



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

June 20, 2017

MEMORANDUM

TO: Kate Husband
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 US 1 from Old US 1 to
SR 1112 in Aberdeen, PA 16-12-0027, Moore County, ER 17-0938

Thank you for your May 17, 2017, memorandum transmitting the above-referenced report. We have reviewed the report and offer the following comments.

We concur that the following properties are eligible for listing in the National Register of Historic Places for the reasons outlined in the report. The boundaries are appropriate.

- Aberdeen National Register Historic District (MR0141) remains eligible
- Phillips 66 Service Station (MR1378) under Criteria A and C

We concur that the Bobby Burns Filling Station (MR1379) is not eligible for listing.

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



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION



ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

May 17, 2017

MEMORANDUM

TO: Renee Gledhill-Earley
Environmental Review Coordinator
North Carolina State Historic Preservation Office

ER 17 0938
To Hannah 6/16
on ER letters 6/17/17

FROM: Kate Husband
Architectural Historian
NCDOT Division of Highways

Due 6/12/17
on L drive

SUBJECT: PA No. 16-12-0027, U-5815, Improve US 1 (Sandhills boulevard) from Old US1 to SR 1112 (Roseland Road) in Aberdeen, Moore County

Enclosed please find the Historic Structures Survey Report, survey site forms, and additional materials for the above referenced project. Please feel free to contact me by phone (919-707-6075) or email (klhusband@ncdot.gov) if you have any additional questions or comments. We look forward to hearing from you.

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**HISTORIC STRUCTURES SURVEY REPORT
IMPROVE US 1 (SANDHILLS BOULEVARD) FROM OLD US 1 TO SR
1112 (ROSELAND ROAD) IN ABERDEEN,
MOORE COUNTY, NORTH CAROLINA**

**TIP Project U-5815
WBS No. 54041.1.1.FR1**

**Prepared for:
The North Carolina Department of Transportation
Human Environment Section
Century Center
1020 Birch Ridge Road
Raleigh, NC 27610**

**Prepared by:
Commonwealth Heritage Group, Inc.
P.O. BOX 1198
201 WEST WILSON STREET
TARBORO, NORTH CAROLINA 27886**

**Jeroen van den Hurk, Ph.D.
*Architectural Historian***

NCR-0745

MAY 2017

**HISTORIC STRUCTURES SURVEY REPORT
IMPROVE US 1 (SANDHILLS BOULEVARD) FROM OLD US 1 TO SR 1112
(ROSELAND ROAD) IN ABERDEEN,
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**Jeroen van den Hurk, Ph.D.
*Architectural Historian***

NCR-0745

MAY 2017

 _____ Jeroen van den Hurk, Ph.D., Principal Investigator Commonwealth Heritage Group	5-12-2017 _____ Date
Mary Pope Furr, Supervisor Historic Architecture Group, NCDOT	Date

MANAGEMENT SUMMARY

The North Carolina Department of Transportation (NCDOT) proposes to improve US 1 (Sandhills Boulevard) from Old US 1 to SR 1112 (Roseland Road) in Aberdeen, Moore County. The study limits extend approximately 3.4 miles along US 1 (Sandhills Boulevard) from the intersection with Luther Way (US 1) in the north to approximately 0.3 miles past in intersection with SR 1112 (Roseland Road) in the south. This project is included in the North Carolina State Transportation Improvement Plan (STIP) as Project Number U-5815 and is federally funded. NCDOT architectural historians established an Area of Potential Effects (APE) for the project and conducted a preliminary investigation, identifying two resources warranting additional study and eligibility evaluation, as well as the need for a brief update of the Aberdeen Historic District.

This report represents the documentation of the ca. 1966 Phillips 66 Service Station (# 001 // MR1378) and the ca. 1931 Bobby Burns Filling Station (#002 // MR1379) and a brief update of the Aberdeen Historic District (#003 // MR0141), located within the APE for this project, as per Section 106 of the National Historic Preservation Act of 1966. For the preparation of this evaluation report, the Commonwealth Heritage Group, Inc., (Commonwealth) architectural historian conducted architectural analysis and in-depth National Register of Historic Places (NRHP) evaluations of the requested properties in the study area. Field documentation included notes, sketch maps, and digital photography. Background research was conducted at the Page Memorial Library (Aberdeen) and the Moore County Register of Deeds (Carthage), both online and on site. Additional background research was conducted at the Commonwealth library in Tarboro, North Carolina, and using online sources. This report recommends that the Philips 66 Service Station (# 001// MR1378) is eligible for listing in the NRHP, whereas the Bobby Burns Filling Station (# 002 // MR1379) is not. The Aberdeen Historic District (#003 // MR0141) was listed in the NRHP under Criteria A and C in 1989, and remains eligible as such.

PROPERTY NAME	TEMPORARY SURVEY SITE NUMBER	HPO SSN	ELIGIBILITY DETERMINATION	CRITERIA
Phillips 66 Service Station	001	MR1378	Eligible	A & C
Bobby Burns Filling Station	002	MR1379	Not Eligible	None
Aberdeen Historic District	003	MR0141	Eligible	A & C

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INTRODUCTION

The North Carolina Department of Transportation (NCDOT) proposes to improve US 1 (Sandhills Boulevard) from Old US 1 to SR 1112 (Roseland Road) in Aberdeen, Moore County (Figure 1). The study limits extend approximately 3.4 miles along US 1 (Sandhills Boulevard) from the intersection with Luther Way (US 1) in the north to approximately 0.3 miles past in intersection with SR 1112 (Roseland Road) in the south (Figure 1). This project is included in the North Carolina State Transportation Improvement Plan (STIP) as Project Number U-5815 and is federally funded. NCDOT architectural historians established an Area of Potential Effects (APE) for the project and conducted a preliminary investigation, identifying two resources warranting additional study and eligibility evaluation, as well as the need for a brief update of the Aberdeen Historic District.

This report represents the documentation of the ca. 1966 Phillips 66 Service Station (#001 // MR1378) and the ca. 1931 Bobby Burns Filling Station (#002 // MR1379) and a brief update of the Aberdeen Historic District (#003 // MR0141), located within the APE for this project, as per Section 106 of the National Historic Preservation Act of 1966. For the preparation of this evaluation report, the Commonwealth Heritage Group, Inc., (Commonwealth) architectural historian conducted architectural analysis and in-depth National Register of Historic Places (NRHP) evaluations of the requested properties in the study area in March 2017. Field documentation included notes, sketch maps, and digital photography. Background research was conducted at the Page Memorial Library (Aberdeen) and the Moore County Register of Deeds (Carthage), both online and on site. Additional background research was conducted at the Commonwealth library in Tarboro, North Carolina, and using online sources. This report includes the architectural analysis and in-depth evaluation of two historic properties in the Area of Potential Effects (APE), the ca. 1966 Philips 66 Service Station (#001 // MR1378) and the ca. 1931 Bobby Burns Filling Station (#002 // MR1379), and a brief update of the Aberdeen Historic District (#003 // MR0141). This report is on file at NCDOT and is available for review by the public.

Methodology

Commonwealth prepared this historic architectural resources evaluation report in accordance with the provisions of the *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation*¹ and NCDOT's *Survey Procedures and Report Guidelines for Historic Architectural Resources*. This report meets NCDOT and National Park Service guidelines. Resources are evaluated according to National Register of Historic Places (NRHP) criteria. The location of the project area, the two evaluated resources, and the updated district are shown in Figure 2.

The NRHP criteria require that the quality of significance in American history, architecture, culture, and archaeology should be present in buildings, structures, objects, sites, or districts that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and that the buildings, structures, objects, sites, or districts:

- A. are associated with events that have made a significant contribution to the broad patterns of our history;

¹ National Park Service, 2017. 48 CFR 44716; 36 CFR Part 800; 36 CFR Part 60

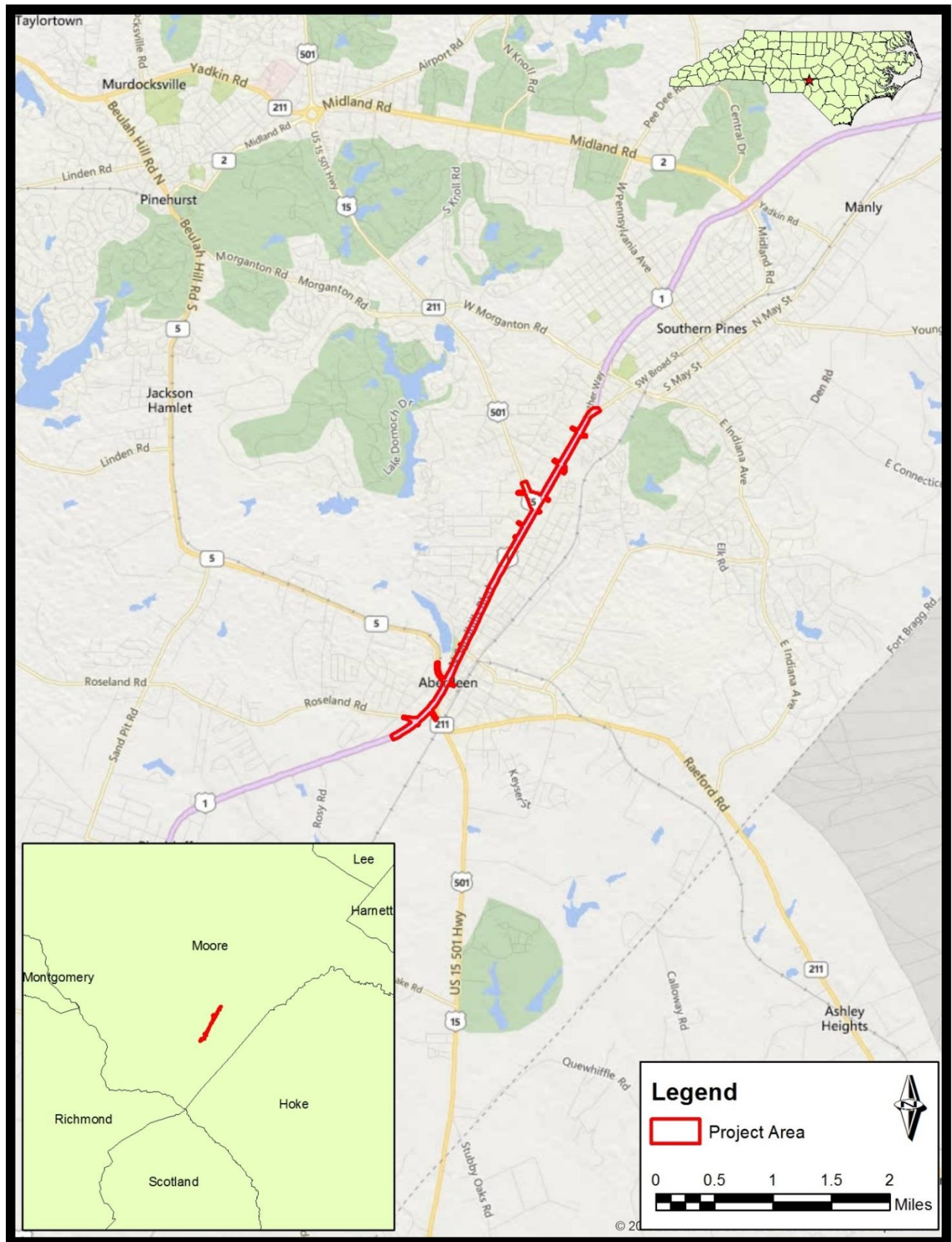


Figure 1: General Location of the Project Area along US 1 (Sandhills Boulevard), Aberdeen, Moore County (U-5815).

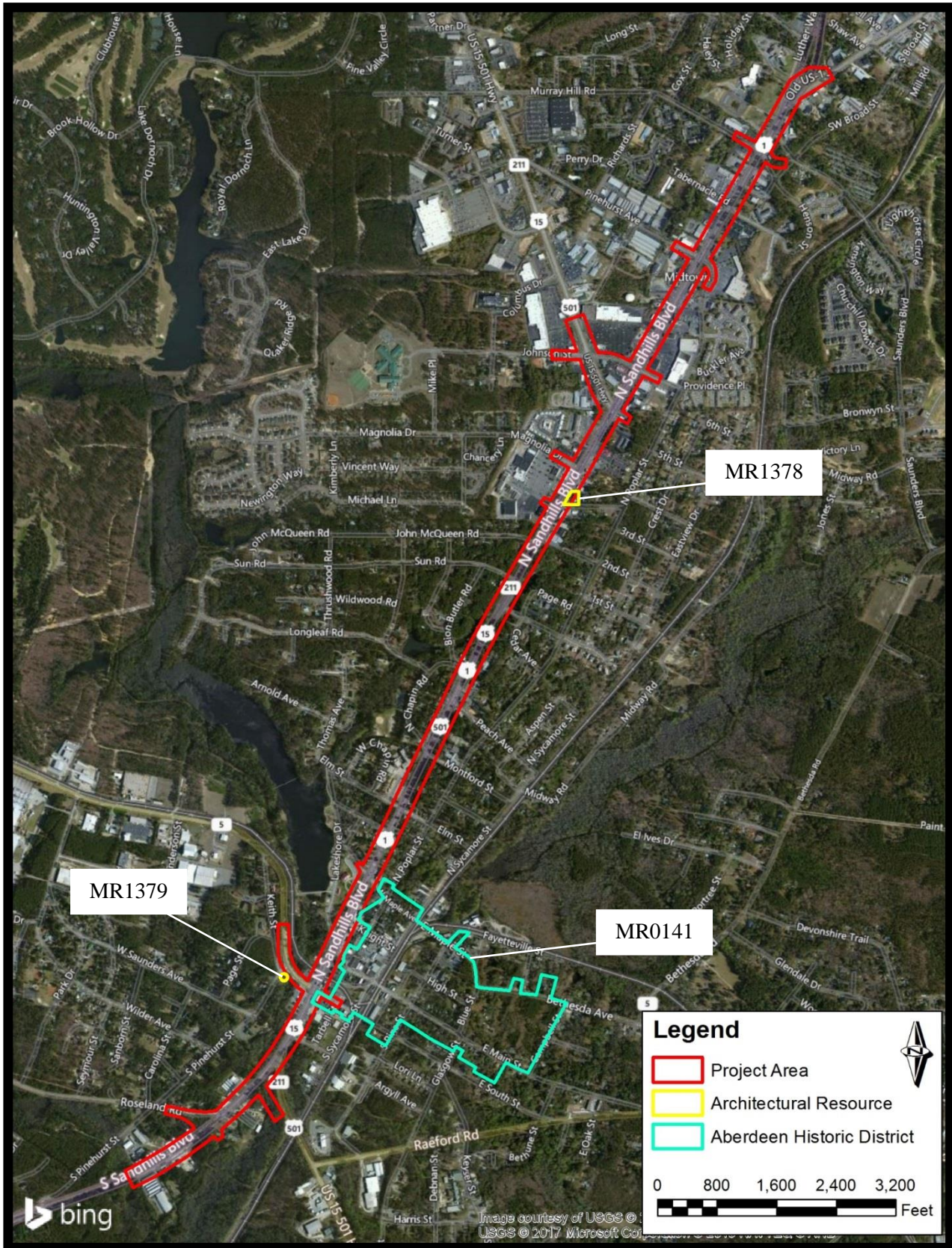


Figure 2: Historic Architectural Resources, Shown on Aerial (U-5815) (ArcGIS Image Service 2017).

- B. are associated with the lives of persons significant in our past;
- C. embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction;
or
- D. have yielded, or may be likely to yield, information important in prehistory or history.²

For the in-depth evaluation of the requested resources, the Commonwealth architectural historian conducted fieldwork in March 2017. Field documentation included notes, sketch maps, and digital photography. Background research was conducted at the Page Memorial Library (Aberdeen), the Moore County Register of Deeds (Carthage), both online and on site. Additional background research was conducted at the Commonwealth library in Tarboro, North Carolina, and using online sources.

Summary of Results

The two intensive-level investigations involved the Phillips 66 Service Station (No. 1/MR0000) and the Bobby Burns Filling Station (#002 // MR1379). Based on the information obtained during the evaluation the Phillips 66 Service Station (#001 // MR1378) is recommended eligible for listing in the NRHP, whereas the Bobby Burns Filling Station (#002 // MR1379) is not. The Aberdeen Historic District (#003 // MR0141) was listed in the NRHP in under Criteria A and C in 1989, and based on the information gathered during the fieldwork remains eligible as such.

Physical Environment

The study area is largely developed, with the remnants of some wooded areas located south of Aberdeen. However, the majority of the project area is dominated by suburbs and strip mall development, the later specifically along the northern half of the half of US 1. The Phillips 66 Service Station is part of the strip mall development at the northern end, whereas the Bobby Burns Filling Station retains somewhat of a rural feeling as it is located just west of US 1 and is surrounded by wooded areas and only a few individual houses. The Aberdeen Historic District consists of a commercial section located predominantly west of the railroad tracks, which was the main reason for the town's growth between the late nineteenth century and the middle of the twentieth century, and a residential section, consisting of individual dwellings located on medium-to large-sized lots with mature plantings, to the east of the railroad tracks. Despite the loss of a few buildings the historic district has seen few alterations or infill since it was listed in the NRHP in 1989.

² Ibid.

PROPERTY INVENTORY AND EVALUATIONS

Resource Name:	Phillips 66 Service Station
NCDOT Survey Site Number:	001
HPO Survey Site Number:	MR1378
Location:	1300 N Sandhills Boulevard, Moore County
Parcel ID:	00050833
Dates(s) of Construction:	ca. 1966
Recommendation:	Eligible for the NRHP



Figure 3: Phillips 66 Service Station, Looking Northeast.

Setting

The property is located at the northeast corner of the intersection between US 1 (Sandhills Boulevard) and Dogwood Drive. The (former) Phillips 66 Service Station sits approximately 65 feet back from US 1 and faces a paved parking lot, with a sidewalk along US 1 with sections of grass and few shrubs at the corner of US 1 and Dogwood Drive (Figures 3 and 4).

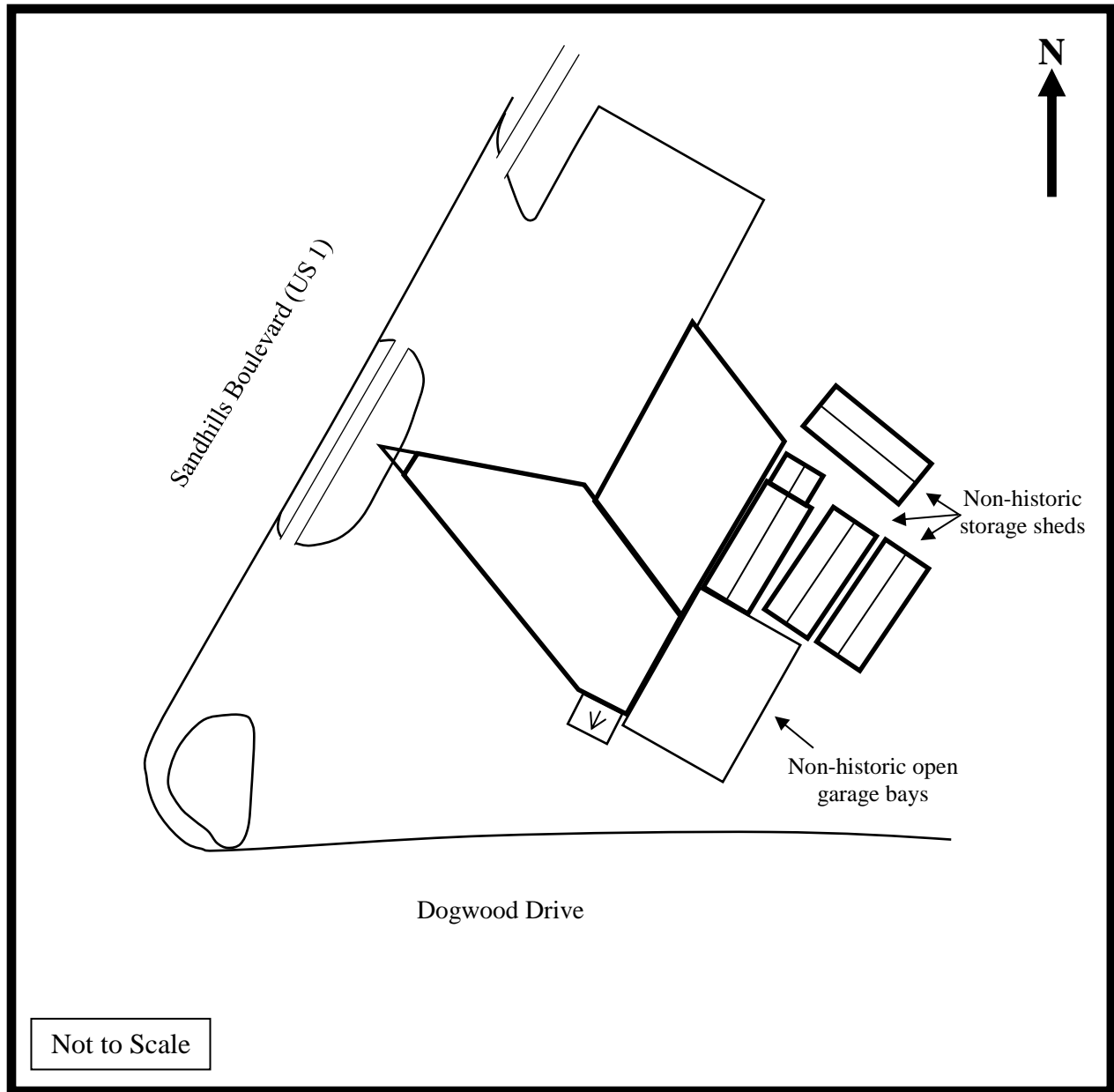


Figure 4: Sketch Map of the Phillips 66 Gas Station.

Property Description

Exterior

Built around 1966, the building consists of two distinct sections. Located at the north end of the building are three garage bays contained in a parallelogram-shaped section. The office/service section is located against the southwest elevation of the garage bays and has a polygonal shaped front print with slanted glass walls on the northwest and southwest elevations. A large triangular, upward projecting canopy extends off the northwest elevation of the service section and is supported by three metal columns (Figures 5 through 8).



Figure 5: Phillips 66 Service Station, View of Garage Bays Looking Northeast.



Figure 6: Phillips 66 Service Station, View of Garage Bays Looking Southeast.

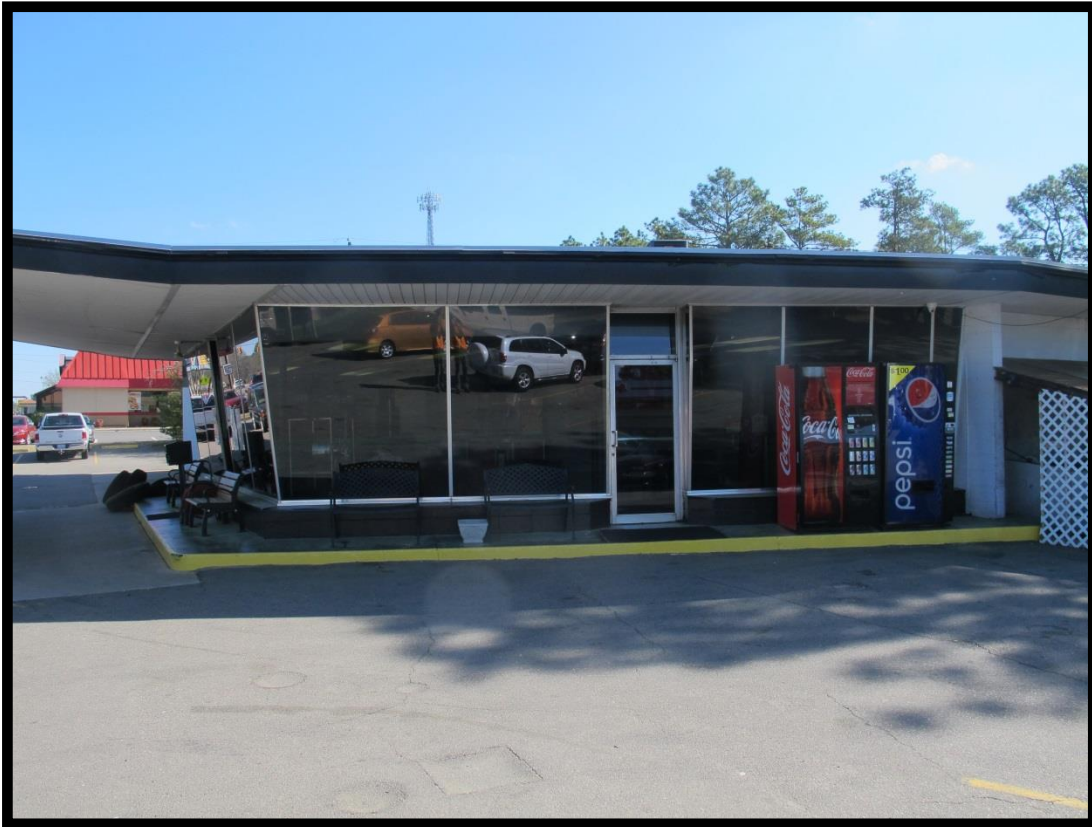


Figure 7: Phillips 66 Service Station, View of Office/Service Wing Looking Northeast.



Figure 8: Phillips 66 Service Station, View of Canopy Looking Northeast.

Interior

The garage bays are not divided on the interior, and a glass door in the southwest wall gives access to the office/service wing (Figure 9). The interior of the office contains a large waiting area, restrooms and a small office space. It was not possible to take pictures on the interior because of privacy issues and the business transactions taking place.

Additions and Ancillary Structures

A makeshift shed-roofed addition was constructed against the southwest elevation of the office/service wing, and a flat-roofed wing with two open garage bays was constructed against its southeast (rear) elevation. Located behind the garage bays are four front-gabled sheds used for storage (Figure 10).



Figure 9: Phillips 66 Service Station, View of Garage Bays Looking South.



Figure 10: Phillips 66 Service Station, View of Additions and Ancillary Structures Looking Northwest.

Historical Background

The land on which the service station sits has been in the Huntley family since before 1957, when W. T. Huntley conveyed four tracts of land along US 1 to C. A. Huntley.³ A 1950 plat suggests that the land on the north and south side of Dogwood Drive was slated for residential development to be named Dogwood Acres (Figure 11). A 1964 aerial shows the sparse development along US 1 at the time. Dogwood Drive was laid out with a few house located along the south side of the drive, and a drive-in theatre, Starview Drive In Theatre, to the north. The theatre was owned and operated by William T. Huntley and Courtney A. Huntley from ca. 1950 until 1981 (Figure 12).⁴ The former Phillips 66 Service Station currently houses Thomas Tire & Automotive, which offers tires, repairs, and maintenance; however, the manager confirmed that it was once a Phillips 66 service station. It is likely that the Huntley's were leaseholders for Phillips 66.

³ Moore County Deed Book 216, page 16.

⁴ The drive in theatre is mentioned in the 1958 and 1960 *Hill's Southern Pines – Aberdeen (Moore County, N.C.) City Directory*.

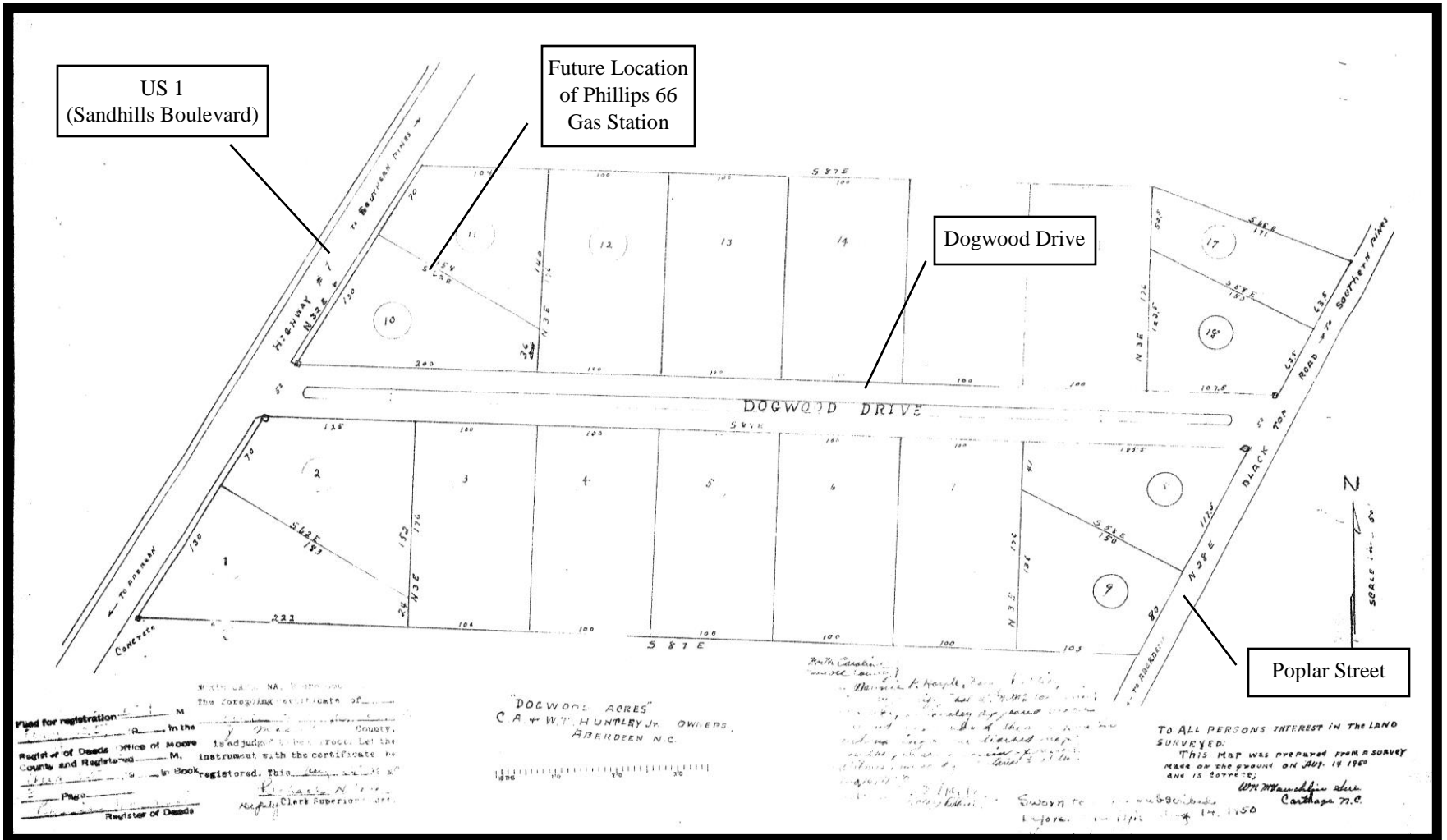


Figure 11: 1950 Plat Showing Dogwood Acres (Moore County Register of Deeds Map Book 3, Page 80)..

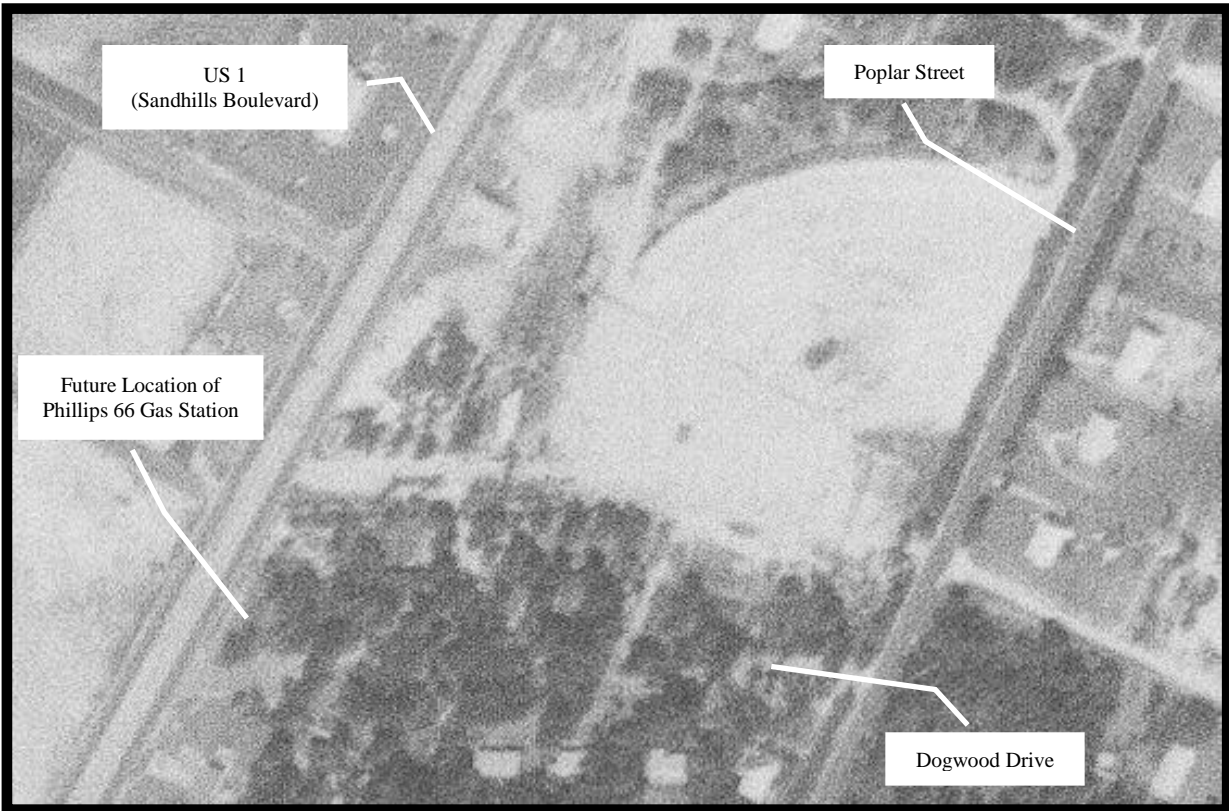


Figure 12: Detail of 1964 Aerial Showing the Future Location of the Phillips 66 Gas Station (EarthExplorer 2017b).

Phillips 66 was founded in 1917 as the Phillips Petroleum Company by Frank and L. E. Phillips in Oklahoma.⁵ The company initially marketed aviation fuel, but its first automobile service station was built in 1927 in Wichita Kansas.⁶ With increased automobile ownership after the Second World War and the improvement and construction of highways Phillips 66 decided to revamp its service stations. In the 1960s they introduced a “New Look” consisting of the distinct butterfly or batwing canopy, which was sold to the leaseholders as Harlequin, named after the butterfly (Figure 13). The design was by Clarence Reinhardt.⁷ Larger service stations would have two canopies. Phillips 66 has divested itself of the iconic batwing stations, and where they survive they have been repurposed; they often no longer supply gas, but they frequently retain the garage aspect of the building, such as the building on US 1.

⁵ The origins of the Company’s name is not exactly clear. Some have suggested it originated from the refinery being close to Route 66, whereas other sources suggest it was due to one of the executives a top speed of 66 miles per hour on Route 66 using the company’s fuel. Susan Croce Kelly and Quinta Scott, *Route 66. The Highway and Its People*, Norman, University of Oklahoma Press, 1988, p. 163.

⁶ Phillips 66, 2017.

⁷ Cliff Leppke, “Vanishing Points: Phillip’s Postwar “New Look” Service Stations,” *Society of Commercial Archeology Journal*, Vol. 23, No. 1, Spring (2005), 4-11.

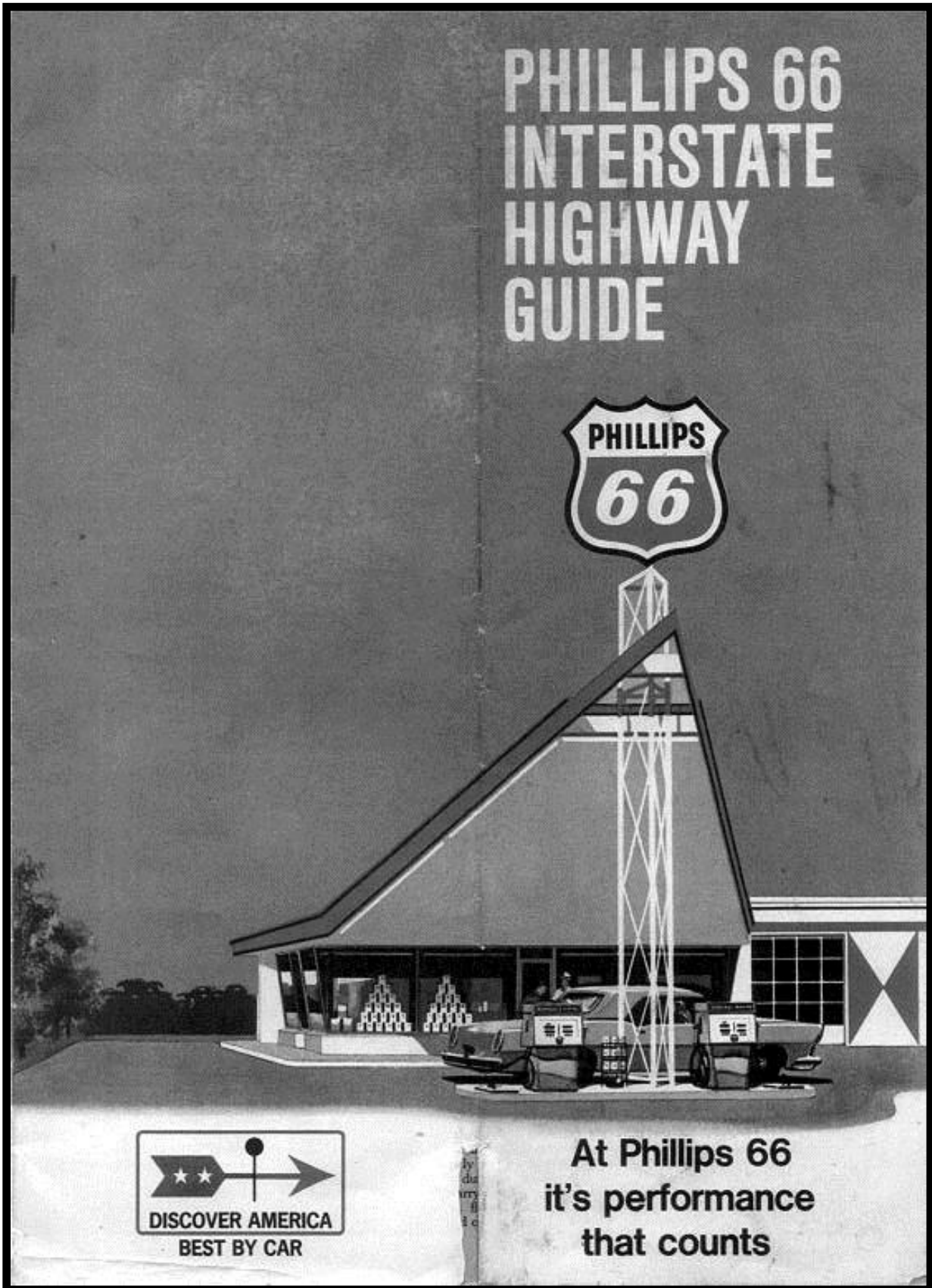


Figure 13: Phillips 66 Interstate Highway Guide from the 1960s Showing the Harlequin Design (B.E.L.T. 2017).

NRHP Criteria Evaluation

For purposes of compliance with Section 106 of the NHPA, the (former) Phillips 66 Service Station is recommended eligible for the NRHP.

Integrity

The (former) Phillips 66 Service Station remains in its original location and retains much of its setting as it is surrounded by other commercial properties associated with the increase of automobile usage. The design is typical of the Harlequin or batwing design as created by Clarence Reinhardt for Phillips 66 in the 1960s. Despite the loss of the original gas pumps the building retains the integrity of materials and workmanship and still conveys its historic character and feeling. The property is associated with the post-World War II expansion of highways and interstates and suburban developments, and despite the loss of the gas pumps still conveys this.

Criterion A

The (former) Phillips 66 Service Station is recommended eligible for the NRHP under Criterion A (Event). To be eligible under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or pattern of events or historic trends that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well.

The (former) Phillips 66 Service Station is associated with automotive developments in the 1960s in general, and the corporate branding by Phillips 66 specifically, not only in Moore County, but also across the United States. Five gas stations recorded in HPOWEB are identified as a Phillips 66 gas station, only one of which has the distinct batwing canopy. This is located in Cleveland County (CL0171). There are two Phillips 66 service stations in nearby Sanford, Lee County that were recently identified. Others may survive, but this would require a comprehensive statewide survey. Despite the loss of the gas pumps, the Phillips 66 Service Station in Aberdeen still conveys this association and is therefore recommended eligible under Criterion A.

Criterion B

The (former) Phillips 66 Service Station is not recommended eligible for the NRHP under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class or social or ethnic group.

The property is not associated with the life or lives of persons significant to our past and therefore is not recommended eligible under Criterion B.

Criterion C

The (former) Phillips 66 Service Station is recommended eligible for the NRHP under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction.

The (former) Phillips 66 Service Station is an example of a rapidly disappearing type of 1960s Phillips 66 service station, known as Harlequin 66 or batwing service stations. A review of the HPOWEB database revealed that only five properties have been surveyed in North Carolina that have been described as a Phillips 66 Station, only one of which has the distinct canopy, but lacks the equally characteristic parallelogram-shaped section containing the three garage bays (CL0171). It has a more traditional rectangular two-bay garage wing. Another Phillips 66 Service Station with the distinct canopy and the three garage bays was surveyed in Sanford, Lee County, which is approximately 30 miles northeast along US 1 (Figure 14). This building has not yet been evaluated for eligibility. A second Phillips 66 Service Station was recently found in Sanford County. It has two garage bays that wrap around the office section. The office section has been converted into two separate businesses and has lost integrity (Figure 15). A search for Phillips 66 Service Stations in the NRHP revealed that none of the Harlequin 66 designs have been listed yet; only a few of the Phillips 66 1930s cottage-style gas stations have. Despite the loss of the gas pumps the Phillips 66 Service Station in Aberdeen retains a high level of integrity, of setting, materials, and workmanship. It still embodies the distinctive characteristic of a type, period, or method of construction and therefore is recommended as eligible for listing in the NRHP under Criterion C for architecture.



Figure 14: View of a (former) Phillips 66 Service Station at the Corner of Carbondon Street and Carthage Street in Sanford, Lee County, North Carolina.



Figure 15: View of a (former) Phillips 66 Service Station at the Corner of Lee Avenue and Judd Street in Sanford, Lee County, North Carolina.

Criterion D

The (former) Phillips 66 Service Station is not recommended eligible for the NRHP under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history and prehistory, and 2) the information must be considered important. The property is not likely to yield any new information pertaining to the history of building design and technology and is therefore not recommended eligible under Criterion D.

NRHP Boundary Justification

The NRHP boundary for the (former) Phillips 66 Service Station has been drawn according to the guidelines of National Register Bulletin 21, *Defining Boundaries for National Register Properties*. The boundary is drawn to include the building and part of the surrounding area to preserve its original setting (Figure 16). The boundary contains approximately 0.6 acres. The NRHP boundary is identified as the current parcel 00050833 (Moore County Parcel ID).



Figure 16: Aerial View of the (former) Phillips 66 Service Station (MR1378), Showing Proposed NRHP Boundary.

Resource Name:	Bobby Burns Filling Station
NCDOT Survey Site Number:	002
HPO Survey Site Number:	MR1379
Location:	201 S Pinehurst Street, Moore County
Parcel ID:	00052731
Dates(s) of Construction:	ca. 1931
Recommendation:	Not Eligible for the NRHP



Figure 17: Bobby Burns Filling Station, Looking East.

Setting

The (former) Bobby Burns Filling Station is located at the south corner of the intersection between NC 5 and South Pinehurst Street (SR 1108). The building sits approximately 30 feet back from the road and is surrounded by gravel and pavement. Aberdeen Creek runs approximately 70 feet southeast of the building (Figures 17 and 18).

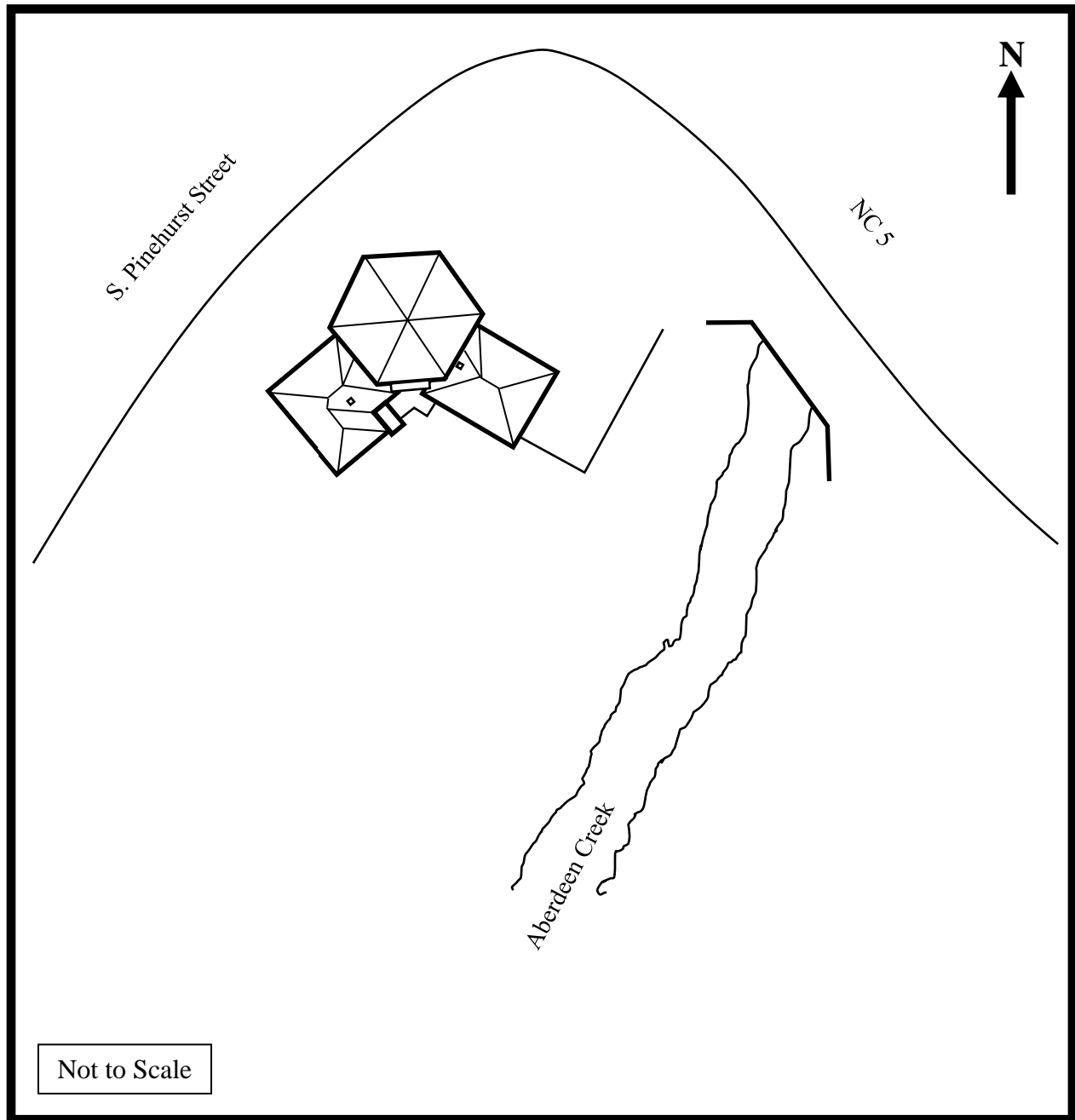


Figure 18: Sketch Map of the Gulf Refining Company Service Station.

Property Description

Exterior

Built around 1931, this former service station consists of three distinct sections. At the center is a hexagonal canopy flanked by a slightly larger L-shaped wing and a smaller rectangular wing. The corners of the wings are cut where they extend underneath the canopy. The smaller of the two wings has a glazed door in the clipped corner and a window in the northwest elevation. A

second door is located in the southwest wall. The larger of the two wings has a door flanked by a window in the northeast elevation and a band of windows in the northwest elevation. Located in the southwest elevation are glazed double doors flanked by fixed six-light windows. Research has shown that the larger wing housed a sandwich shop/restaurant, known as Batch's Grill. The lower section of the building (approximately one-third of the height of the walls) is clad in brick, and the upper section is covered in vinyl German, or drop siding (Figures 19 through 22).

Interior

The interior of the small wing is clad in horizontal beaded board and has a pressed tin ceiling with a molded cornice. The interior of the larger wing appears to have been substantially altered. It lacks the pressed-tin ceiling as well as the bead-board siding and the original door and window surrounds (Figures 23 and 24).



Figure 19: Bobby Burns Filling Station, Looking South.



Figure 20: Bobby Burns Filling Station, Looking Northwest.



Figure 21: Bobby Burns Filling Station, View of Larger Wing Looking South.



Figure 22: Bobby Burns Filling Station, Looking East.



Figure 23: Bobby Burns Filling Station, Interior of Smaller Wing.



Figure 24: Bobby Burns Filling Station, Interior of Larger Wing.

Historical Background

On August 20, 1930, Robert L. Burns sold the parcel on which the former gas station sits to the Gulf Refining Company. Burns had obtained the property in 1926, and in the 1930 deed description, it is referred to as “the lands and premises known as the “Bobby Burns” Filling Station property.”⁸ However, the accompanying plat does not show a building on the property (Figure 25). It appears that Robert Burns became a leaseholder for the Gulf Refining Company and that the building was built shortly after, since a 1931 newspaper ad in *The Pilot*, lists Bobby Burns Filling Station as a location to obtain the 1932 automobile license plates for North Carolina.⁹ A 1933 article refers to it and an incident that occurred at the recently opened sandwich shop, run by W. L. Batchelor and his wife, and known as Batch’s Grill, which was located in the larger of the two wings.¹⁰ An early postcard shows the sandwich shop’s original appearance (Figures 26 and 27). Perhaps surprisingly it does not show the distinct canopy, which should have been clearly visible in the background; however, the postcard could have been touched-up since its focus was Batch’s Grill. An almost contemporary photograph shows the resource in its entirety with the canopy behind Batch’s Grill. The only distinct changes to the

⁸ Moore County Deed Book 110, page 123.

⁹ *The Pilot*, December 11, 1931, page 4.

¹⁰ *The Pilot*, August 18, 1933, front page.

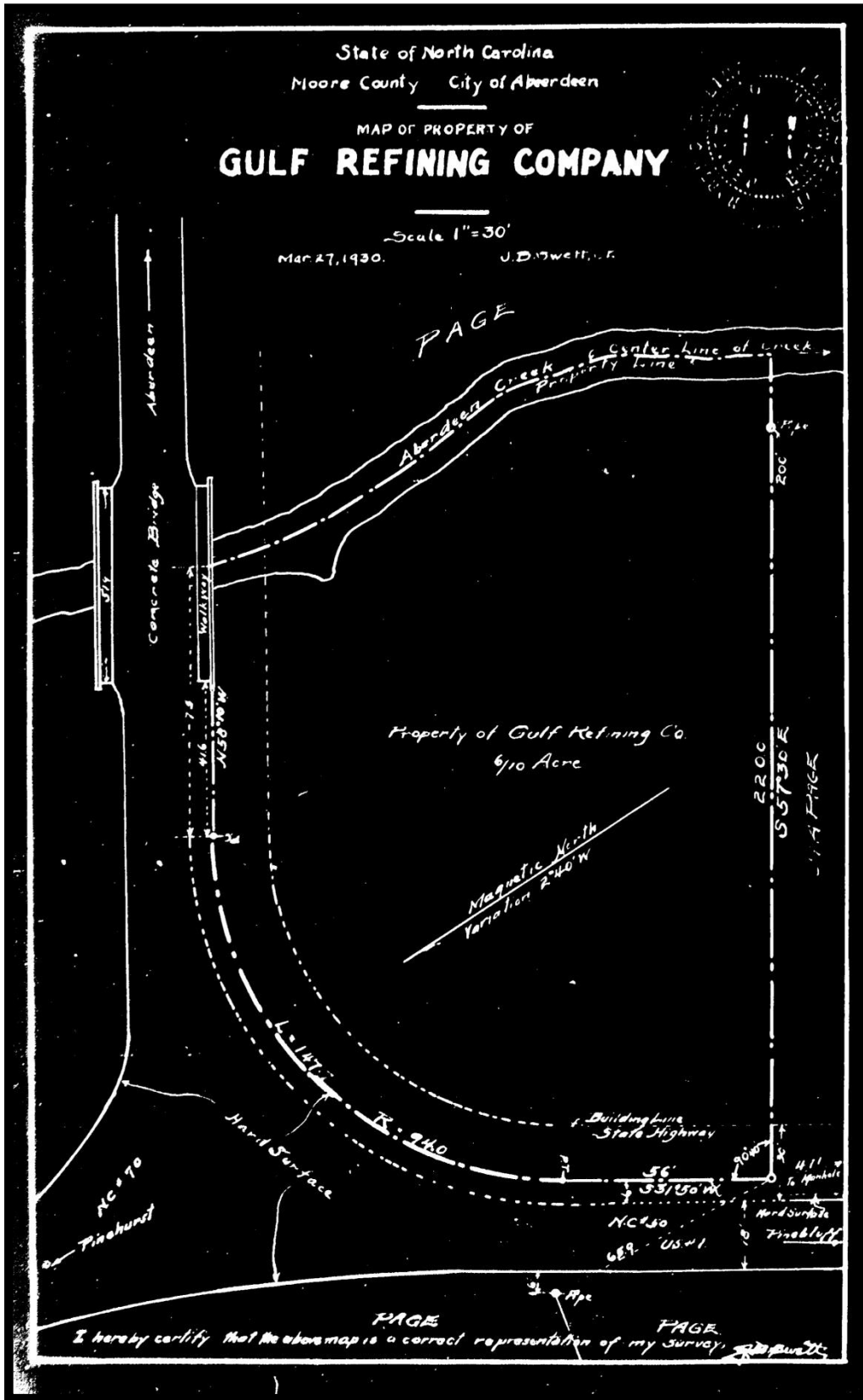


Figure 25: Plat Showing the Property of the Gulf Refining Company (Moore County Register of Deeds 1930).



Figure 26: Early Postcard Showing Batch's Grill (Farrell 2013).



Figure 27: Photograph Showing the Interior of Batch's Grill (Farrell 2013).

sandwich shop are the awnings on the southwest elevation and the addition of the name “Batch’s Grill” (Figure 29). Bobby Burns owned at least one more service station along US 1. A postcard, which dates to the same period as the one showing Batch’s Grill, shows Bobby Burns Filling Station in Sanford. It is a Gulf station and appears to have contained a restaurant as well as small cabins for travelers along US 1 (Figure 29). According to one source, the property was located at the intersection of Carthage Street and Carbonton Street, and the cabins were next to the service station.¹¹ This could be the site of the (former) Phillips 66 Service Station (see Figure 14).



Figure 28: Early Photograph Showing Bobby Burns Filling Station and Batch’s Grill in Aberdeen (Richardson and Richardson 1976).

¹¹ Jimmy Haire and W. W. Seymour Jr., *Images of America. Sanford and Lee County*, page 110.

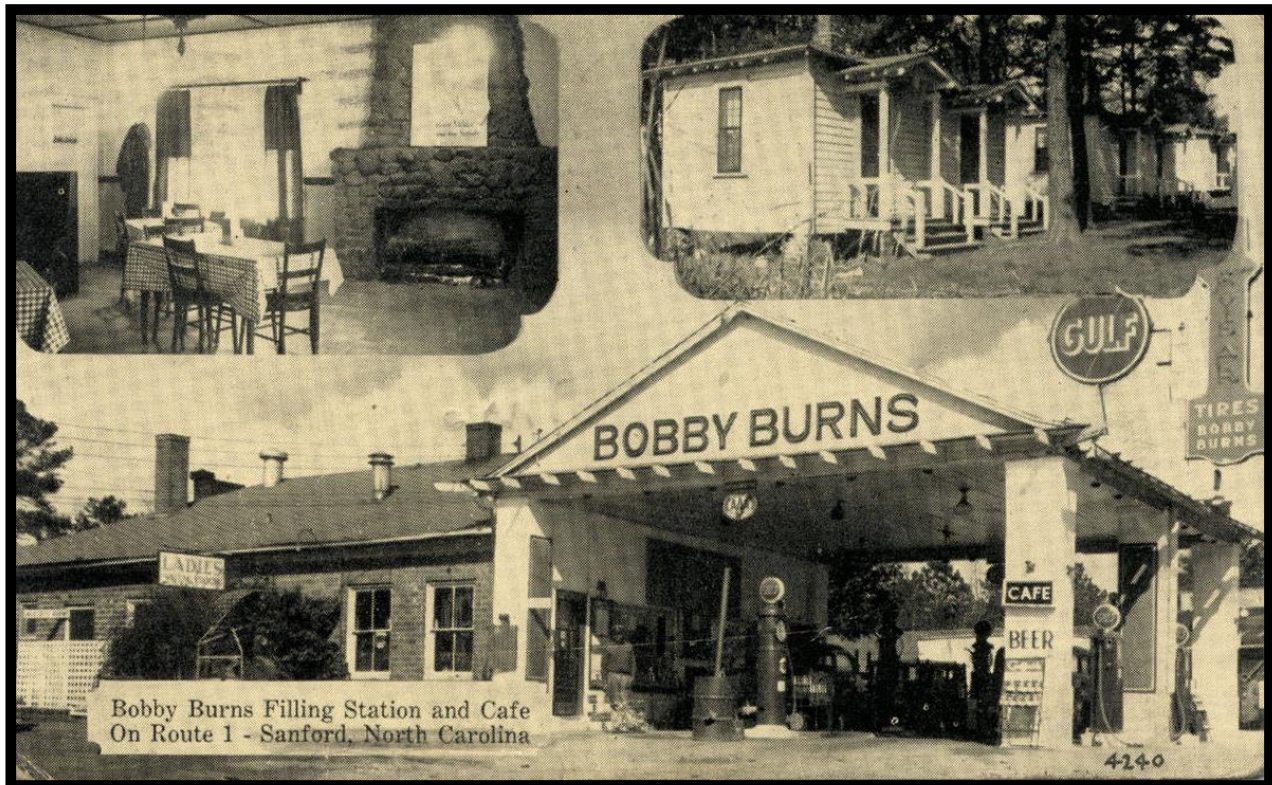


Figure 29: Early Postcard Showing Bobby Burns Filling Station in Sanford (North Carolina Postcards 2017).

NRHP Criteria Evaluation

For purposes of compliance with Section 106 of the NHPA, the Bobby Burns Filling Station is not recommended eligible for the NRHP.

Integrity

The Bobby Burns Filling Station remains in its original location and retains much of its setting, as it is located just west of the commercial heart of Aberdeen, along what used to be US 1 (now South Pinehurst Street). The design of the building is an example of the Mission or Spanish Revival style, which was popular before World War II, and it retains a low to medium level of integrity of materials and workmanship. Historic images suggest that the upper two-thirds of the exterior walls were originally stuccoed and have since been covered by vinyl siding. The siding does not only cover up the original wall, but also the transom lights, which ran above the double entry doors and the door and window that were located to the right of it (see Figure 26). The double window in the northeast wall of the sandwich shop has been modified with the replacement of one of the windows by a door (see Figures 21 and 27). The interior of the smaller wing appears to retain the most original materials, whereas the interior of the sandwich shop has lost the pressed metal ceiling, the bead-board walls, and the original door and window surrounds. More minor changes include alteration of the windows on the northwest elevation of the sandwich shop from two larger fixed-glass windows to five smaller fixed-glass windows and the removal of the flowerboxes below these windows. The original pump island survives, but the

gas pumps have been removed. Due to a loss of integrity of materials the building can no longer convey its historic character and feeling. The property is associated with roadside architecture during the beginning of the twentieth century.

Criterion A

The Bobby Burns Filling Station is not recommended eligible for the NRHP under Criterion A (Event). To be eligible under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American prehistory or history or pattern of events or historic trends that made a significant contribution to the development of a community, a state, or a nation. Furthermore, the property must have existed at the time and be documented to be associated with the events. Finally, the property's specific association must be important as well.

The Bobby Burns Filling Station is associated with the development of roadside architecture during the first half of the twentieth century. The building is an example of a gas/service station providing services beyond those for the automobile, but also for its driver and passengers.¹² A variety of shapes and styles were available during that period ranging from Colonial, Tudor, to Mission. However, the building has lost integrity of materials, and has lost physical features that would provide a sense of historic character and contribute to the integrity of feeling as a gas station and restaurant and is therefore not recommended eligible under Criterion A.

Criterion B

The Bobby Burns Filling Station is not recommended eligible for the NRHP under Criterion B (Person). For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with the lives of persons significant in our past, i.e., individuals whose activities are demonstrably important within a local, state, or national historic context; 2) be normally associated with a person's productive life, reflecting the time period when he/she achieved significance; and 3) should be compared to other associated properties to identify those that best represent the person's historic contributions. Furthermore, a property is not eligible if its only justification for significance is that it was owned or used by a person who is or was a member of an identifiable profession, class or social or ethnic group.

The property is not associated with the life or lives of persons significant to our past and therefore is not recommended eligible under Criterion B.

Criterion C

The Bobby Burns Filling Station is not recommended eligible for the NRHP under Criterion C (design/construction). For a property to be eligible under this criterion, it must retain integrity and either 1) embody distinctive characteristics of a type, period, or method of construction; 2) represent the work of a master; 3) possess high artistic value; or 4) represent a significant and distinguishable entity whose components may lack individual distinction.

The Bobby Burns Filling Station represents a type of roadside architecture built before World War II to accommodate the boom of American car ownership and the highway travel that accompanied it. A review of HPOWEB shows that approximately 57 service station and 27 gas

¹² Rosin and Nimz, *Roadside Kansas*, MDPF 2011.

stations predating World War II have been documented in North Carolina. Nine of these are described as Spanish Mission, three of which no longer survive. Beam's Shell Service Station and Office (GS0032) in Gaston County was placed in the NRHP in 1997 (Figure 30). The small building has a T-shaped footprint with a gable roof with the distinct Spanish roof tiles, but lacks a canopy. The majority of the other buildings are more typical of the type and have a rectangular footprint with parapet walls topped by the characteristic Spanish tiles and a square canopy that sheltered the pumps (Figure 31). An earlier example of the Spanish Mission style is found nearby in the Poplar Street Service Station (MR0123), which is part of the Aberdeen Historic District (MR0141) (Figures 32 and 33). It is typical of the smaller gas stations in the Spanish Mission style, often having a small space for the attendant and hipped roof, which forms an integral canopy. Due to the alterations on both the exterior and the interior the Bobby Burns Filling Station does not retain the integrity to embody the distinctive characteristic of a type, period, or method of construction and therefore is not recommended as eligible for listing in the NRHP under Criterion C for architecture.

Criterion D

The Bobby Burns Filling Station is not recommended eligible for the NRHP under Criterion D (potential to yield information). For a property to be eligible under Criterion D, it must meet two requirements: 1) the property must have, or have had, information to contribute to our understanding of human history and prehistory, and 2) the information must be considered important.

The property is not likely to yield any new information pertaining to the history of building design and technology and is therefore not recommended eligible under Criterion D.

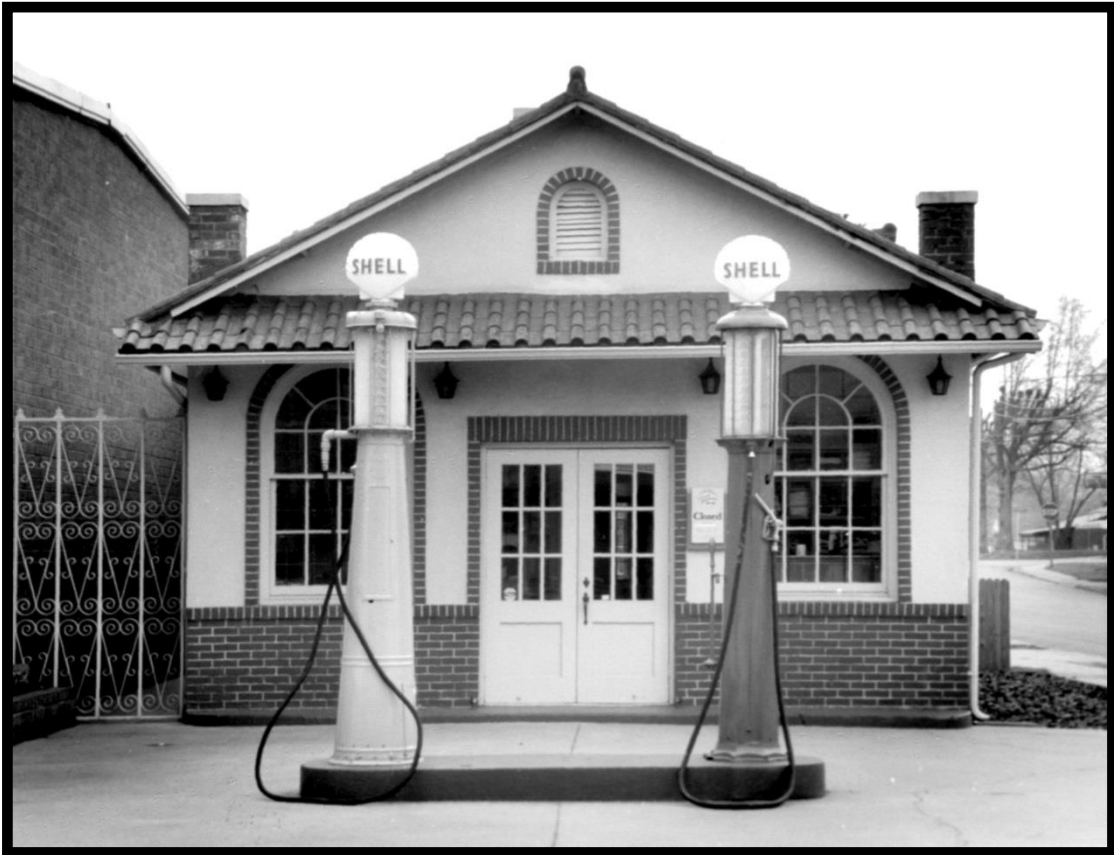


Figure 30: Beam's Shell Service Station and Office (GS0032), Cherryville, Gaston County (Gatza 1997).



Figure 31: Sinclair Service Station (HF0078), Ahoskie, Hertford County (HPOWEB 2017)



Figure 32: Poplar Street Service Station (MR0123), Looking Northwest.



Figure 33: Poplar Street Service Station (MR0123), View of Pressed-Tin Ceiling.

Resource Name:	Aberdeen Historic District
NCDOT Survey Site Number:	003
HPO Survey Site Number:	MR0141
Location:	Aberdeen, Moore County
Parcel ID:	Multiple
Dates(s) of Construction:	ca. 1880 to ca. 1950
Recommendation:	Remains Eligible for the NRHP, Criteria A & C



Figure 34: View of Commercial Buildings Along Main Street in the Aberdeen Historic District (MR0141), Looking Southeast.

Setting

The Aberdeen Historic District is located on the east side of US 1 (Sandhills Boulevard). The district is dissected by the Aberdeen, Carolina and Western Railway and Aberdeen and Rockfish Railroad creating two more or less distinct sections. The area surrounding the railroad tracks and to the west is defined by predominantly commercial buildings, whereas the area to the east consists mainly of residential structures. The eastern section is heavily wooded, and the houses sit on large lots often surrounded by mature trees (Figures 34 and 35).

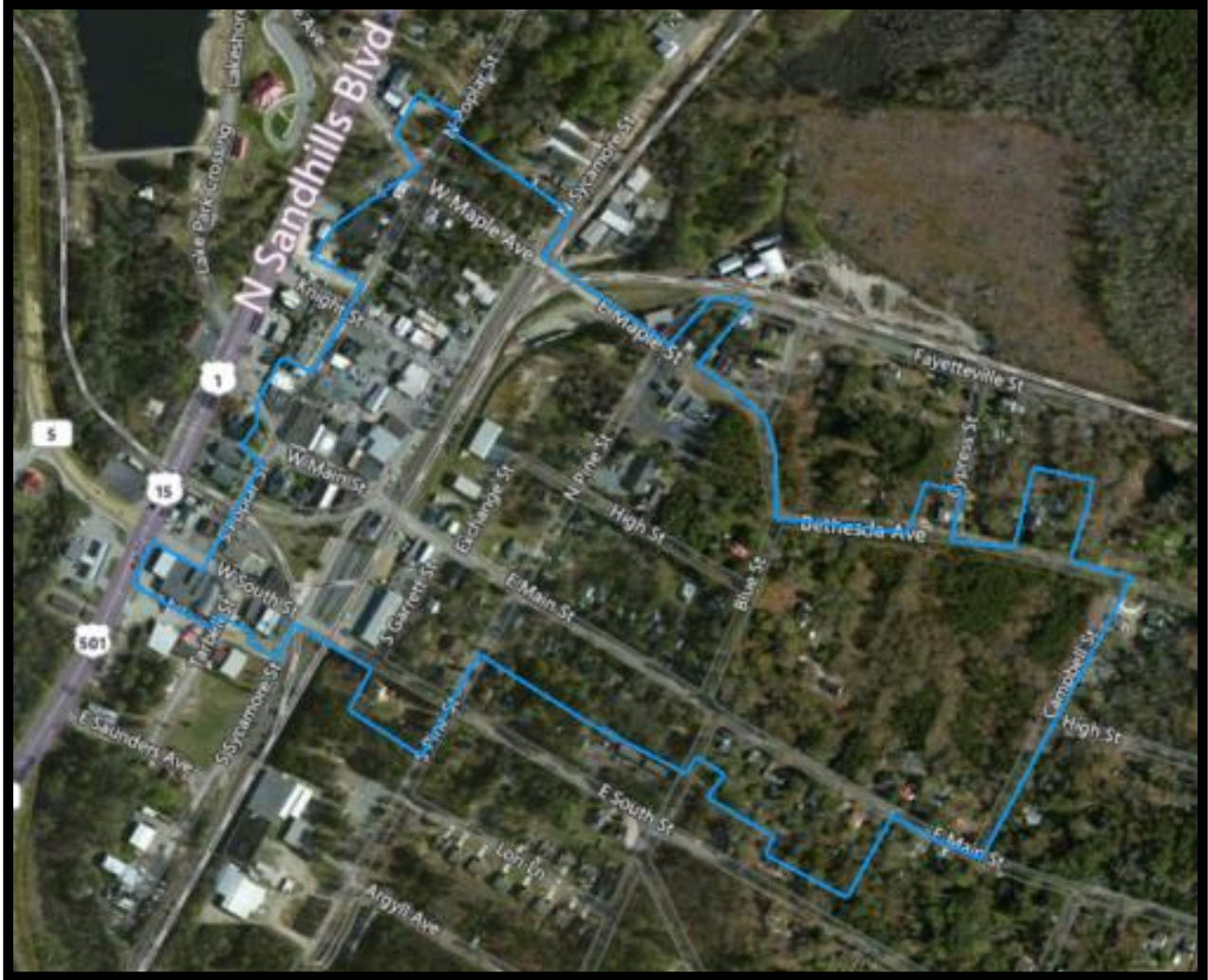


Figure 35: Aerial View of the Aberdeen Historic District (MR0141).

Property Description

The Aberdeen Historic District was placed in the NRHP in 1989 under Criteria A and C (Black and Black 1988). The district contains approximately 87 acres and is roughly bounded by Poplar Street in the west, Campbell Street in the east, Maple Street/Avenue and Bethesda Avenue in the north and South Street in the south. According to the 1988 NR registration form, it contained 107 contributing resources and 42 noncontributing resources. One of the contributing resources, the John Blue House (MR0013), was previously listed in the NRHP in 1982, but no longer survives. The period of significance ranged from 1875 to 1941 when the nomination was written. The architecture retains a high level of integrity and ranges from late nineteenth-century vernacular style to examples of the Queen Anne style, the Gothic Revival to Craftsman styles, and the early twentieth century Colonial Revival style (Figures 36 through 45). It appears that about half a dozen buildings have been lost since the district was listed.



Figure 36: Page Memorial United Methodist Church (MR0104), Looking South.



Figure 37: Page Memorial Library (MR0124), Looking West.



Figure 38: Farrell Building (MR0130), Looking Northwest.



Figure 39: Aberdeen & Rockfish Railroad Building (MR0137), Looking Northeast.



Figure 40: T. B. Creel House (MR0135), Looking West.



Figure 41: John W. Graham House (MR0076), Looking Southwest.



Figure 42: Bethesda Presbyterian Church (MR0074), Looking Northeast.



Figure 43: McKeithan-Guion House (MR0084), Looking Northwest.



Figure 44: Blue-Seymour House (MR0072). Looking Northeast.



Figure 45: Malcolm J. Blue House (MR0125), Looking Southeast.

Historical Background

Aberdeen was originally called Blue's or Blue's Crossing and developed during the last quarter of the nineteenth century with the arrival of the Raleigh and Augusta Air Line Railroad.¹³ The land around the station was owned by Malcom J. Blue, who received permission to open a post office (see Figure 44). Blue also operated a turpentine mill. The town increased its prominence with the arrival of Allison Francis Page, the founder of the town of Cary, in late 1879 and started a lumber mill. Members of the Page family would leave their mark in the built environment of the town in providing funds for the library and United Methodist church among others (see Figures 35 and 36). The town was renamed Aberdeen in 1887, supposedly after Aberdeen, Scotland, under the impetus of N. A. McKeithen, who had become the new postmaster of Blue's Crossing in 1882. With the rapid development of the naval stores and lumbering industries so did Aberdeen grow in the last two decades before the turn of the twentieth century. Another stimulus for the town of Aberdeen was the arrival of John Blue and his founding of the Aberdeen & Rockfish Railroad (see Figure 38). Other lumber businesses followed taking advantage of the presence of the railroads. At the beginning of the twentieth century, the town further increased its role as a commercial center of the county and became a known tobacco market, but also home to the Aberdeen Wholesale Grocery Company. After the First World War many of the older frame commercial buildings were replaced by masonry structures and the business district expanded south. Little development took place in the historic district after World War II, with the exception of a number of commercial buildings being erected in the central business district. In the 1940s a bypass route was constructed for US 1 (the current Sandhills Boulevard), drawing traffic away from the Aberdeen business district. Combined with the commercial strip development along this new road, Aberdeen's business district saw a decline. Despite this the commercial district seems to have rebounded and has few empty store fronts.

NRHP Criteria Evaluation

For purposes of compliance with Section 106 of the NHPA, the Aberdeen Historic District remains eligible for the NRHP.

Integrity

The Aberdeen Historic District remains in its original location and retains much of its setting as the district has experienced little loss of historic structures or noncontributing infill. The design of the buildings is typical of the architecture seen across much of North Carolina from the last quarter of the nineteenth century through to the first half of the twentieth century. The buildings in the district retain a high level of integrity of materials and still convey their historic character and feeling. The district represents an intact collection of late nineteenth and early twentieth century buildings representative of residential, commercial, institutional, and railroad-related architecture popular during that time.

NRHP Boundary Justification

The boundary justification of the Aberdeen Historic District as established in 1989 was drawn to include the historic central business district and the adjacent residential areas (see Figure 35). The western boundary was formed by US 1 (Sandhills Boulevard) and the northern, eastern, and southern boundaries were drawn at the extent of the pre-World War II development to exclude intrusions and non-contributing properties. There appears to be little reason to adjust the

¹³ Historic information is taken from the 1988 NR nomination.

boundaries along the northern, eastern, and southern side of the historic district. Since the historic district was surveyed in 1988, and the cut-off date for eligibility would have been 1938, one exception for inclusion could be the former Citizens Bank & Trust Company of Southern Pines, which dates to around 1963, and has functioned as the Town of Aberdeen Municipal Building since ca. 1989 (Figures 46 and 47). It would be representative of the arrival of modern architecture in Aberdeen after World War II and the continued prosperity of the town. Another example is the modern United States Post Office, which is located within the boundary of the historic district, but which was not recorded in 1988 because of its age (Figure 48). The inclusion of the former bank would require only a minor adjustment of the boundary. The boundary would not be affected by the proposed improvements along US 1 (Sandhills Boulevard (Figure 49).



Figure 46: Former Citizens Bank & Trust Company of Southern Pines, Looking Southwest.



Figure 47: Detail of the Former Citizens Bank & Trust Company of Southern Pines, Looking Southwest.



Figure 48: United States Post Office, Looking Northeast.

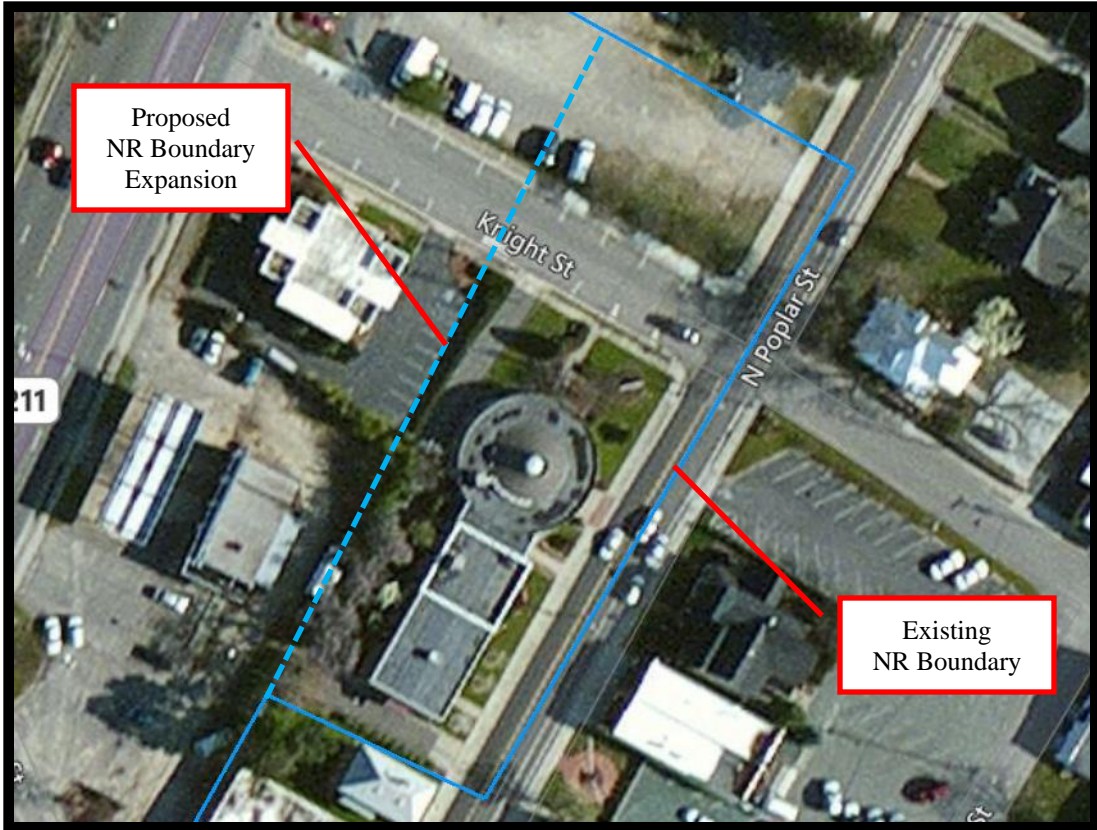


Figure 49: Proposed Expansion of the Boundary of the Aberdeen Historic District.

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