Clerk of the Session, Mary Ann Tew. Scrapbooks of clippings, photos, and pamphlets also were available at the Church of the Covenant. Site visits also were made to other historic structures within Cumberland County to provide an architectural context for the resources under evaluation. Heavy rains in late September and early October impacted the project area, and while the waters had receded, the effects of the resultant flooding were still evident at the time of our field survey.

Basic research was conducted prior to the site visit including Cumberland County GIS and tax records and a search of the North Carolina State Historic Preservation Office (HPO) historic structure records. Copies of NRHP nomination forms for relevant resources were obtained. Additional research was conducted at the Headquarters Branch of the Cumberland County Public Library in Fayetteville, North Carolina; access to the Local & State History Room at this location was limited due to the library system's flood recovery efforts.

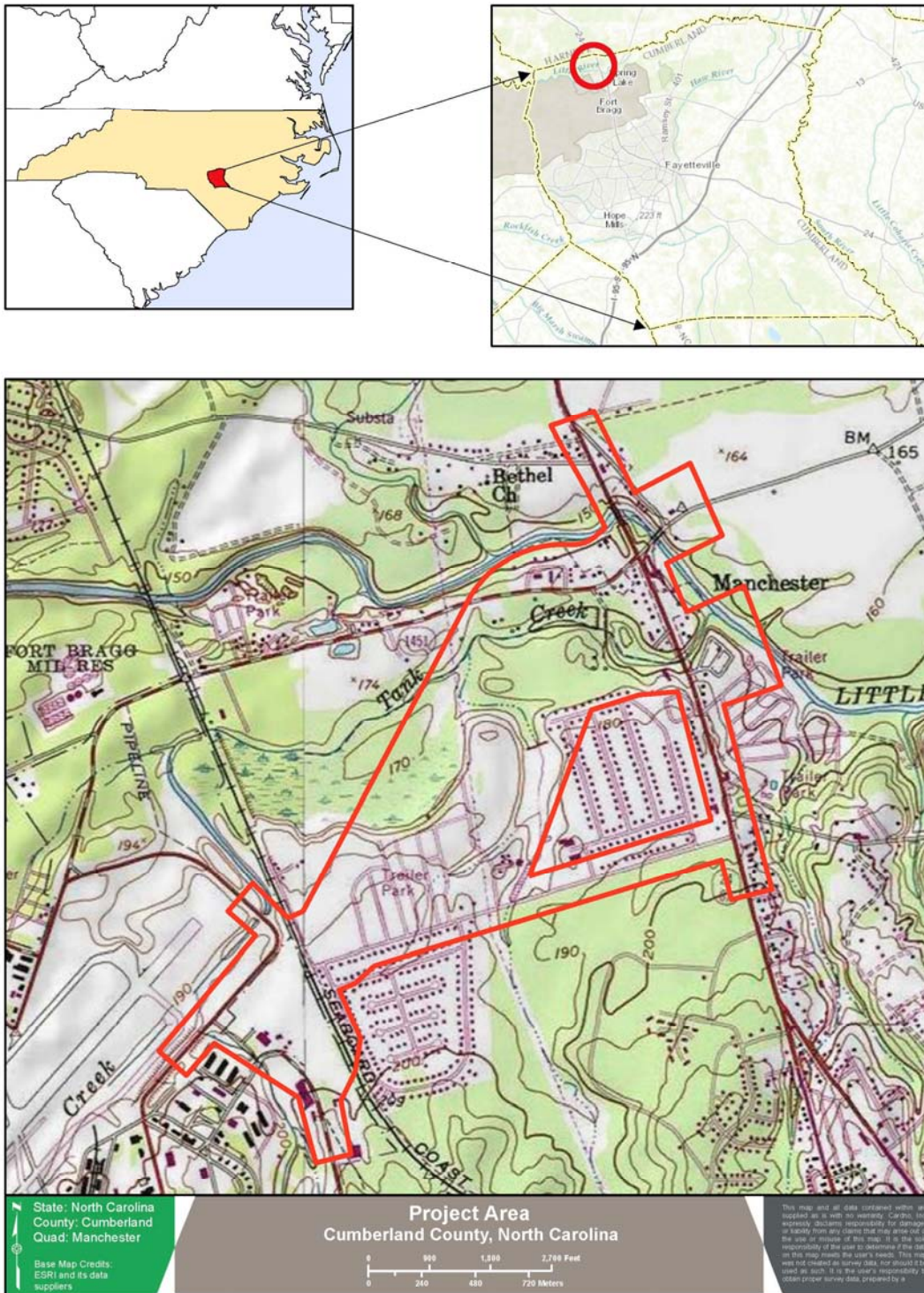


Figure 1. Project location map, Cumberland County, North Carolina.

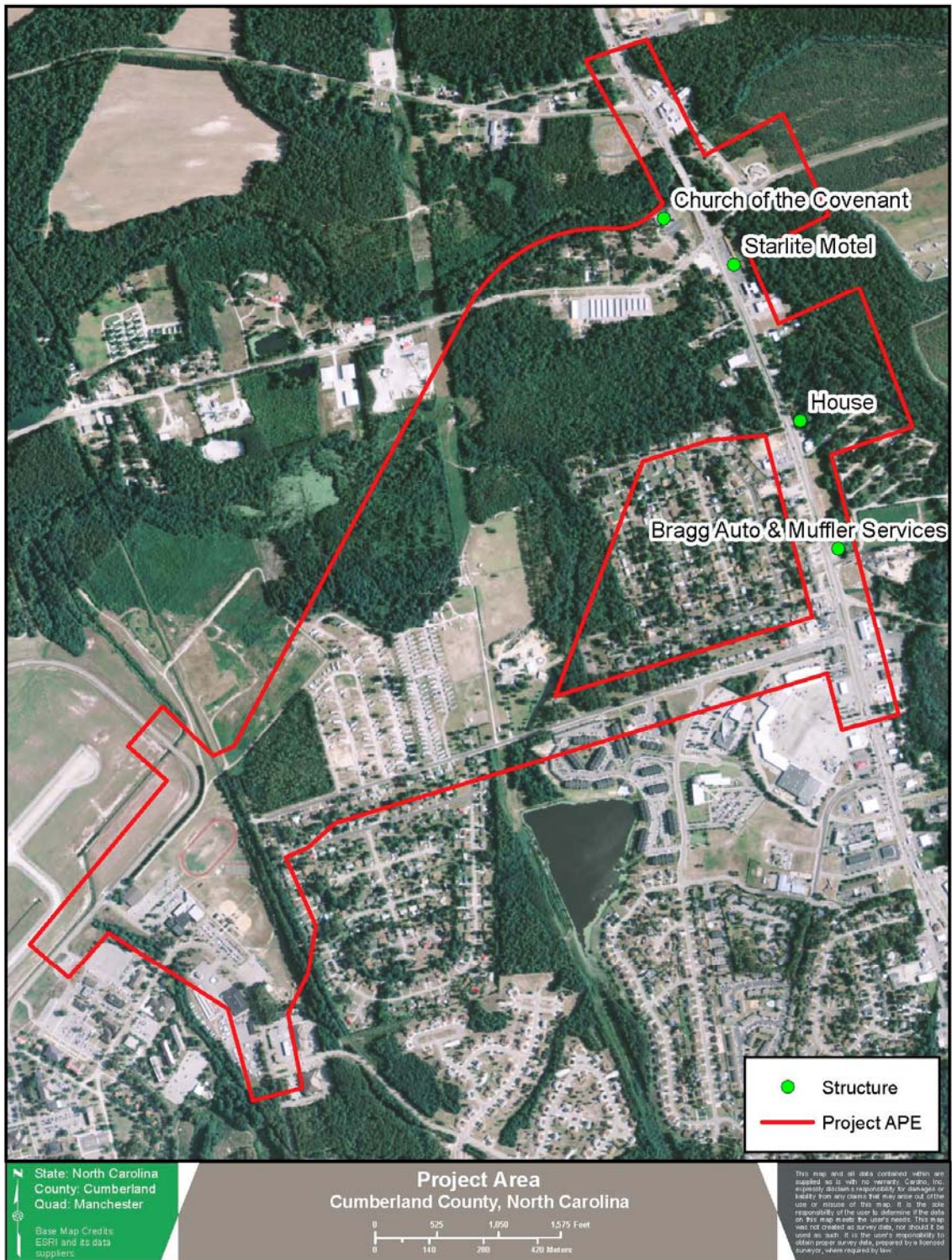


Figure 2. Aerial photograph showing APE and location of structures evaluated.

II. INDIVIDUAL PROPERTY EVALUATIONS

Church of the Covenant

Resource Name	Church of the Covenant (Figure 3)
HPO Survey Site Number	CD1413
Location	118 Manchester Road
PIN	0502-35-6170
Date of Construction	1909
Recommendation	Not eligible



Figure 3. Church of the Covenant, south and east elevations.

SETTING

Church of the Covenant and its historically associated cemetery are located within Cumberland County parcel 0502-35-6170, a 9.85-acre parcel bounded to the south by SR 1451 (Manchester Road), to the east by NC 24-87 (North Bragg Boulevard), and to the north by the Lower Little River (Figure 4). Today, the surroundings are suburban, with a mixture of residential and commercial development. To the west are single family residences, a day care center, and a self-storage facility; to the south is a convenience store; to the southeast is the Starlite Motel (discussed below); and to the east across North Bragg Boulevard is an undeveloped parcel. To the north, across the Lower Little River, is the Riverside Memorial Gardens Cemetery, which is not associated with the Church of the Covenant.

The church occupies three buildings – Sanctuary, Sunday School Building, and Annex – with a historic cemetery to the immediate west. The portion of the parcel containing the Church of the Covenant and cemetery is level, dropping off sharply along the river bank. South of the church, on the same parcel, is an asphalt-paved parking lot with an entrance off Manchester Road. The church property is informally landscaped, with mown grass, shrubs, and scattered trees. There is a chain-link fence around a playground and sidewalks connecting the church buildings and the parking lot, but no other fences or walkways. A wooden sign (installed in early 1970s [Tew 2012]) near the entrance to the parking lot identifies the church, but there is no sign for the cemetery.



Figure 4. Sketch map of the Church of the Covenant.

DESCRIPTION

The Church of the Covenant is a Gothic Revival frame gable-end church with a Latin Cross plan (Figures 5 and 6; Gottfried and Jennings 2009). The gabled roof's line is broken by regularly placed wall dormers over pointed windows. On the south elevation, a slightly lower gable roof covers the narthex, which has rectangular windows but with muntins in a style similar to the others on the sanctuary. The outer walls are clad with vinyl siding, and the roof is covered with composite shingles. An exterior brick chimney is located at a corner on the east elevation. The building rests on brick piers that have been infilled with brick. The square steeple, placed midline on the southern end of the sanctuary, has a pyramidal roof and echoes the line of the dormers.

On the south elevation, double doors open into a small narthex, with another set of double doors providing entry into to the sanctuary which takes up the bulk of the 1909 church building. There is a central aisle in the nave, leading to the chancel, which is slightly raised (Figure 7). Wooden pews provide seating for the congregation in both the nave and the transept. The interior light fixtures date to 1935, and the pews and chancel furnishings were added in 1968. The sanctuary was remodeled in the early 1970s, when the wood paneling, drop ceiling, and carpeting were installed, along with the cross in the choir loft. Renovations completed in 2009 included new entry doors, replacement of some windows, and a new chair rail in the sanctuary (Tew 2012). At the time of the site visit for this project, restoration of recent flood damage was underway and the carpet had been removed, revealing plywood subflooring.



Figure 5. Church of the Covenant Sanctuary, south and east elevations.



Figure 6. Sanctuary, rear and east elevations.



Figure 7. Sanctuary interior, December 2008 (Tew 2012).

To the west of the sanctuary, with a connecting covered walkway, is a rectangular concrete-block one-story annex that serves as the fellowship hall. The building's original 1950 plan included a kitchen, assembly room, two classrooms, and two restrooms (Tew 2012). The interior floorplan is semi-open with the kitchen on the north, and a large open room set with tables on the south. A red brick fireplace is on the west wall, with a broken clay tile mosaic hearth. On the west exterior elevation the brick firebox is still present (painted white), but the exterior chimney is absent above the roofline (Figure 8). The annex was renovated in 2007, when the windows and doors were replaced (Tew 2012); the current windows are sliding sash. The gabled roof is covered with the same compositions shingles as the other church buildings, but the hall's exterior is painted concrete block. The building rests on a continuous concrete block foundation.



Figure 8. Annex, west elevation.

To the east of the sanctuary, the Sunday school building was closed at the time of our site visit due to flood damage, and a high water line was visible on the east exterior wall at the sills of the aluminum awning windows (Figures 9 and 10). A single stuccoed chimney is centrally located. At the time of the flooding, this building was not used for anything other than storage. Renovations to this building in 2008 included a new door and bathroom remodeling (Tew 2012). A fenced playground is to the immediate east.



Figure 9. Sunday school building, south and west elevations.



Figure 10. Walkway between Sunday school building and sanctuary.

Behind the church, the river bank is natural (no walls or riprap), although some trees were removed in the past year or two with the stumps left in place (Figure 11). The river itself is sometimes used for baptisms (Tew 2012).



Figure 11. Tree stumps along river behind church.

Historically, the church manse was located across Manchester Road from the sanctuary. In 2008, the church sold the structures on the lot to Debra and Thilo Glander, who moved the house and detached garage to 201 Raynor Road (Tew 2012; Tew, personal communication 2016). The former manse location is still owned by the Church of the Covenant (PIN 0502-34-9710 and 0502-34-8519), and is a vacant lot behind the convenience store at the intersection of Manchester Road and NC 24-87.

To the immediate west of the church buildings is the Church of the Covenant Cemetery. This unfenced cemetery includes some family groupings, some of which are surrounded by low walls (Figure 12). The majority of the burials date from the late 1890s up to as recently as last year. A perpetual care trust fund is in place for the section added in 1973, and the landscaping plan for this section requires “no grave or plot will be enclosed with curb, cornerstones, fences, walls, coping or ditches or any other obstacles or obstruction” (Cumberland County Deed Book 3859, Page 815).



Figure 12. Cemetery, facing east.

In 2008, 20 burials from the McKay-McNeill Cemetery on McCormick Bridge Road were disinterred and reburied at the Church of the Covenant Cemetery (Removal of Graves Certificate, Cumberland County Records, Book 1, Page 125). The McKay-McNeil Cemetery was historically on McCormick Farms, but lease of that land to Martin Marietta Corporation as a granite quarry required relocation of the small, family burial plot. The relocated graves are grouped together on the west side of the Church of the Covenant Cemetery, away from other marked graves, with a plaque explaining their origin (Figure 13).



Figure 13. Burials relocated from the McKay-McNeill Cemetery.

Several of the individuals relocated from the McKay-McNeill Cemetery played a role in local and state history, most notably Jenny Bahn McNeill. Born Janet Smith in Scotland, she migrated to North Carolina in about 1739. There she gained both the nickname “Jennie Bahn” (Jennie the Fair) and her husband, Archibald Scrubblin McNeill. Together, they ran one of the largest cattle operations in pre-Revolutionary America. Following the war, Jennie Bahn and Archie moved to a place on the Lower Little River in Cumberland County, east of what became Manchester (Smith 1991).

HISTORY

In the mid- to late-nineteenth and early twentieth centuries, the crossroads of Manchester Road and the Plank Road, where the Plank Road crossed the Lower Little River, was within the community of Manchester, which shared its name with a textile mill. The mill was also known as Murchison Mill after the name of the family that owned and operated it. Today, the church is within the incorporated limits of the Town of Spring Lake, which was established in the mid twentieth century, and NC 24-87 follows the former route of the Plank Road (Meyer and Reed 1993; Parker 1990).

Presbyterian congregations in Cumberland County date back to 1758, established by Highland Scots immigrants, and were among the earliest religious institutions in the area. By 1885, nearly 40 percent of the county's churches were Presbyterian (Conser and Cain 2012; Parker 1990). The Church of the Covenant was established to serve the mill workers living in Manchester, with land and money supplied by the Murchison and Williams families (Cumberland County Deed Book 65, Pages 258 and 446). After the original sanctuary was built in 1874, the Fayetteville Presbytery chartered the church in 1876. A fire destroyed the building in 1900, and the congregation worshipped elsewhere until the current sanctuary was built in 1909, funded by Kenneth Murchison (Tew 2012).

In 1930, Isabell Stillman Rockefeller donated funds for a manse to the Church of the Covenant (Tew 2012). Her husband was Percy Avery Rockefeller, nephew of John D. Rockefeller and co-owner of Long Valley Farm to the northeast of the church. The Rockefellers used the farm and nearby Overhills Club as a winter estate from the 1910s into the mid 1930s (Hood 1993).

In the late 1930s, the congregation began raising money for a community building, but World War II delayed construction until 1950. In 1952, a third building was added for Sunday school classrooms. At a later date, foundationwork was completed on the sanctuary and the breezeway connecting to the Annex added (Tew 2012).

ARCHITECTURAL CONTEXT

Presbyterians in North Carolina first met in log cabins, which were typically replaced by one-room, white, frame Greek Revival church buildings in the mid-nineteenth century. Some of these remain standing in Cumberland County today, characterized by porticos, central entries, and columns. The Civil War affected the Presbyterian Church as it did other institutions of the Confederate States; after the war some of the older churches were reorganized and others literally rebuilt (Conser and Cain 2012). The antebellum Greek Revival churches are distinct from the postbellum Gothic Revival churches common in rural North Carolina in the late nineteenth century (Bishir 2005). In the early twentieth century, the Gothic Revival style of church architecture with pointed arches, triangular headed doors or windows, and towers was particularly popular with southern Presbyterians and Methodists (White 2006). Church buildings grew larger as functions other than worship came under the same roof, such as classrooms for Sunday school (White 2006).

Gothic Revival churches dating to the late nineteenth and early twentieth centuries are common in both rural and urban North Carolina, including Presbyterian examples in Cumberland County. Palestine Presbyterian Church (CD1346) at 8081 Ramsey Street, Linden, in northern Cumberland County, is a frame Gothic Revival Presbyterian church built sometime before 1920 (Figure 14). Associated resources on the parcel include a concrete-block fellowship hall and a cemetery (Figure 15). The Palestine Church is considered ineligible for listing in the NRHP as it lacks sufficient integrity (van den Hurk et al. 2013).



Figure 14. Palestine Presbyterian Church.



Figure 15. Cemetery behind Palestine Presbyterian Church.

The MacPherson Presbyterian Church (CD692 SL) at 3525 Cliffdale Road in Fayetteville, is an urban example of a late-nineteenth-century Gothic Revival church (Figure 16). Originally established in 1802, the congregation disbanded in 1854, only to reorganize in 1867. The sanctuary was built using brick from the Fayetteville arsenal, which was destroyed during the Civil War. Throughout the twentieth century, wings were added to house classrooms and meeting space. The church property as a whole covers some 14 acres, and includes a cemetery dating to the congregation's earliest days (Figure 17; MacPherson Presbyterian Church 2016). A small plaque on the church identifies it as American Presbyterian and Reformed Historical Site No. 429, registered by the Presbyterian Historical Society.



Figure 16. MacPherson Presbyterian Church.



Figure 17. Cemetery behind MacPherson Presbyterian Church.

Flat Swamp Missionary Baptist Church and Cemetery (CD415) at 2314 L.A. Dunham Road is another example of a rural Gothic Revival church with associated cemetery, but built by a different denomination. Built in 1882, this is currently the Refuge Community Church. Like the Palestine Presbyterian Church, an addition at the rear of the sanctuary gives the building a T-plan (Figure 18). The cemetery is small and unfenced (Figure 19).



Figure 18. Flat Swamp Missionary Baptist Church.



Figure 19. Cemetery behind Flat Swamp Missionary Baptist Church.

SIGNIFICANCE

Integrity

The Church of the Covenant does not retain sufficient integrity to be considered eligible for the NRHP. The structure is in its original location, and retains some of the elements that reflect its turn-of-the-century design. The structure's setting, feeling, and association have been diminished through the loss of the church manse and, more generally, the Manchester mill village. The interior ceiling, walls, and floor of the sanctuary have been altered, and two concrete-block wings added to the church plan in the 1950s. Vinyl siding now covers the exterior of the sanctuary, where the doors and windows have been replaced and the brick pier foundation infilled. The Church of the Covenant no longer exhibits early-twentieth-century workmanship.

Evaluation Criteria

Church of the Covenant is not recommended as eligible for listing in the NRHP under Criterion A for its association with events that have made a contribution to the broad patterns of our history. While it was historically part of the Manchester village, on its own, it does not clearly illustrate the social forces contributing to the former mill's operation or to the local textile industry.

While Church of the Covenant has benefitted from donations of money and land from people prominent in state and national history, there is no evidence that the Murchisons or Rockefellers considered themselves to be part of this congregation or that this church played a significant role in their productive lives. Therefore, the church is not recommended as eligible for listing in the NRHP under Criterion B for its association with individuals significant in history.

The Church of the Covenant does not retain sufficient integrity to be embody the distinctive characteristics of its type or style, nor does it possess high artistic merit. The architect of the church, if there was one, remains unknown. Therefore, Church of the Covenant is not recommended as eligible for listing in the NRHP under Criterion C for its physical design and construction.

As an altered example of a common style and type of construction, Church of the Covenant is not recommended eligible for listing in the NRHP under Criterion D for its potential to yield information important in the history of the state.

Some specific types of resources are not usually considered eligible for listing in the NRHP unless they meet special criteria in addition to those listed above. Since the Church of the Covenant does not meet any of the four Criteria for Evaluation and does not possess integrity, it does not need to meet the special requirements for religious properties, moved properties, graves of historical figures, or cemeteries (NRHP 1997).

Jesse Williams House

Resource Name	Jesse Williams House (Figure 20)
HPO Survey Site Number	CD1462
Location	1422 North Bragg Boulevard
PIN	0502-43-8571
Date of Construction	Circa (ca.) 1930
Recommendation	Not eligible



Figure 20. Jesse Williams House, front and south elevations.

SETTING

This house is located at 1422 North Bragg Boulevard in Spring Lake, on the east side of NC 24-87 in a mixed residential / commercial area. The parcel is currently zoned commercial, and was formerly part of a tract that also included the Brookside Trailer Park (no longer present). According to Cumberland County tax records, the house was built in 1920, although this date may be incorrect. It is a short distance south of McDuffies Creek, which drains into the Lower Little River.

DESCRIPTION

This is an asymmetrical Colonial Revival 2 1/2–story residence with a 1-story side wing (Figure 21). The three wall dormers on the façade are not evenly spaced, and throughout the building, the window openings vary in size and alignment (Figure 22). Rectangular slatted vents the size of window openings are located under the roof on the north and south gable ends. The roof itself is

covered with green asphalt or composite shingles. The house rests on a brick or concrete block continuous foundation obscured by plaster.

A masonry chimney is located between the central block and the side wing, extending upward on the exterior of the southern elevation. Knock-down stucco covers the outside of the house, including the chimney and portions of the boxed eaves. The main entrance is on the west elevation through a replacement door under an aluminum awning without a porch or classical detailing other than flanking carriage lights (non-historic). The paneled door is set back from the exterior wall, but there is no surround, side light, or transom. A concrete pad is at the entrance, but no steps.

The six over six wood sash windows do not appear to be original, and have wide wooden surrounds without sills. Horizontally slatted fixed aluminum awnings shade the entry and the first floor windows on the façade. These scallop-edged awnings likely date to 1940 or later (Normand 1996; Randl 2004). Metal bars cover all of the doors and windows on the first floor and second floor windows over the side wing.

On the rear elevation is a shed addition, and a second shed addition on that. Steps from the addition descend into the sloping and overgrown back yard. To the north, the historically associated trailer park has been removed, and is now an overgrown vacant lot. To the south is a closed store, the sign advertising “Lumber, Hardware, Mobile Home Supplies.” The house’s front and side yards are surrounded by a low concrete-block wall covered by a textured parge, a different surface treatment than that found on the building (Figure 23). There are no gates along the wall, just an opening marked by the street number near the highway right-of-way.

Based on the type and style, as well as deed research, it seems possible that the construction date of 1920 given by the Cumberland County tax assessor may be inaccurate. A ca. 1920s map of the county shows the roads, creeks, and the Church of the Covenant, but not a structure at this location (Figure 24). The property was conveyed to Jesse Williams from the Murchison family in 1928, and a ca. 1930 date is more consistent with the house’s appearance.



Figure 21. Side wing.



Figure 22. North elevation.



Figure 23. Wall around front yard.

HISTORY

In the early twentieth century, this parcel was part of the Murchison's Holly Hill estate. In the eighteenth century, Kenneth Murchison left Scotland and settled in Cumberland County. At Manchester, in 1841, his son Duncan established a cotton mill that was reportedly destroyed by Sherman's troops during the Civil War. Duncan Murchison built a house in 1846 at Holly Hill, which was on the Lower Little River. As adults, two of his children – Isaac and Lucy – lived in that house. Another of Duncan's children was the Kenneth Murchison who gave money to the Church of the Covenant for their manse, Isaac having been a church trustee as early as 1878 (Cumberland County Deed Book 65, Page 258). Isaac was a lawyer who practiced in Fayetteville for many years, but also lived in Seattle, Washington, for a time. He was a member of the North Carolina legislature in the 1880s, before retiring to Holly Hill in 1909. At that time, the property covered about 800 acres, with its main crop being cotton (No Author 1919; North Carolina General Assembly 1841). The names Kenneth and Duncan were popular across generations and branches of the Murchison family, and it should be noted that a different father and son named Kenneth and Duncan Murchison also settled in nearby Lee County during the late eighteenth century. The larger Murchison family was associated with many nineteenth and twentieth-century businesses and banks, especially in North Carolina.

The 1930s WPA guide to North Carolina mentions Holly Hill: "In Manchester... once a turpentine shipping point on Lower Little River, is the SITE of HOLLY HILL, now occupied by a story-and-a-half house. It was the Murchison family seat from the days when Kenneth Murchison, a Revolutionary soldier, erected his home in a magnificent grove of hollies" (Federal Writers'

Project 2014:327). At this time, there is no way of knowing whether the house mentioned by the guide is the same the one now known as 1422 North Bragg Boulevard.

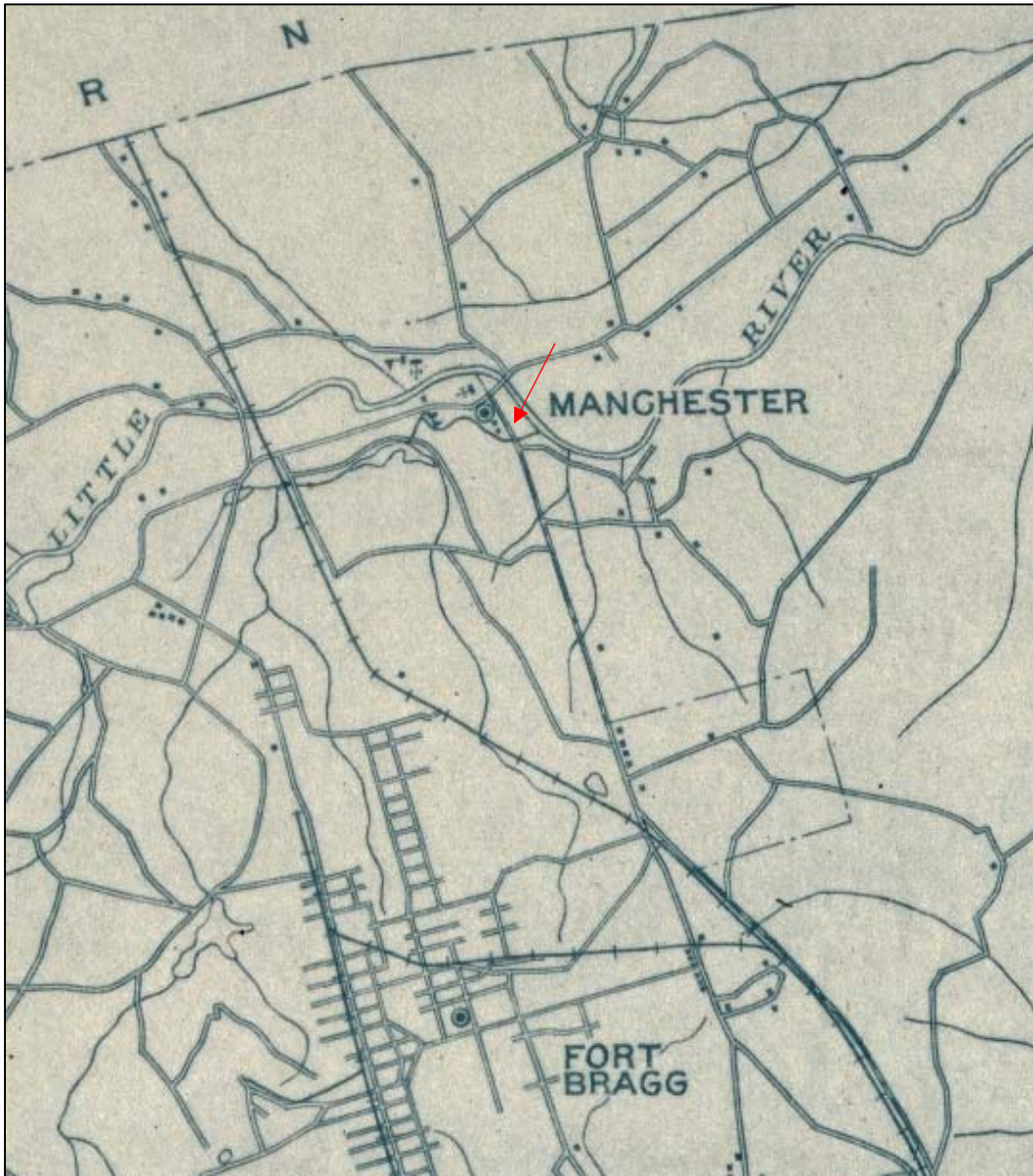


Figure 24. Detail from rural deliveries map showing location of the Jesse Williams House (U.S. Post Office ca. 1920).

Manchester, which had been incorporated in 1895, was no longer an official municipality by the 1920s, about the time the name Spring Lake was first used. Spring Lake has always been a bedroom community for Fort Bragg, with the first houses built in the 1920s. The community grew slowly through the 1930s and into World War II, when Bragg Boulevard was built. After the war, Spring Lake grew so rapidly that it officially incorporated in 1951. The population then increased from about 3,500 in 1953 to over 7,500 in the 1990s (Hill Directory Company 1969; Pate and Sheppard 2004).

During and immediately following World War II, Cumberland County's agricultural products were in great demand, led by tobacco and cotton. By the 1960s, however, the county along with the rest of the state experienced a population shift away from the traditional rural, agricultural South toward urban industrial centers. With this demographic change, along with the continued growth of Fort Bragg, farms in Manchester and Spring Lake were converted into housing, including many trailer parks (Parker 1990).

The legal description for this parcel is “.26 ac J Frank Williams Hom Hwy 87.” A deed dated September 1, 1928, transferred 5 acres including this parcel from Miss L. G. Murchison to Mrs. Jesse B. Williams, wife of J. Frank Williams (Cumberland County Deed Book 337, Page 308). In the 1950s, Williams sold the house and adjacent land to Paul P. Pope, who managed a trailer park here.

Looking at city directories, 1422 Hwy 87 N is shown as vacant in 1963 and 1965 with 1424 Hwy 87 N listed as the residence of Paul P. Pope. Pope was the owner of the Brookside Grocery, Brookside Trailer Sales, and Brookside Trailer Court, all at 1420 Hwy 87 N. In 1966, the property went into foreclosure, reverting to bank ownership (Cumberland County Deed Book 991, Page 541). Later that same year, it was purchased by Silas J. and Phyllis G. Glines (Cumberland County Deed Book 2067, Page 619). The 1969 Spring Lake directory identifies 1422 State Highway 87 as the home of Phyllis Glines.

In 1983, Jerry and Debbie Strout bought the house from the Glineses (Cumberland County Deed Book 2911, Page 225), transferring it to a realty company soon thereafter. In 1984, it was purchased by Puangpecth S. Schneck (Cumberland County Deed Book 2914, Page 403), who has owned it either solely or as part of a group for most of the subsequent years, and is the current owner.

ARCHITECTURAL CONTEXT

Looking at HPO records, most recorded residences dating to 1920s in rural Cumberland County are vernacular front gable bungalows. While Colonial Revival styles were popular, in general, from the late nineteenth into the mid twentieth century, its expression was more common locally from the 1930s onward. There are some examples of asymmetrical, 1920s Colonial Revival houses in the Fayetteville area (Michael 2003), but the HPO database includes few Colonial Revival houses dating to that decade in the county overall. The nearest, temporally and geographically, seems to be the James M. Paige Alumni House at Fayetteville State University (Figure 25). Built in 1924 as the President's Residence (Milligan et al. n.d.), this red brick structure off Hwy 210 (Murchison Road) is part of the college's historic quad (CD205). Like House (CD1642), it is 2 ½ stories with a masonry exterior and a one-story extension to one side. It also features a wall gable that breaks the front roof line. Unlike 1422 North Bragg Boulevard, the Alumni House features regular spacing and size of the windows and a classical entryway including double doors and side lights. The chimneys are located internally.



Figure 25. James M. Paige Alumni House.

A local high-style example of a Colonial Revival house dating to the first half of twentieth century is Brownlea (Rufus C. Brown House) at 405 Southampton Court, built in 1939 (Figure 26). At the time it was built, the location was part of a large estate outside of Fayetteville. The estate has since been subdivided, and encompassed by Fayetteville's city limits. Like 1422 North Bragg Boulevard, it has dormers breaking the roof line, and lower wings to the sides of a two-story main block. The exterior is also masonry, a brownstone veneer. The paneled front door is encompassed by a classically detailed surround. Windows are both six over six double hung and casement. Built for a prominent local businessman and designed by architect J. Harold McDowell from Seattle, Brownlea is listed in the NRHP as one of Fayetteville's best examples of a suburban Colonial Revival house (Michael 2003).



Figure 26. Brownlea.

A house at 3747 A.B. Carter Road (CD1434) provides a rural example of a slightly later Colonial Revival single family residence. Built in 1949, it exhibits more of the features of the Cape Cod substyle, and also has a stuccoed exterior (Figure 27). The main entrance is off center and a screened porch suggests a one-story wing on one side of the 1 ½-story main block. The two gabled dormers are clad with weatherboard rather than stucco. The windows are replacement one-over-one double-hung vinyl sashes. A front-gabled portico on the façade adds to the simplified Classical style of the house. The original recorders of this structure recommended that it be considered not eligible for listing in the NRHP, in part due to alterations (Sandbeck et al. 2016).



Figure 27. 3747 A.B. Carter Road.

SIGNIFICANCE

The Jesse Williams House (CD1462) was previously evaluated by the State Historic Preservation Officer (SHPO) as not eligible for listing in the NRHP in 1993. The reason given by the SHPO for this evaluation was that the house was not a distinguished example of its type. At that time this building was referred to as “Colonial Revival Style Suburban House” but was not assigned a HPO survey number nor was it assessed by the surveyors (Meyer and Reed 1993).

Integrity

The Jesse Williams House (CD1462) does not retain sufficient integrity to be considered eligible for the NRHP. The structure appears to be in its original location, and retains some original design elements. The structure’s setting, feeling, and association are no longer that of either early twentieth century Holly Hill or mid to late twentieth century Brookside Trailer Court. There has been substantial loss of original materials, including windows and doors. This House does not exhibit the workmanship traditionally associated with early twentieth century Colonial Revival residences.

Evaluation Criteria

The Jesse Williams House (CD1462) is not recommended as eligible for listing in the NRHP under Criterion A for its association with events that have made a contribution to the broad patterns of our history. While the structure appears to have been associated with the increased demand for trailer parks in the postwar era, the trailer park is no longer extant and it is not clear that the house was originally connected with that function.

Although on land once part of the Murchison's Holly Hill estate, the Jesse Williams House has no clear association with that family or other prominent persons. Therefore, House is not recommended as eligible for listing in the NRHP under Criterion B for its association with individuals significant in history.

The Jesse Williams House does not retain sufficient integrity to be embody the distinctive characteristics of its type or style, nor does it possess high artistic merit. Therefore, it is not recommended as eligible for listing in the NRHP under Criterion C for its physical design and construction.

As an altered example of a common style and type of construction, the Jesse Williams House is not recommended eligible for listing in the NRHP under Criterion D for its potential to yield information important in the history of the state.

Starlite Motel

Resource Name	Starlite Motel (Figure 28)
HPO Survey Site Number	CD1464
Location	1576 North Bragg Boulevard
PIN	0502-44-2887
Date of Construction	1958
Recommendation	Not eligible



Figure 28. Starlite Motel, south and west elevations.

SETTING

The Starlite Motel is located within Cumberland County parcel 0502-44-2887, encompassing 2.90 acres on lots 31-38 in the W.G. Robertson Estate Subdivision, roughly bounded to the north by SR 1451 (Manchester Road), to the west by NC 24-87 (North Bragg Boulevard), and to the east by the Lower Little River (Figure 29). Today, the surroundings are suburban, with a mixture of residential and commercial development. The W.G. Robertson Estate Subdivision was platted in 1950 (Cumberland County Plat Book 13, Page 2), and was named after the early-twentieth-century owner of the Manchester Cotton Mill (No Author 1907).



Figure 29. Sketch map of Starlite Motel.

DESCRIPTION

The Starlite Motel is two mirror image L-shaped motor courts connected by a front gabled office (Figure 30). Entrance into the office is through one of two glass doors, and the façade features ribbons of four full-height fixed pane windows (the lower half of which are opaque gray) on either side of the central entry, which leads to a small lobby. Above a metal canopy anchored by metal cables are additional glass panes, colored green and alternating with brick panels.

The wings are one story high and one room deep, although the rooms to the rear of the motel are over a rear-down basement. Openings for air conditioner units are cut into the rear wall, which is unpainted concrete block (Figure 31). Typical of a motor court, the rooms are entirely under a single roofline, with full-length porches over the entries. The exterior is red brick, on a continuous brick and concrete block foundation. The roof is covered with composite shingles. Part of the overhang behind the office on the north side has been enclosed (Figure 32). To drivers passing by, the two halves of the motel may appear to be the same; however, the types of windows and porch supports differ. On the north, the supports are ornamental wrought iron, and each room has a single aluminum sash window (Figure 33). On the south, the supports are round metal poles, and each room has two fixed panes flanking a larger fixed pane, creating a small picture window (Figure 34). All of the room doors are solid panel; for all of the rooms, the windows and doors appear to be replacements.



Figure 30. Starlite Motel office.



Figure 31. Starlite Motel, rear elevation.



Figure 32. Starlite Motel, addition.



Figure 33. Starlite Motel, north wing rooms.



Figure 34. Starlite Motel, south wing rooms.

Motor courts typically offered their guests amenities like a restaurant or a pool. Based on current and historic appearance, the Starlite Motel never included these features. A 1960s postcard does illustrate a payphone in the parking lot by the office; this postcard also shows that the current signage is not original. The Starlite was just over average size for motor courts of its time (Jakle et al. 1996), with 28 to 31 rooms.



Figure 35. Starlite Motel 1960s postcard.

HISTORY

From the eighteenth century and into the following century, settlement and trade in Cumberland County followed the waterways, including the Lower Little River and its tributaries. In the early nineteenth century, private investors began building plank roads in an effort to increase Fayetteville's importance as a market center. The Western Plank Road out of Fayetteville along with the Cape Fear & Yadkin Valley Railway, built in the 1890s, bought alternative forms of transportation to Manchester and contributed to the decline of the riverboats (Parker 1990).

With the twentieth century came another innovation -- the automobile -- which became a predominant form of local transportation before two decades had passed (Parker 1990). In 1918, the Sandhills just south of Manchester were selected as the site of a new Army base that became Fort Bragg and had a major effect on the county's development patterns for the remainder of the century: "Ribbons of commercial growth spread along the expanding network of commuter streets and highways" (Parker 1990:148).

Right after World War II, the number of soldiers stationed at Fort Bragg dropped, but never to prewar levels. By the end of the 1940s, the installation was again growing, and along with it, its host city of Fayetteville. Through the 1950s, the number of families and commercial enterprises in the area increased rapidly, including along Bragg Boulevard to the south of Spring Lake. In

the late twentieth century, new development focused along the All American Freeway south of Fort Bragg and northwest of the central business district (Lutz 2001; MDM Historical Consultants 2009).

Incorporated in 1951, Spring Lake nearly doubled in size from the early 1950s to the late 1960s, with many new community service buildings added. Firmly reliant on military personnel, active and retired, the town's economy was and remains service based (Hill Directory Company 1969). While the Starlite Motel represents both new development focused along highways and the increased need for lodging, it is located to the north of Spring Lake, away from the original portion of Bragg Boulevard. With construction of Interstate 95 on the east side of Fayetteville in the 1960s, this location was further removed from the influx of travelers to Fort Bragg or the adjacent city. Even today, the Starlite Motel stands fairly isolated on the northern edge of town.

In May 1959, Clyde and Edith Street (presumably the original owners) sold the Starlite Motel to Charles and Effie Tilley, including the furnishings (Cumberland County Official Records Book 777, Pages 82 and 83; Figure 36). Spring Lake city directories from the 1960s list the Starlite Motel at 1530 Highway 87 North, with owner/residents Charles and Effie Tilley (Hill Directory Company 1963, 1965, 1967 1969). In 1973, the Tilleys sold the motel and contents to Shangri-La, Inc. (Cumberland County Official Records Book 2371, Page 821).

One Hollywood doublebed with gray plastic headboard
 Ten Southern Cross box springs and mattress
 Eight matching double beds
 Three Hollywood double beds with bookcase headboard (gray)
 One single wood bed with open type coil springs ACE manufactured
 by Simmons with air type mattress with cover of striped
 ticking
 One black metal rollaway single bed with mattress
 One single wood bed with open type metal springs
 Two single matching maple beds, each with Hostess mattress (made
 by Mebane Co.) and matching box springs
 One double Palmer bed
 One metal folding bed with mattress and Hollywood type plastic
 covered headboard
 One double bed with black-gray metal bookcase headboard, with coil
 spring mattress and matching box springs (manufactured by
 Sears-Roebuck Company)
 One wooden baby bed
 One double bed of dark wood with Englander box springs and air
 foam mattress
 One chair covered in red plastic
 One ottoman covered in red plastic
 Two wrought iron plastic covered chairs
 Eight easy chairs
 Eight Straight chairs
 Two plastic chairs
 One Walnut wood chair
 One Wood lounge (easy chair) plastic covering, manufactured by
 Palmer Furn. Co., S. C.
 Seven lawn chairs
 Two double lawn chairs
 One wood 3-legged small bedside or occasional table
 Eight dressing tables manufactured by Palmer Furn. Co., S. C.
 One beside table to match single bed
 One beside table
 One coffee table
 Three occasional table (one of which supports T. V. set)
 One wood bench for dressing table
 One 4-legged (wood) vanity with glass mirror top
 Two Double Dressers with affixed mirrors
 One Matching 6-drawer double dresser with affixed mirror
 One maple 4-drawer chest
 One maple 3-drawer dresser (affixed mirror)
 Two chests of drawers
 One gray 4-drawer chest of drawers
 One wood "Hoosier" kneehole desk
 One 8-drawer black-gray metal dresser with affixed mirror (bevelled)
 One wood maple type telephone stand with affixed light
 One 5-drawer dressing table or vanity
 Two round oval mirrors
 Nine large bevelled wall mirrors
 One mirror with wood frame
 Fifteen lamps
 One floor lamp with twin lights
 One large metal neon sign mfg. by Turner Bros., Greensboro
 Wall to wall carpeting now located in room Nos. 2 through 11
 Vinyl floor tile now located in rooms Nos. 12 through 18
 Floor type metal clothes racks in rooms 2, 3, 4, 6, 7, 8, 10, 11, 12, 15 & 18
 Wall type metal clothes racks in rooms 5, 9, 13, and 16
 Eleven Air Conditioners, (1 ton GE Thinline AC #SP200662 in office)
 3/4 ton with following serial numbers: #XN211681;
 #213945; #VNZ 11746; #VNZ 14192; #UN 212719; #VN211762;
 #VN211757; #UN214565; #VN213652; #VN213652
 In the basement is one Kover Electric hot water heater -120 gal.
 cap. #50460

THIS DEED is intended to act as a Bill of Sale and it does so
 act and conveys all of the articles of personal property above-
 described.

Figure 36. Cumberland County Official Records Deed Book 777, Page 83.

In 1986, Shangri La, Inc., sold the property to Prakash Naik, Amul Naik, and Bipin Vasahi (Cumberland County Deed Book 3220, Page 12). In 2000, the current owner, TAJ Enterprises, Inc., purchased the Starlite Motel and “furniture, appliances, stock on hand, linens, televisions and equipment located in Twenty-Eight (28) rooms and Office in Starlite Motel” (Cumberland County Deed Book 5315, Page 113).

ARCHITECTURAL CONTEXT

House & Motel Complex (CD1398), built ca. 1951 at 3825 & 3829 A.B. Carter Road, illustrates the transition from cottage court to motor court (Jakle et al. 1996). The motel block is one room deep, with single window and door for each unit, small porch under eave full length of the building, supported by wrought iron posts (Figure 37). Other buildings on the parcel include a side-gable stucco house with dormers and a side wing, two cottages, and a pool (Sandbeck et al. 2016).



Figure 37. House & Motel Complex.

The number of motels in the United States increased dramatically between the late 1950s and the mid 1960s. The former Holiday Motel (CD1394; 1540 S. Eastern Boulevard), currently the Roadside Inn, built ca. 1957, is more representative of the emerging motor court type of lodging (Jakle et al. 1996). The Holiday Motel is closer in plan to the Starlite Motel, with one-story wings of rooms around central parking. The motel does not have a pool, and has a Modern cantilevered canopy with metal supports over driveway at the office (Figure 38).



Figure 38. Former Holiday Motel.

Knight's Inn (CD1034), 2848 Bragg Boulevard, is a ca. 1960 motel identified in a 2009 survey of modern architecture in Fayetteville as being "largely intact" (MdM Historical Consultants 2009:19). Unfortunately, during our site visit a motel employee showed us photographs on her cell phone of the damage to the motel caused when a truck ran into the office recently; the office has been substantially rebuilt. This motel has a single story building with back-to-back rooms, bay windows, and an office on the end nearest the street (Figure 39). Encircling the parking lot, a two- and three-story L-plan building has cantilevered beams supporting roofs and walkways, but also ornate metal posts and railings (Figure 40). The Knights Inn illustrates the market's transition from a motor court to a motel inn in just a short span of years (Jakle et al. 1996).



Figure 39. Knights Inn, office.



Figure 40. Knights Inn, multistory building with rooms.

SIGNIFICANCE

Integrity

The Starlite Motel does not retain sufficient integrity to be considered eligible for the NRHP. While the structure is in its original location, and retains its roadside setting, there has been loss of original materials, and additions have not been made in kind or in keeping with the historic appearance. Its original signage has been replaced. This midcentury motel no longer exhibits the workmanship associated with its type or style.

Evaluation Criteria

The Starlite Motel is not recommended as eligible for listing in the NRHP under Criterion A for its association with events that have made a contribution to the broad patterns of our history. It does not clearly illustrate the social forces contributing to development of suburban Cumberland County associated with Fort Bragg, nor does it convey the role of the automobile in modern history.

The Starlite Motel has no clear association with prominent individuals or groups. Therefore, House is not recommended as eligible for listing in the NRHP under Criterion B for its association with persons significant in history.

The Starlite Motel retains the massing, proportions, and placement of doors and windows characteristic of a motor court, but the replacement of doors and windows along with loss of the original sign and the addition of a room under a porch has reduced its historic integrity. It is not recommended eligible for listing in the NRHP under Criterion C for its physical design and construction.

As an altered example of a common style and type of construction, the Starlite Motel is not recommended eligible for listing in the NRHP under Criterion D for its potential to yield information important in the history of the state.

Bragg Auto & Muffler Shop

Resource Name	Bragg Auto & Muffler Shop (Figure 41)
HPO Survey Site Number	CD1463
Location	1320 North Bragg Boulevard
PIN	0502-52-2411
Date of Construction	1964
Recommendation	Eligible



Figure 41. Bragg Auto & Muffler Shop, west and south elevations.

SETTING

The Bragg Auto & Muffler Shop is located on the east side of NC 24-87 at the intersection with Tuscarora Drive. To the north is a vacant lot, to the east is the Town of Spring Lake’s vehicle maintenance center, to the south are a church and cemetery, and to the west across the highway is a residential area. The driveway and side yards of the shop are paved, and a billboard is located adjacent to the northwest corner of the lot.



Figure 42. Site sketch of Bragg Auto & Muffler Shop.

DESCRIPTION

The Bragg Auto & Muffler Shop is a one-story, flat-roofed concrete-block structure built in 1963, that was originally a Gulf service station. The rectangular plan includes an office on the southwest corner, with storage and two restrooms behind it (Figure 43). The floor of the office is covered with checkerboard linoleum (Figure 44). Full height fixed pane wrap-around windows provided display space and allow light into the waiting area and check out counter. Entry is through a glass door, and a second door has been added to the south wall of the office to provide access to the restrooms, which have exterior doors opening into a fenced parking lot. To the north of the office are three service bays, with three metal casement windows on the north wall (Figures 45 and 46). The service bays appear to retain their original roll-up multi-pane doors. A door provides access to the service bays from the office.



Figure 43. Bragg Auto and Muffler Shop, south elevation.



Figure 44. Corner display windows in office.



Figure 45. North elevation and service bays.

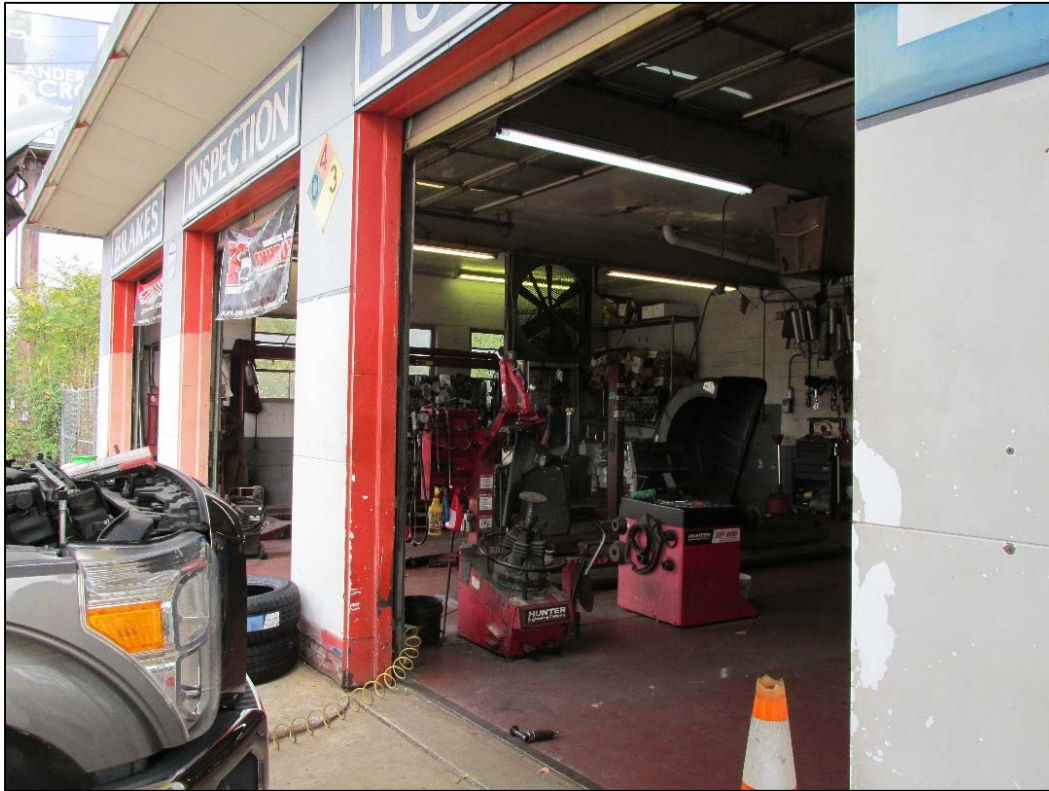


Figure 46. Service bay interior.

Although the structure is masonry, the front and sides feature metal panels that are original to the gas station. These were applied directly to the concrete-block exterior walls (Figures 47 and 48). They have been painted, which does impact the integrity of the original style, as it makes the brand of gas sold here less immediately identifiable. Still, all of the panels seem to remain, even where signs have been installed over them.

Exterior lighting comes from florescent tubes mounted under the eaves, along the lower edges of the canopy, and over the pump island. Non-historic spot lights have been mounted on the upper corners of the canopy to light the parking areas at night. The original Gulf sign is missing, although the post it was on remains and now supports a muffler man (Figure 49). This muffler man is associated with the current use of the building. In the 1930s, sheet metal fabricators began to make metal “men” as a way to show their skill and to advertise their business. In the late 1950s, the practice was taken up by mechanics who specialized in exhaust systems, a trade that also involves shaping and welding metal. Muffler men are found at specialized auto repair shops around the country, especially those independently owned shops not required to comply with corporate branding (Correll and Polk 2000).



Figure 47. Corner and rear elevation.



Figure 48. Exterior wall material, with added office door to the left and restroom door to the right.



Figure 49. Muffler man.

HISTORY

Cumberland County property records show that this property is currently owned by Odell A. Smith Properties, LLC, and previously by Jerry M. Smith and his wife Jean M. Smith, who purchased it from Cecil O. and Louise S. Smith in 1987 (Cumberland County Deed Book 3335, Page 719). Attempts to contact the current owner for additional information have been unsuccessful. In 1963, Cecil and Louise Smith bought this land parcel from Lucille M. Marvin, the widow of Wilmer C. Marvin (Cumberland County Deed Book 469, Page 181).

Spring Hill city directories covering certain years between 1963 and 1969 are available at the Cumberland County Public Library. This address is not listed in the 1963 edition, but is included in the 1965, 1967, and 1969 volumes as Jones & Smith Gulf Service located at 1320 North Bragg Boulevard (State Hwy 87 N), owned by Romie Jones and Cecil O. Smith (Hill Directory Company 1963, 1965, 1967 1969). Romie Jones was a retired Air Force Master Sargent who served in three wars before co-owning the Gulf Service Station for over 20 years (Obituary, *Fayetteville Observer*, September 6, 2004).

A framed picture in the Bragg Auto & Muffler Shop's office, which is undated but likely is from the 1970s or 1980s, shows it as Quality Gas & Service (Figure 50). After the pumps were removed and the business renamed, new signs were strategically placed to cover any mention of gasoline sales.



Figure 50. Undated image of Bragg Auto & Muffler Shop.

ARCHITECTURAL CONTEXT

In the late 1920s, early filling stations merged with repair garages creating neighborhood service stations in which multiple functions were combined into a single structure or group of buildings. In the 1930s, the oblong box with its display window, office, service bays, storage, and restrooms under one flat roof became the industry standard. Immediately recognizable as a gas station, the form also proved quite functional. Stylistic variations served as both marketing and branding for particular oil companies (Jakle and Sculle 1994; Liebs 1985).

The oblong box was the most common type of gas station from the 1940s through the 1980s, with a peak of popularity in the 1950s. The 1950s also saw a shift from prefabricated stations to concrete-block construction (Jakle and Sculle 1994). Canopies were especially popular in the West and the Southeast where they protected attendants and customers from the elements, rain or shine. In the late 1940s and 1950s, the canopy became part of the company's branding, a highly visible architectural feature, and the oblong box with canopy is recognized as a distinct type (Jakle and Sculle 1994). The canopy on the Bragg Auto & Muffler Shop matches that shown on Gulf Oil Tourgide maps in the 1960s (Jones 2003; Figure 51), with the edges extending beyond the supporting posts and matching beveled eaves around the box.

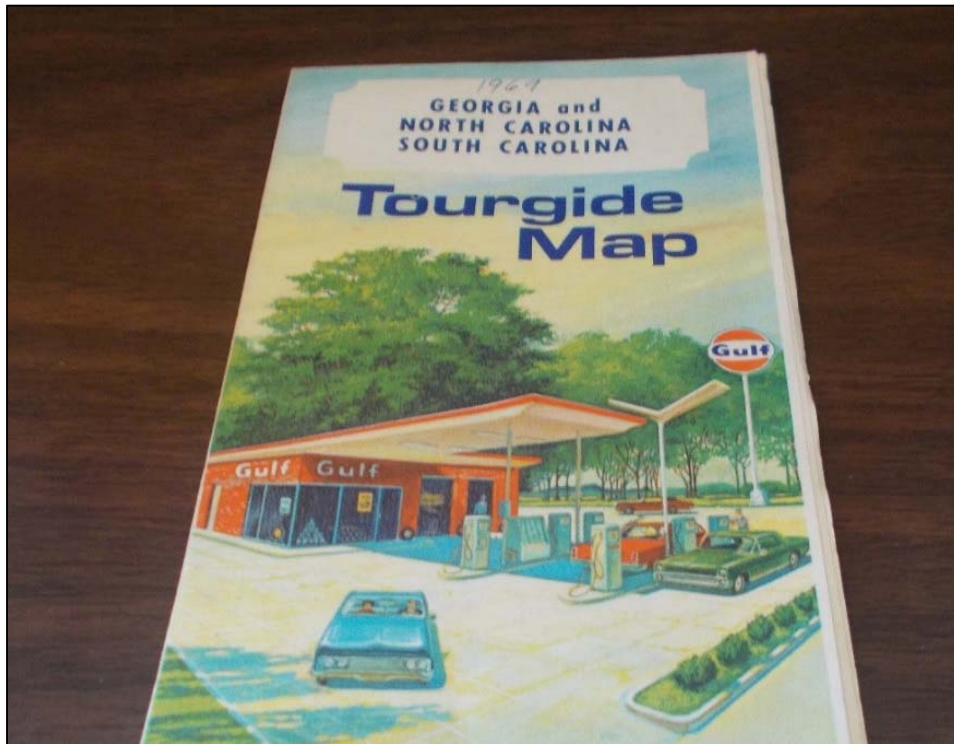


Figure 51. 1969 Gulf Tourgide Map (<http://picclick.ca/1969-Gulf-Georgia-North-and-South-Carolina-Vintage-Road-321674042651.html>).

By the 1960s, public opinion began rejecting the flashy modern designs that drew attention to the automobile's presence in the landscape, and oblong boxes gave way to ranch or colonial revival style gas stations resembling houses. In the 1970s, market forces made it difficult for small stations with just a few pumps to compete with high-volume self-service stations. Many oblong box stations were converted to other uses (Liebs 1985).

The Crossover Service Station at 3131 Fort Bragg Road (CD635; SL) is a former oblong box gas station currently occupied by a car wash company (Figure 52). Here, the design is distinguished by the beveled corner on its office and the vertical panel on the façade. The Crossover Service Station has stuccoed exterior walls, and the windows have been replaced; for the windows on the northwest elevation of the office, the opening has been altered. According to the Cumberland County tax assessor's online records, this structure (PIN 0428-11-0762) was built in 1950.



Figure 52. Crossover Service Station.

Tatum Brothers Service Station (CD623 SL) at 814 Dunn Road is another Cumberland County example of an oblong box gas station although more ornate, with Art Moderne pylons and clay tile on parapets suggesting a mansard style roof (Figure 53). While no longer selling gasoline, Tatum Brothers still offers automotive repairs.



Figure 53. Tatum Brothers Service Station.

While built for a different oil company, the ca. 1946 Shearer Texaco Service Station (CD0637 SL; 544 Bragg Boulevard) exhibits several of the same features of an oblong box station as the Bragg Auto & Muffler Shop, specifically the form and metal panels (Figure 54). The Shearer Station is brick rather than concrete block construction. Although lacking gas pumps and having replacement service bay doors, this station is considered to be eligible for the NRHP under Criterion A (roadside commerce and branding) and Criterion C (architecture).



Figure 54. Shearer Texaco Service Station.

SIGNIFICANCE

Integrity

Bragg Auto and Muffler Shop retains sufficient integrity to be considered eligible for the NRHP. The structure is in its original location, and features many elements characteristic of a mid-twentieth century oblong-box with canopy Gulf service station, including:

- > masonry construction,
- > a flat roof,
- > rectangular form with multiple service bays,
- > a customer service area with wrap-around display windows,
- > metal panels on the exterior, and
- > a canopy over the filling aisle.

The structure's setting, feeling, and association remain quite similar to when it was built. Although there has been a door added to the side of the office and the gas pumps have been removed, it retains a high level of original material. Bragg Auto and Muffler Shop exhibits the workmanship expected in a structure of this type.

Evaluation Criteria

Bragg Auto & Muffler Shop is not recommended as eligible for listing in the NRHP under Criterion A for its association with events that have made a contribution to the broad patterns of our history. While the structure retains the character and appearance it featured during its use as a gas station, it does not clearly demonstrate the social forces contributing to development of Spring Lake in the mid twentieth century.

Bragg Auto and Muffler Shop has no clear association with individuals significant in history, and is therefore not recommended as eligible for listing in the NRHP under Criterion B.

Bragg Auto & Muffler Shop retains the massing, proportions, placement of doors and windows, and materials necessary to convey its historic function and corporate identity. The loss of the original signage and gas pumps, but the retention of the paneled walls is notable. It remains a good example of the oblong-box with canopy station, with the metal panels over concrete-block construction associated with 1960s examples of the type. While it is missing the gas pumps, the pump island, canopy, and original service bay doors remain in place. Therefore, Bragg Auto & Muffler Shop is recommended eligible for listing in the NRHP under Criterion C for its physical design and construction.

As a well-understood structure type and style, it is unlikely that the Bragg Auto & Muffler Shop would provide information about the techniques and materials used in its construction not otherwise recoverable. Therefore, it is not recommended eligible for listing in the NRHP under Criterion D for its potential to yield information important in the history of the state.

NRHP BOUNDARIES

The recommended NRHP boundaries includes the Cumberland County tax parcel 0502-52-2411 with the legal description “Gulf Stat Lt 150 x 200 on Hwy 87.” This boundary includes the building, canopy, driveways, paving, and fencing that provides an appropriate historic setting on the side of the highway (Figure 55).



Figure 55. Proposed NRHP boundaries.

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