



North Carolina Department of Cultural Resources

State Historic Preservation Office

David L. S. Brook, Administrator

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

Division of Archives and History
Jeffrey J. Crow, Director

November 13, 2000

MEMORANDUM

To: William D. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch
From: David Brook (signature)
Deputy State Historic Preservation Officer
Re: Replacement of Bridge No. 415 on Center Street over the Southern Railway, TIP No. B-3446, Lexington, Davidson County, ER 00-8695

Thank you for your letter of September 19, 2000, transmitting the survey report by Mattson, Alexander & Associates, Inc. for the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are not eligible for listing in the National Register of Historic Places:

- T.S. Earnes House (Bailey's House Inn) (No. 2)
Office (No. 3)
Fredonia School (No. 4)
Mill House (No. 5)
Hargrave-Craven House and Kitchen (No. 6)
Barn (No. 7)
Corncrib (No. 8)
Peoples Finance Company Building (No. 9)

We do not concur with the finding that the Cecil School as not eligible for listing in the National Register. We believe that the Cecil School is eligible under Criterion A for Education and Criterion C for architecture as it is the only remaining structure of four modern brick schools built in Lexington with Special Building Funds appropriated by the State in 1921, 1923, 1925 and 1927.

Table with 4 columns: Department (ADMINISTRATION, ARCHAEOLOGY, RESTORATION, SURVEY & PLANNING), Location, Mailing Address, and Telephone/Fax.

Page 2 of 2
William D. Gilmore
November 16, 2000

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 any questions concerning the comment, contact Renee Gledhill-Earley, Environmental Review Coordinator, at 919/733-4763.

cc: Mary Pope Furr, NCDOT
Nicholas Graf, FHWA

bc: BROWN/MONTGOMERY ✓
COUNTY
RF



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

RECEIVED

Anna - note the school as a DOE for October - File letter

OFFICE

JAMES B. HUNT JR.
GOVERNOR

April 27, 2001

Mr. David L. S. Brook
Deputy State Historic Preservation Officer
North Carolina Department of Cultural Resources
109 East Jones Street
Raleigh, North Carolina 27601

Ref 8200 8645
PSE 5/13

Dear Mr. Brook:

RE: **B-3446, Davidson County**, Replace Bridge No. 415 on SR 1243 over the Southern Railway, State Project # 8.2603901, Federal Aid # BRSTP-1243(2)

Thank you for your letter of November 13, 2000 which provided comments on the addendum to the Final Identification and Evaluation Report for Historic Architecture for the above project. In that letter you concurred with the addendum's determinations of ineligibility for Property #'s 2-9.

However, you disagreed with the conclusion about Property # 1, the Cecil School. The Historic Architecture Section of the North Carolina Department of Transportation (NCDOT) has reviewed your reasons for eligibility and agrees that Property #1 is indeed eligible for the National Register under Criterion A for education and Criterion C for architecture as, "the only remaining structure of four modern brick schools built in Lexington with Special Building Funds." We have attached the proposed boundary for the property.

We thank you for your comments on our report and look forward to discussing the project's effects with your office. If you have any questions concerning this letter, please contact me at (919) 733-7844, ext.300.

Sincerely,

Mary Pope Furr

Mary Pope Furr
Historic Architecture Section

Attachment

Cc (w/ attachment): Gail Grimes, P.E., Assistant Branch Manager, PDEA
Nicholas Graf, P.E., Federal Highway Administration



Recommended National Register
Boundary for Cecil School

file

4 x 91 lanes
C & G sidewalks

11' lanes
raise bridge higher
longer span

CNAE

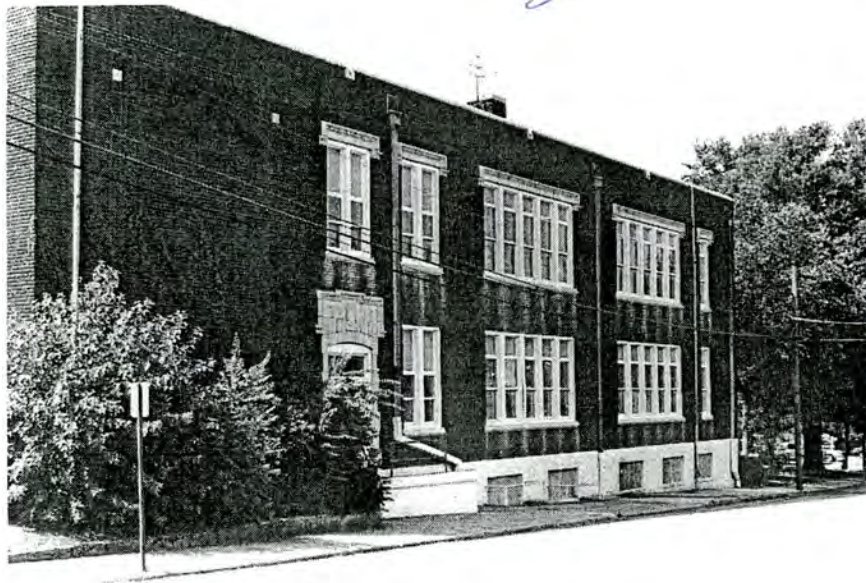


Plate 3. Cecil School (No. 1), Side (Northeast) Elevation, Looking Southwest.



Plate 4. Cecil School (No. 1), Facade, Looking Southwest.

HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT

**REPLACEMENT OF BRIDGE NO. 415 ON CENTER STREET (S.R. 1243)
OVER THE SOUTHERN RAILWAY
LEXINGTON, DAVIDSON COUNTY**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
T.I.P. NO. B-3446
STATE PROJECT NO. 8.2603901
FEDERAL AID NO. BRSTP-1243(2)**

Prepared for:

**Arcadis, Geraghty and Miller, Inc.
Raleigh, North Carolina**

Prepared by:

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

11 September 2000

HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT

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11 September 2000

MATTSON, ALEXANDER AND ASSOCIATES, INC.

Frances P. Alexander

Frances P. Alexander, M.A.

9.11.00

Date

Richard L. Mattson, Ph.D.

Date

Mary Pope Hill

N.C.D.O.T. Historic Architecture Section

9.19.00

Date

**Replacement of Bridge No. 415 on Center Street (S.R. 1243) over the Southern Railway
Lexington, Davidson County
T.I.P. No. B-3446
State Project No. 8.2603901
Federal Aid No. BRSTP-1243(2)**

Project Description

The North Carolina Department of Transportation (N.C.D.O.T.) proposes to replace Bridge No. 415 which carries Center Street (S.R. 1243) over the Southern Railway in the town of Lexington in Davidson County (**Figure 1**). The extant bridge was built in 1953 and is now classified in fair condition with a substandard vertical clearance of 21.2 feet. Depicted in **Figure 2**, the following alternatives are being considered and evaluated for the proposed project.

Alternative 1 is the "no build" option. Under this alternative, no construction would be undertaken, and the substandard vertical clearance for the extant bridge would not be corrected. Eventually, the bridge would have to be closed which would compromise the traffic service provided by S.R. 1243.

Alternative 2 proposes the replacement of Bridge No. 415 at its existing location with an increased vertical clearance of 23.5 feet above the railroad. During construction, Center Street would be partially closed. Westbound traffic would be redirected during construction, probably along Talbert Boulevard, Raleigh Road, and Main Street. Two eastbound lanes on Center Street would remain open throughout construction.

Purpose of Survey and Report

This historic resources survey was conducted, and the report prepared, to identify all historic architectural resources located within the area of potential effects (A.P.E.) (**Figure 3**). This survey and report are part of the environmental studies conducted by N.C.D.O.T. and documented by a categorical exclusion (C.E.). This report was prepared as a technical appendix to the C.E. and is part of the compliance documentation required under the National Environmental Policy Act (N.E.P.A.) and the National Historic Preservation Act (N.H.P.A.) of 1966, as amended. Section 106 of the N.H.P.A. states that if a federally funded, licensed, or permitted project has an effect on a property listed in, or potentially eligible for listing in, the National Register of Historic Places, the Advisory Council on Historic Preservation should be given an opportunity to comment on the proposed undertaking. This report is on file with N.C.D.O.T. and is available for review by the public.

Methodology

The survey was conducted and the report compiled in accordance with the provisions of F.H.W.A. Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 49(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FRR 44716); 36 CFR Part 800; 36 CFR Part 60; and the Survey Procedures and Report Guidelines for Historic Architectural Resources (N.C.D.O.T.).

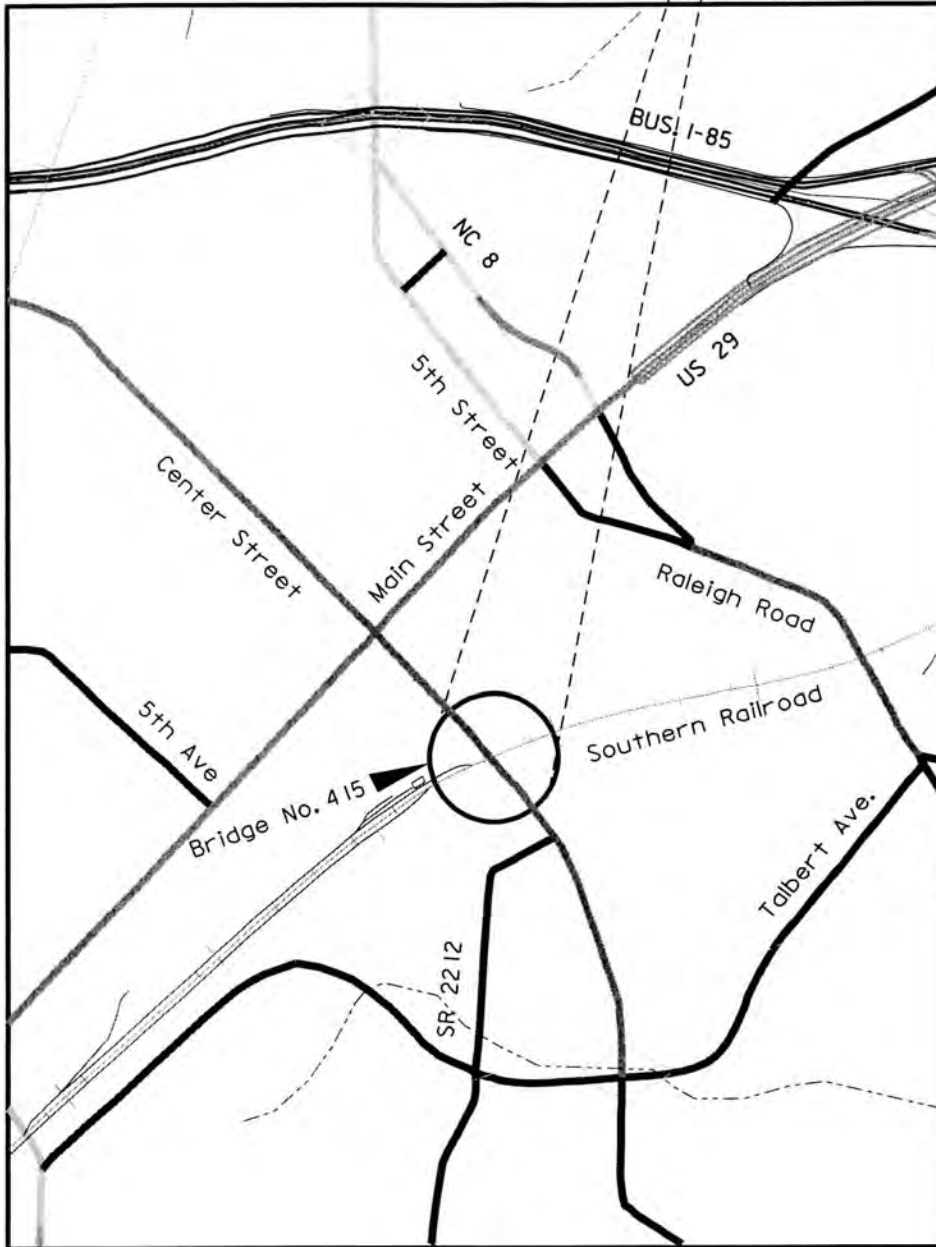
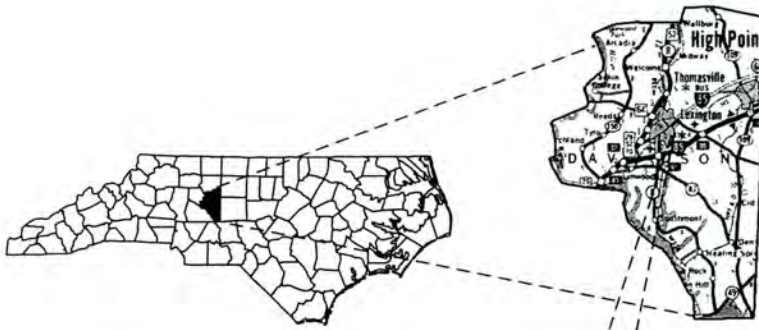
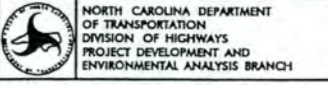


Figure 1
Project Location Map

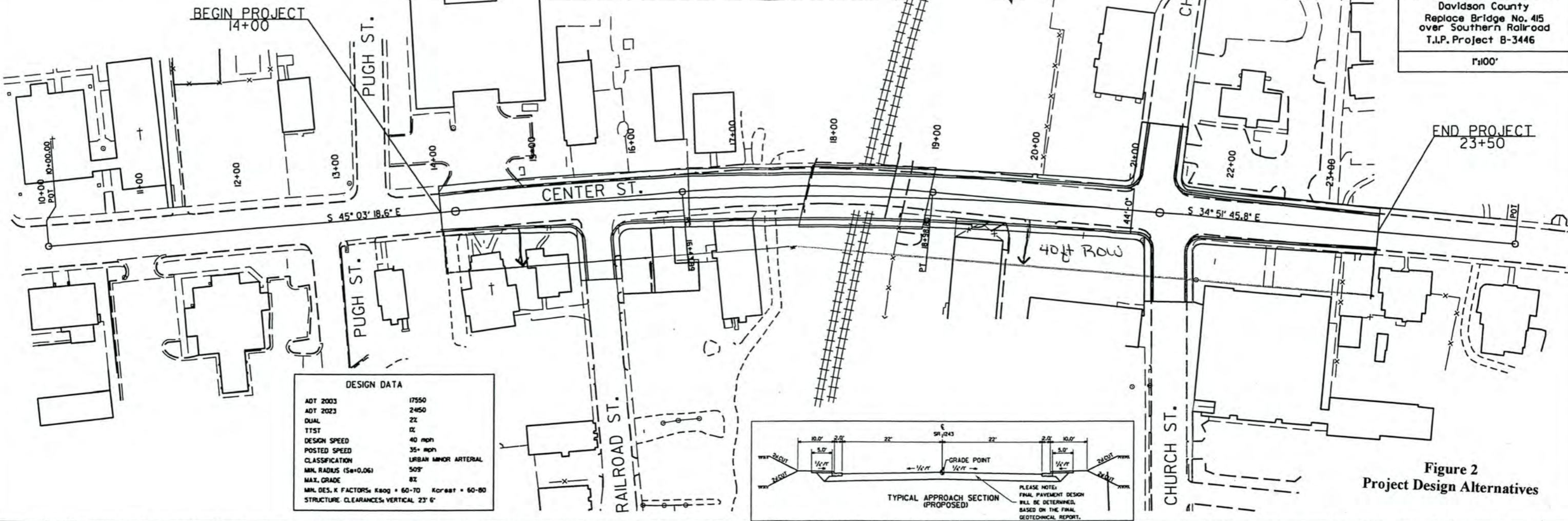
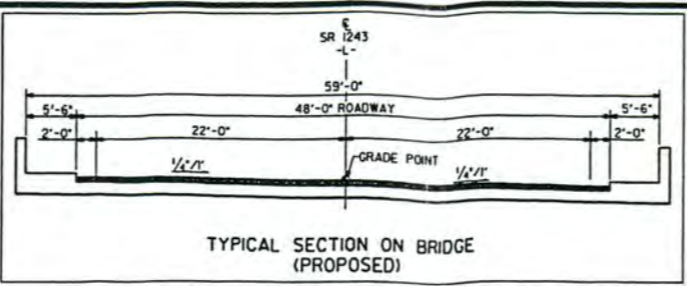
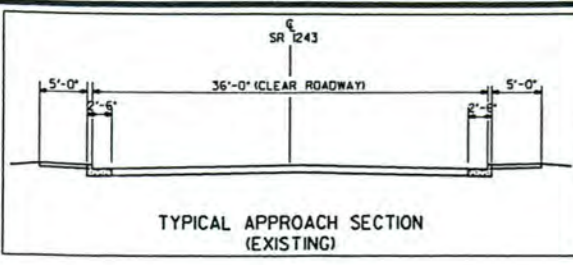
	<p>NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH</p>
<p>Davidson County Replace Bridge No. 415 over Southern Railroad T.I.P. Project B-3446</p>	
<p>0 0.5 mile</p>	

ARCADIS GERAGHTY & MILLER
of North Carolina Inc.
2301 Rexwoods Drive, Suite 200
Raleigh, NC 27607
Tel: 919/782-5511 Fax: 919/782-5905



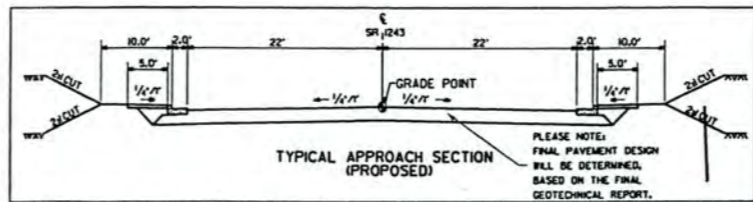
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS BRANCH
Davidson County
Replace Bridge No. 415 over Southern Railroad
T.I.P. Project B-3446
1"=100'

Curve Data
P.I. Station 17+71.73
Delta = 10° 11' 32.8" (RT)
Length = 254.81
Radius = 1,432.39
DS = 60 MPH



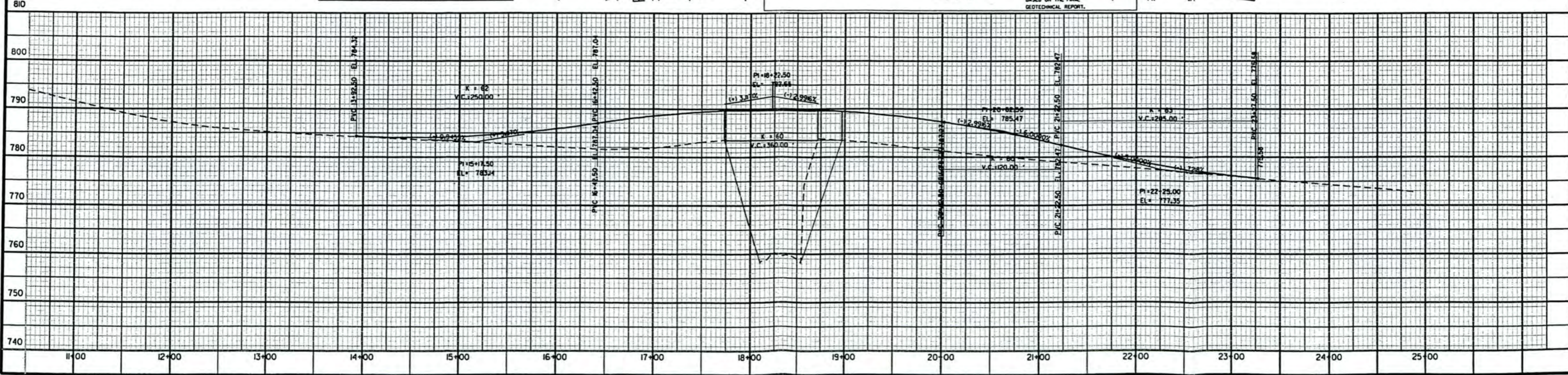
DESIGN DATA

ADT 2003	17550
ADT 2023	2450
DUAL	2X
TTST	IX
DESIGN SPEED	40 mph
POSTED SPEED	35 mph
CLASSIFICATION	URBAN MINOR ARTERIAL
MIN. RADIUS (S+0.06)	50'
MAX. GRADE	8%
MIN. DES. K FACTORS: K _{sup} = 60-70 K _{base} = 60-80	
STRUCTURE CLEARANCES: VERTICAL 23' 6"	



PLEASE NOTE: FINAL PAVEMENT DESIGN WILL BE DETERMINED BASED ON THE FINAL GEOTECHNICAL REPORT.

Figure 2
Project Design Alternatives



810

Page 4
Figure 3
Area of Potential Effects Map

The Phase II survey was conducted with the following goals: 1) to determine the A.P.E., which is defined as the geographic area or areas within which a project may cause changes to the character or use of historic properties, if any such properties exist; 2) to identify all significant resources within the A.P.E.; and 3) to evaluate these resources according to National Register of Historic Places criteria.

The methodology for this investigation included background research into the historical and architectural development of the areas and a field survey of the A.P.E. The field survey was conducted in June 2000, by automobile and on foot, to delineate the A.P.E. and to identify all properties within the A.P.E. that appear to have been built before 1951. Every property at least fifty years of age was photographed, mapped, and evaluated. Those considered worthy of further analysis were intensively surveyed and evaluated for National Register eligibility. For resources considered eligible for the National Register, National Register boundaries were determined.

The boundaries of the A.P.E. are show on a map supplied by Arcadis, Geraghty and Miller, Inc., the project engineers (see **Figure 3**). The A.P.E. is defined by modern construction, topographical features, and sight lines. One hundred per cent of the A.P.E. was surveyed.

Background research was undertaken at the Survey and Planning Branch of the North Carolina Department of Cultural Resources in Raleigh. An examination of National Register nominations, survey files, and other historical studies revealed that no resources have been listed in the National Register. The project area lies east of the Uptown Lexington Historic District (N.R. 1996). Two other resources, the Cecil School and Fredonia School, have been previously surveyed.

Summary of Survey Findings

The bridge under consideration carries Center Street (S.R. 1243) over the Southern Railway on the east side of Lexington, the county seat of Davidson County. Bridge No. 415 was built in 1953 as a 98 foot long, steel I-beam structure supported by steel piers with cross bracing and reinforced concrete lintels. Above the reinforced concrete deck, the bridge has an arched balustrade and stepped end portals. On the west side, the bridge provides access along Center Street to downtown Lexington, much of which is encompassed within the Uptown Lexington Historic District (1996). East of the bridge, Center Street is lined with a few late nineteenth and early twentieth century residences, an early twentieth century school, and postwar commercial development. South of the A.P.E., on the east side of the bridge, is a small factory and public works district that developed near the Southern Railway depot.

No properties within the A.P.E. have been listed in either the National Register or the North Carolina Study List. Two properties, the 1925 Cecil School and the late nineteenth century Fredonia School, have been previously surveyed. Six properties were identified by N.C.D.O.T. as warranting further investigation during this Phase II survey. However, two of these properties, situated on the southwest side of Center just northwest of its intersection with Cherry Street, have been demolished since the preliminary investigation. Of the remaining properties, the Peoples Finance Company building, notable for postwar modern design, lies on the northwest side of the bridge. The 1925 Cecil School stands on the southwest side of Center Street at the corner of Church Street. Across Center Street from the school is the nineteenth century T.S. Eanes House, now known as Bailey's House Inn. Also on the Eanes property is a wing of the former Hargrave-Craven house that was removed from the house and remodeled as an office on this site. The Eanes house occupies its original site, but the office and six other buildings were moved to the seven acre parcel ca. 1980 as part of a commercial and office development known as the Oak

Grove Restoration. In addition to the office, the relocated buildings include the Fredonia School, a Triple A mill house, a mid-twentieth century barn, the nineteenth century Hargrave-Craven house and its detached kitchen, and a log corncrib.

None of the surveyed properties is recommended for National Register eligibility. Built in 1925, the Cecil School, a brick elementary school with Gothic Revival and other eclectic detailing popular during the period, is deteriorated and altered, and the building no longer retains sufficient integrity to meet National Register criteria. The Eanes house also has undergone extensive modification and no longer retains its architectural integrity. The other buildings that now occupy the former Eanes property, including Fredonia School and the Hargrave-Craven House, have been altered as well, and their integrity has been highly compromised by the removal of these buildings from their original locations. Finally, Bridge No. 415 is not recommended for National Register eligibility. Built in 1953 and illustrative of a common bridge type, the structure does not have the exceptional importance needed for properties less than fifty years of age to meet National Register criteria. Also postdating the fifty year guideline, the Peoples Finance Company building, constructed in 1960, does not have the exceptional importance needed for National Register eligibility under Criteria Consideration G.

Properties Listed in the National Register or the North Carolina State Study List:

None

Properties Evaluated and Considered Eligible for the National Register:

None

Properties Evaluated and Considered Not Eligible for the National Register:

- Cecil School (No. 1)
- T.S. Eanes House (Bailey's House Inn) (No. 2)
- Office (No. 3)
- Fredonia School (No. 4)
- Mill House (No. 5)
- Hargrave-Craven House and Kitchen (No. 6)
- Barn (No. 7)
- Corncrib (No. 8)
- Peoples Finance Company Building (No. 9)

Other Properties Evaluated and Determined Not To Be Eligible for the National Register

None

Historical Background Essay

The project area is located in the town of Lexington, the seat of Davidson County in the North Carolina Piedmont. Lexington had its origins during the mid-eighteenth century when the great wave of Scots-Irish and German settlers migrated into the Piedmont from Pennsylvania. Despite the surge in population, Lexington remained a small crossroads community until its designation as county seat when Davidson County was formed from Rowan County in 1822. A post office had been established in Lexington in 1800, but in the 1810 census, the town counted only eighty-three residents. Once Lexington gained its new status, a tract of twenty-five acres adjoining the existing village was acquired as the site for new public buildings. The land was platted with a traditional courthouse square (at the intersection of Main and Center streets, northwest of the A.P.E.) and a grid of streets (Sink and Matthews 1972: 71-75). The original section of Lexington and the newly platted county seat soon merged, and the town was incorporated in 1827. Development followed the construction of the courthouse, and in 1839, the first cotton mill, the Lexington Manufacturing Company, was built. The factory burned to the ground in 1844, effectively ending industrial development efforts in Lexington until the late nineteenth century. However, cash crop agriculture, particularly the production of tobacco, cotton, wheat, corn, and other small grains, increased dramatically during the antebellum era. Gold, silver, copper and lead mining also contributed to the economies of the central Piedmont counties in the years before the Civil War (Touart 1987: 11-12). Residential and commercial construction clustered near the courthouse, and in the 1850s, a prominent planter and later industrialist, Jesse Hamilton Hargrave, built a fine two story, Greek Revival house south of the courthouse on Main Street. The Hargrave house and its detached kitchen (No. 6) were moved ca. 1980 to the Oak Grove Restoration on Center Street within the A.P.E. (Sanborn Map Company 1885; Bailey 2000).

The local economy got a significant boost in 1855 when the North Carolina Railroad was completed through Lexington en route from Goldsboro to Charlotte (Sink and Matthews 1972: 84; Phillips 1996: 8-36). With the Western North Carolina Railroad, this grand transportation scheme was designed to finally link eastern and western North Carolina, thus ending the isolation of the Piedmont and mountain regions of the state. The new railroad held great promise, and a building boom soon began in Lexington. The following year, a new courthouse was constructed to serve the growing county. The railroad, which was later absorbed into the Southern Railway system, ran a few blocks south of the northwest to southeast grid of streets, and the aptly named Depot Street, Center Street, and Third Avenue South were extended to connect the center of town with the new rail line (Sanborn Map Company 1885).

The Civil War delayed Lexington's realizing the full benefits of rail transportation. Like the rest of the Piedmont, Davidson County suffered little direct destruction during the conflict, but the economy declined, and the county courthouse was burned by northern troops stationed in Lexington. At the end of the Civil War, Lexington remained a small town, but soon began to recover as agricultural and small-scale industrial production resumed. In 1867, the town supported seven merchants, one hotel, two churches, one school, six lawyers, two physicians, blacksmiths, tanners, carriage makers, and saw mills. During the 1870s, economic growth began in earnest. By the end of the decade, Lexington, although still small with a population of 475, had quadrupled its number of commercial operations to twenty-nine, as well as supporting two hotels, three boarding houses, nine churches, five lawyers, and three physicians (Sink and Matthews 1972: 88; Touart 1987: 28). By 1884, *Branson's North Carolina Business Directory* listed sixty merchants and tradesmen, offering a variety of specialized goods as well as general supplies (Phillips 1996: 8-38). In addition, educational institutions began to appear with the

opening of the Lexington Female Seminary in 1887. The school stood on Hargrave Street two blocks west of the square.

The New South industrial movement then sweeping the region, particularly the North Carolina Piedmont, began to take hold in Lexington, and a nascent manufacturing base began to emerge with foundries and machine shops, wagon making, cabinet making, millwrighting, and blacksmithing establishments, saw and grist mills, whiskey distilleries, and tobacco factories. In 1886, the Holt family, antebellum textile mill owners of Alamance County, opened the Wannonah Cotton Mills in Lexington, which was followed in 1890 by Watson and Cecil's brick making factory. The 1890s were pivotal to the development of Lexington. The population more than doubled during the decade from 626 to 1,440, and several other manufacturing companies were built, including the Lexington Furniture Company, a second Wannonah mill, and the Pittsburgh and North Carolina Mining, Manufacturing, and Lumber Company. During this same period, the Bank of Lexington was established as were two utilities, the Lexington Electric Light and Power Company and a local telephone company (Sink and Matthews 1972: 92; Touart 1987: 30).

Commercial prosperity spurred redevelopment, and in the 1880s and 1890s, much of early Lexington was rebuilt. Mercantile activities remained focused along Main Street with frame and brick stores lining both sides of the thoroughfare between First Avenue, south of Center Street, and Second Street, north of Center (Sanborn Map Company 1885). During the 1880s, the town also began to undertake public improvements that included street grading and sidewalk construction (Phillips 1996: 8-38).

Population growth accelerated after the turn of the century, jumping 189 per cent from 1,440 in 1900 to 4,163 in 1910. This tremendous boost came from an increase in manufacturing, and in the first decade of the twentieth century, thirty factories were built in Lexington, employing more than 1,500 workers. Much of this industrial activity centered on textiles and the emerging furniture industry, and new concerns, such as Dixie Furniture (1901) and Elk Furniture (1902), made Lexington one of the key manufacturing towns in the North Carolina furniture belt. Within Lexington, factories clustered along the Southern rail corridor, and a small industrial district took shape near the depot southwest of the A.P.E. With a booming local economy, governmental leaders undertook more extensive infrastructure projects including the construction of streets, a waterworks (including a pumping station along the rail line southwest of Center Street), a sewerage system, and electric street lights. New buildings were erected in downtown including the 1911-12 Neoclassical Revival post office, multiple story, brick office buildings, and the Renaissance Revival March Hotel. Local leaders were optimistic about the future, and in 1909 formed the Lexington Board of Trade. Their motto, "...the Center of the Great Piedmont Section, in the midst of the famous cotton and furniture manufacturing district, the junction and distributing point of the South's two greatest railroads...", described the underpinnings of Lexington's success (quoted from Phillips 1996: 8-41). In addition to the Southern railway, Lexington received its second rail line, the Winston-Salem southbound line, built to connect the Norfolk and Western Railway at Winston-Salem with the Atlantic Coastline at Wadesboro. The line entered Lexington from the north, skirting the west side of town and crossing the Southern south of downtown (Sink and Matthews 1972: 96; Touart 1987: 37-38). Thomas Eanes, who had married into the prominent Cecil family, operated a successful building and grading company that was responsible for the construction of the post office among other building projects. In 1910, Eanes moved his family into the large, frame dwelling (No. 2) on East Center Street that had been built by the Mabry family ca. 1870 (*Heritage of Davidson County* 1982: 161).

Population growth, industrial expansion, and Governor Aycock's push for universal education across North Carolina spurred the establishment of a local public school system in 1901. The first school, a combined elementary and high school, was formed using the buildings and grounds of the former Lexington Female Seminary on Hargrave Street, and a school for black children (no longer extant) was built on South Church Street (southwest of the A.P.E.), in what was called the "Factory Row in East Lexington" (*Heritage of Davidson County* 1982: 11). The boom years of the early twentieth century forced an almost continual school expansion, and other facilities were added to the system. In 1921, a high school for whites was built on North State Street at Second Street, and the original Hargrave Street building continued to serve as an elementary school. (The high school remained on State Street until its 1957 relocation to a larger campus.) A high school for black students followed in 1922, and in that same year, additional bonds were passed for further school construction. In 1925, the Cecil School (No. 1), within the A.P.E. on East Center Street, was completed. Named for the original landowner, David King Cecil, the substantial, brick building was designed with the restrained Gothic Revival detailing popular for schools of the period. By 1936, with the construction of Grimes School, the town of Lexington had four elementary schools (*Heritage of Davidson County* 1982: 13; Lopp 2000).

As was true throughout much of the Piedmont, the 1910s and 1920s were boom years for Lexington. The population of the town grew from 4,163 in 1910 to 5,234 in 1920, and by 1930, the Davidson County seat boasted 9,652 citizens (Sink and Matthews 1972: 101). Reflecting this growth, downtown Lexington was built and rebuilt with larger, more up-to-date designs, and residential construction spread to side streets. Industrial growth continued, and the number of Lexington factories totaled forty-five in 1925. The first hospital in the county opened in 1924 on the corner of North Main and Sixth streets, and the town undertook a street paving program. By 1925 Lexington had fifteen miles of paved streets and thirty miles of sidewalks (Sanborn Map Company 1913, 1923, 1929). However, the Great Depression took its toll on Lexington, and little new construction was undertaken between the 1929 stock market crash and the end of World War II. Greater diversification of the county economy in the postwar period spurred a return to prosperity. Between 1930 and 1950, during years of economic depression and war, the population of Lexington had risen from 9,652 to 13,571. By 1970, Lexington supported a base of 17,205 residents, triple its 1930 population (Sink and Matthews 1972: 103; Touart 1987: 45). The construction of new commercial and governmental buildings signaled a return to stability, and by the late 1950s and 1960s, a new county courthouse and post office had been erected. In keeping with the suburban pull of the era, much of the postwar construction occurred either away from downtown or incorporated suburban-style building set-backs and large parking lots within the center city. Several bank buildings dating to this period reflect this trend. Ample parking and drive-through banking lanes appealed to motoring customers, while modern designs created an up-to-date image in keeping with a young and rapidly expanding middle class. Within the A.P.E., the Peoples Finance Company (No. 9), built in 1960 on Center Street at the corner of South Pugh, typifies this postwar development with its simple geometric forms, minimal ornamentation, on-site parking, and drive-through lane.

In recent decades, the decline of downtown and the erosion of the manufacturing sector have taken its toll on Lexington. Foreign competition has undermined the older textile and furniture industries that created such prosperous Piedmont towns while corporate consolidation and the concentration of the new technological companies within metropolitan areas has further limited economic prospects. However, the bicentennial in 1976 created a renewed interest in downtown Lexington, and in that year, the nineteenth century county courthouse was designated as the home of the Davidson Historical Museum. The former post office was used to house the public library and since 1986 the Davidson County Arts Center. In 1993, Lexington joined the North Carolina Main Street program as part of its revitalization efforts (Phillips 1996: 8-42).

Property Inventory and Evaluations

Cecil School (No. 1)

Southwest side of Center Street, between Church and Cherry streets, Lexington, Davidson County

Date of Construction

1925

Associated Outbuildings

Classroom Building (ca. 1960)

Site Description (Figure 4)

The Cecil School occupies a corner lot southeast of the Southern Railway corridor and several blocks southeast of downtown Lexington. A landscaped lawn separates the school from Center Street, and a parking lot and later classroom building are found behind the 1925 school building. The surrounding area was originally residential and industrial, but several postwar banks and modern commercial strips have replaced the earlier dwellings. Two houses immediately south of Cecil School have recently been demolished, and a drugstore and parking lot have been built on their sites. One late nineteenth century dwelling, redeveloped as a small commercial complex with other historic houses and schools moved to the site, stands on the opposite side of Center Street. The Southern Railway station and several remaining factories are situated just west of the school.

Physical Description and Evaluation of Integrity (Plates 1-12)

The Cecil School is a substantial, two story, brick building with a crenellated roof line, a concrete basement, and stylized Gothic Revival detailing. The building has a symmetrical facade with a central entrance and projecting end bays. The entrance has an elliptical arched opening, capped by a decorative concrete crown, and battered concrete reveals, but the double leaf doors are metal and glass replacements. Replacement six panel doors are found on the side elevations. The entrance bay is highlighted at the roofline by an arched parapet flanked by pinnacles to suggest a center tower, below which are a decorative shield bearing the date of construction and a concrete nameplate. The end bays are marked by decorative panels below the parapet. Flanking the entrance are banks of windows with molded concrete crowns on the second story, but the one-over-one windows are replacements. In 1986, a concrete porch, sheltering a handicapped ramp, was built across the rear elevation.

The school building has an auditorium interior plan, but the building has undergone numerous alterations, and portions of the building are now heavily deteriorated. The foyer has the original double leaf, wood and glass doors with side lights and transom and terra cotta tile floors, and the floor plan, plaster walls and wainscoting remain intact. However, dropped, acoustic tile ceilings and linoleum floors have been added throughout, numerous interior doors have been replaced, and classrooms have been partitioned to serve as governmental offices. The most notable interior change has been the reconfiguration of the central auditorium which has been divided into two unequal spaces. Although the double leaf, glass and wood doors which once led directly from the front hall into the auditorium remain, they now open into storage rooms. Reduced from its original size, the rear section of the auditorium is currently reached from the side halls, and the stage has been moved to create a raised demonstration kitchen and storage rooms under the former balcony. The auditorium retains some of its original architectural detailing, including classical pilasters, entablature, and dentil molding, the arched stage opening with rope and acanthus leaf surrounds, and a coffered ceiling. Finally, the second floor of the building has had

extensive water damage and is now unusable. Because of this deterioration and alterations to key elements of design, the Cecil School no longer retains its architectural integrity.

The property also includes one secondary building, a one story classroom building constructed ca. 1960 and connected to the main school by a breezeway. Modern in its design, the low scale, brick building has a flat roof, recessed banks of steel sash windows, and minimal decoration.

Historical Background

The Cecil School was built in 1925 during a period of state-wide educational reform. At the turn of the century, Governor Aycock began his drive for universal education, and North Carolina counties began creating public school systems. During the first half of the twentieth century, grade schools and high schools were erected in great numbers across the state, and many small, rural schools were consolidated into larger facilities. Although some communities hired architects to design unique buildings, most school systems, including Lexington's, chose simple designs that incorporated popular revival style detailing or followed the long tradition of Collegiate Gothic architecture for their schools (Bishir 1990: 395-396).

Built as an elementary school, this building was constructed by the Harbin Construction Company of Lexington and named for David King Cecil, a local builder on whose land the school was constructed. The school remained in operation until 1982, but stood vacant for three years before the county began using it in 1985 as an office building (Lopp 2000). Also dating to this period, a second school, Holly Grove School, survives near Lexington. Located on the north side of U.S. 64, northeast of downtown Lexington, Holly Grove was built in 1930 to serve a farming community of the same name. Although more restrained in its detailing, the two story, brick school is well-preserved and retains its nine-over-nine windows, original doors, and other elements of design (see **Plates 13-14**).

Evaluation of Eligibility

The Cecil School is not recommended for National Register eligibility under Criterion C for architecture because extensive interior and exterior alterations and deterioration have compromised its architectural integrity. On the exterior, all the windows and doors have been replaced in recent years, and a concrete porch has been added to the rear. On the interior, the auditorium, one of the principal architectural features, has been divided into two spaces and heavily altered. In addition, the linoleum floors and dropped, acoustic tile ceiling are recent additions, and the classrooms have been repartitioned as offices. Finally, the second floor is so deteriorated as to be unusable.

Although the Cecil School is associated with the public school movement of the early twentieth century, numerous better preserved examples of such school buildings survive both within Davidson County, notably the nearby Holly Grove school, and throughout North Carolina. Therefore, the school is not recommended as eligible under Criterion A for education.

Cecil School is not eligible under Criterion B because the property is not associated with individuals whose activities were demonstrably important within a local, state, or national historic context. Furthermore, the school is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.

Figure 4
Cecil School - Site Plan

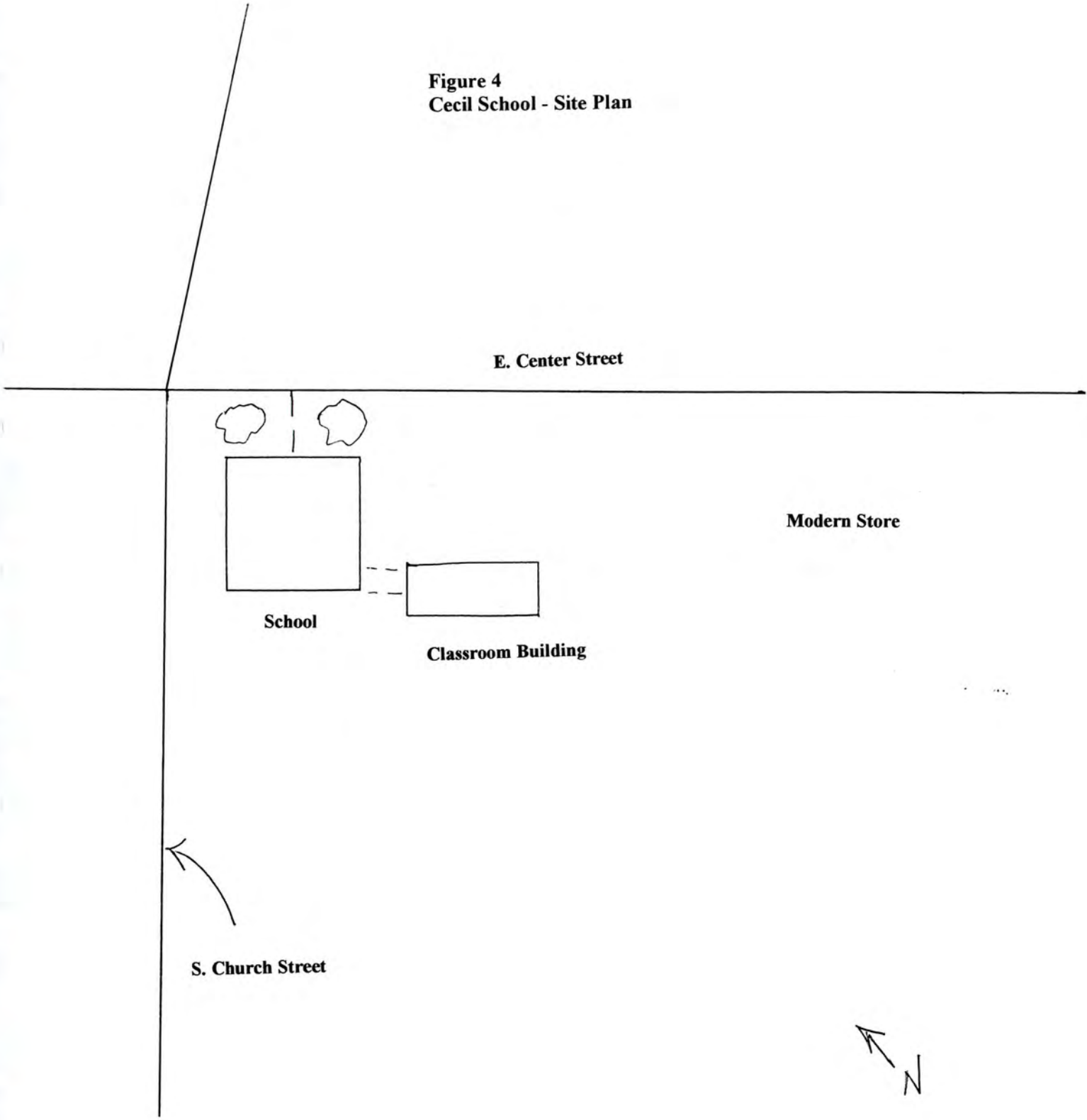




Plate 1. Cecil School (No. 1), Facade and Side (Northeast) Elevation, Looking Southwest.



Plate 2. Cecil School (No. 1), Side (Southeast) Elevation, Looking Northwest.

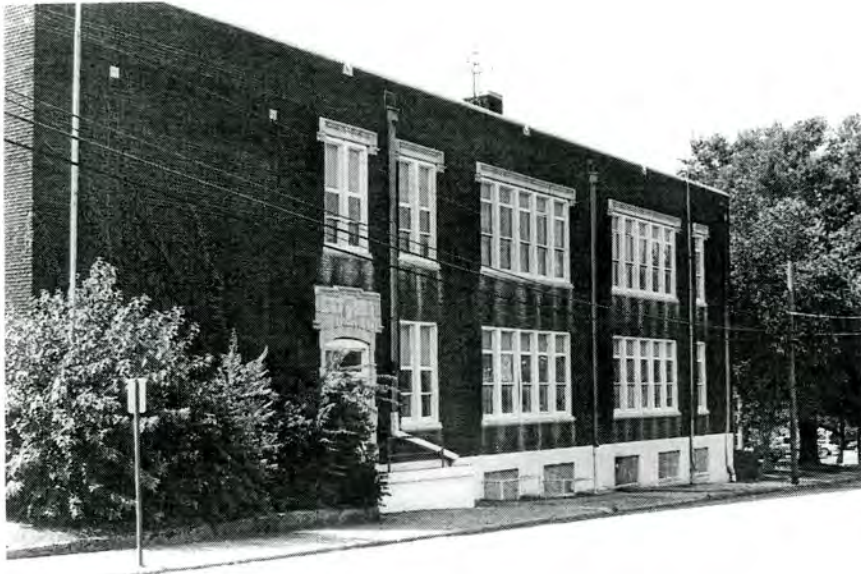


Plate 3. Cecil School (No. 1), Side (Northeast) Elevation, Looking Southwest.



Plate 4. Cecil School (No. 1), Facade, Looking Southwest.



Plate 5. Cecil School (No. 1), Entrance Detail, Looking Southwest.



Plate 6. Cecil School (No. 1), Rear Elevation Addition, Looking East.

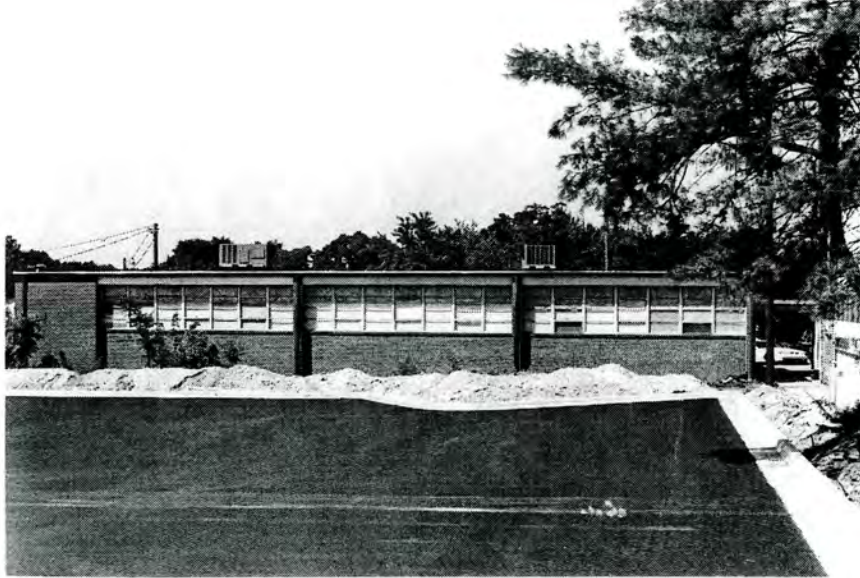


Plate 7. Cecil School (No. 1), Added Classroom Building (Main School Building on Right), Looking Southwest.



Plate 8. Cecil School (No. 1), Interior, Front Hall Showing Doors Leading to Former Auditorium.



Plate 9. Cecil School (No. 1), Interior, Side Hall, Looking towards Rear.

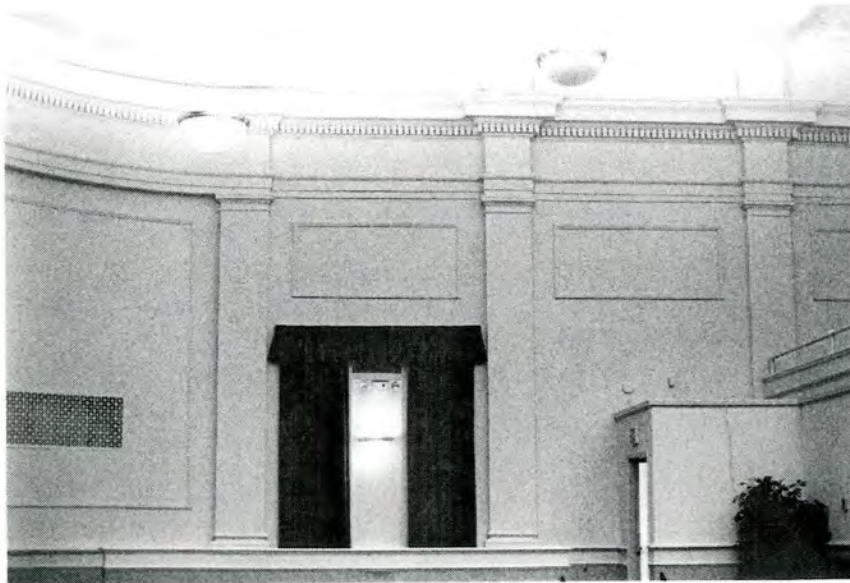


Plate 10. Cecil School (No. 1), Interior, Auditorium, Balcony and New Entrance on Right.

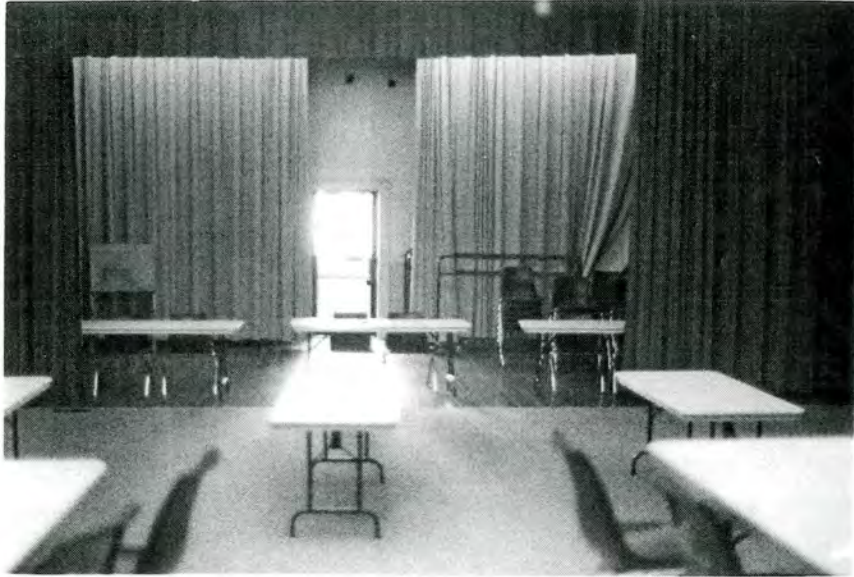


Plate 11. Cecil School (No. 1), Interior, Auditorium Looking towards Former Stage.



Plate 12. Cecil School (No. 1), Interior, Auditorium, New Stage under Balcony.



Plate 13. Holly Grove School, Facade, Looking Northwest.



Plate 14. Holly Grove School, Facade, Auditorium and Entrance, Looking West.

T.S. Eanes House (Bailey's House Inn) (No. 2)

Southeast side of Center Street, between Church and Cherry streets, Lexington, Davidson County

Date of Construction

ca. 1870

Associated Outbuildings

No original outbuildings

Site Description (Figure 5)

This house sits across Center Street from the Cecil School (No. 1), southeast of the Southern Railway corridor and downtown Lexington. Center Street was once lined with residential properties, but during the postwar period, much of the street was redeveloped for businesses. The Eanes house, with its seven acre parcel, has also been converted to commercial use as an inn, and seven buildings were moved to the site to form a small shopping complex. Although some of the front lawn separating the house from Center Street remains, a portion has been paved for parking, and the other buildings, with a connecting sidewalk, now occupy the back yard.

Physical Description and Evaluation of Integrity (Plates 15-24)

This substantial, two story, frame dwelling has both late Greek Revival and Italianate detailing, but the original L-shaped plan, with both two story and one story rear ells, has been altered with several later additions. The house has a cross gable roof with scrolled brackets, weatherboard siding, and an L-shaped porch (dating to the early twentieth century) with classical columns and a turned post balustrade. The four-over-one windows appear to date to this remodeling although the molded surrounds appear earlier; some windows are modern replacements replicating the four-over-one configuration. The one story side wing postdates 1949. The house retains an elegant entrance with a six panel door framed by side lights and transom with molded surrounds and simple corner blocks. Other exterior doors are modern replacements. The rear has had several accretions, and the original, L-shaped rear porch has been removed.

With its conversion to an inn, the interior underwent extensive remodeling although some key architectural elements remain. The interior retains its hardwood floors, many two and four panel doors with molded surrounds and corner blocks, and an open staircase with a battered, octagonal newel and square balusters. Many of the fireplace mantels survive with late Greek Revival detailing. However, there have been a number of significant changes to the interior. In the front parlor, French doors now lead to the hall, the fireplace has been removed, and the doorway between the front and rear parlors has been enclosed. A large wet bar/kitchen with counters, appliances, and cabinets also has been added to one corner of the parlor. Finally, bathtubs have been added in each of the remaining rooms on the first and second floors. These extensive changes and deterioration have compromised the architectural integrity of the house.

Historical Background

The Thomas S. Eanes house was built ca. 1870, southeast of downtown Lexington, for the Mabry family. Eanes purchased the property in 1910, and his descendants owned the property until 1980. Thomas Eanes (1874-1971) had come to Lexington in 1892 from Davie County to work as a brick mason for David King Cecil (who owned the property on which the Cecil School was built). In 1897, Eanes married Cecil's niece, Rebecca Cecil, and they built a house on East Center Street. Eanes began his own contracting and grading business soon after his marriage, and among his projects were the rail bed grading for the Winston-Salem Southbound Railroad and the U.S. Post Office (now the Davidson County Library). In 1908, Eanes opened the Lexington Ice and Coal Company, which stood along the Southern Railway on North Church Street. He sold

the ice plant in 1926 and subsequently bought other ice and coal plants in Thomasville and Biscoe. In addition to his businesses, Eanes also served on the Lexington City Commission from 1919 to 1931 (Touart 1987: 263; *Heritage of Davidson County* 1982: 161).

According to the 1923 Sanborn Fire Insurance Company map, the house occupied a large lot that included a frame barn as well as several other frame outbuildings. The barn burned some time after the Eaneses acquired the property in 1910, and throughout the early to mid-twentieth century, changes have been made to the property. In 1980, the house was sold and converted to an inn. The owners moved seven other buildings to the site as part of this conversion to form a commercial complex known as Oak Grove Restoration. Unlike the other buildings on the parcel, this house occupies its original site (Sanborn Map Company 1923, 1929; Bailey 2000).

Evaluation of Eligibility

The Eanes house is not recommended for National Register eligibility under Criterion C for architecture because interior and exterior alterations and deterioration have compromised its architectural integrity. On the exterior, many of the windows and the porch date to the early twentieth century, while other windows and several doors have been replaced since 1980. A one story, side wing has been added since 1949, and several small additions have been made to the rear elevation. The interior retains fine detailing in places, but the conversion of the house to an inn has resulted in heavy interior losses. The fireplace and hall door have been removed from the main parlor and a small kitchen added. Bathtubs have been installed in each room, and some interior doors have been replaced. Although this house occupies its original site, the addition of other buildings to the property has compromised the physical context of the house. This property is also not eligible under Criterion A because it is not associated with events that have made a significant contribution to broad historical patterns.

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

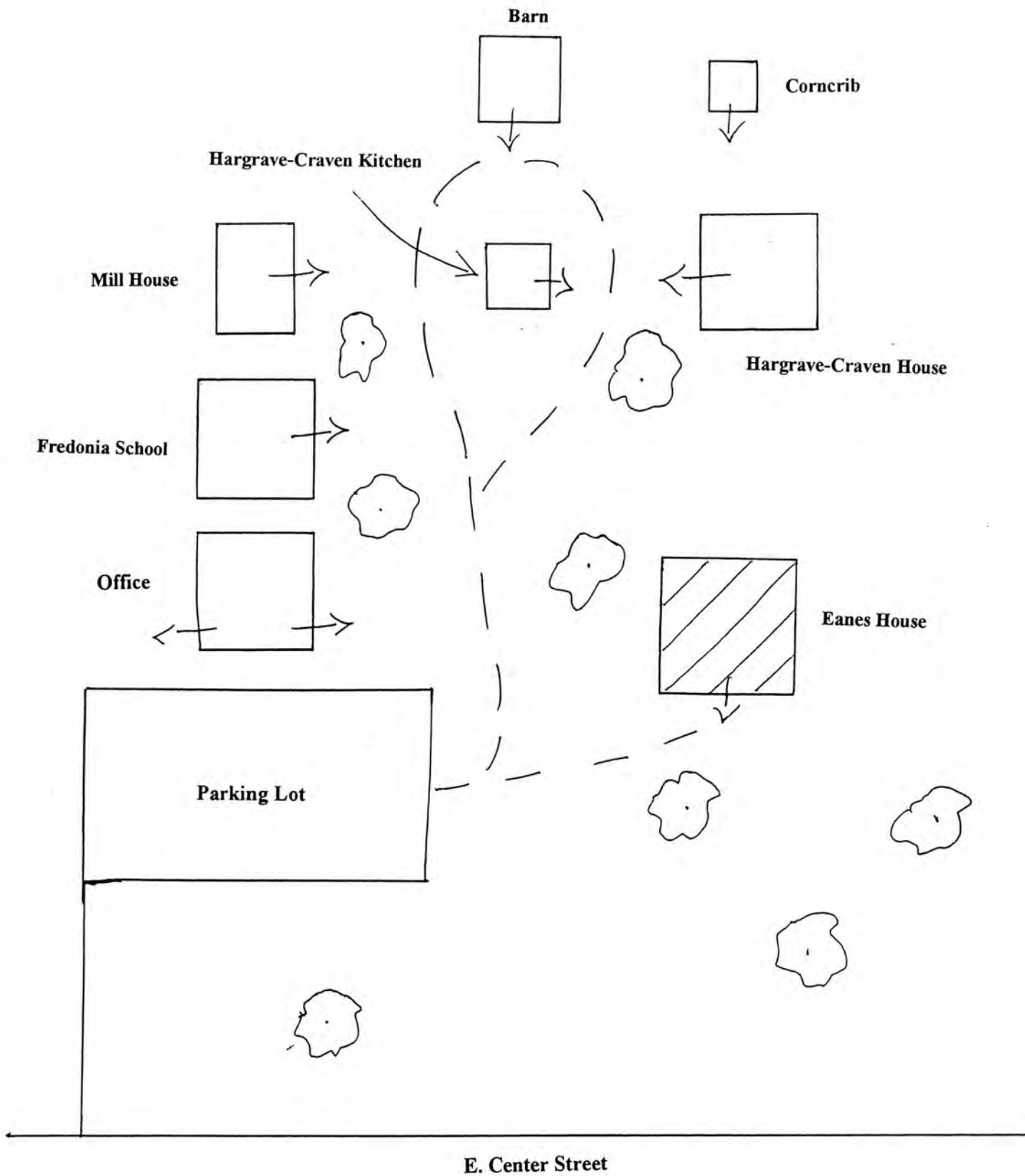


Figure 5
T.S. Eanes House - Site Plan





Plate 15. T.S. Eanes House (No. 2), Facade and Side Wing, Looking Northeast.



Plate 16. T.S. Eanes House (No. 2), Facade and Side (Northwest) Elevation, Looking East Across Parking Lot.



Plate 17. T.S. Eanes House (No. 2), Side (Northwest) Elevation and Rear Ell, Looking Southwest.



Plate 18. T.S. Eanes House (No. 2), Twentieth Century Rear Ell and Rebuilt Porch, Looking Southwest.



Plate 19. T.S. Eanes House (No. 2), Rear Elevation and Real Ells, Showing Twentieth Century Additions, Looking Northwest.



Plate 20. T.S. Eanes House (No. 2), Entrance Detail.



Plate 21. T.S. Eanes House (No. 2), Interior, Hall Showing Front Entrance and Replacement Door to Front Parlor.



Plate 22. T.S. Eanes House (No. 2), Interior, Hall Staircase.



Plate 23. T.S. Eanes House (No. 2), Interior, Front Parlor, Showing Closed Doorway to Rear Parlor and Added Kitchen.



Plate 24. T.S. Eanes House (No. 2), Interior, Bedroom Mantel and Added Bath.

Office (No. 3)

Southeast side of Center Street, between Church and Cherry streets, Lexington, Davidson County

Date of Construction

ca. 1925/ca. 1980

Associated Outbuildings

None

Site Description (Figure 6)

This office was moved to this site ca. 1980 and converted to an insurance company office. The building now forms part of the commercial complex known as Oak Grove Restoration. The office is separated from Center Street by a parking lot, and the former Fredonia School sits directly to the rear.

Physical Description (Plates 25-26)

This highly altered office was originally a one story, frame wing attached to the Hargrave-Craven house. Moved to its current location ca. 1980, a second story was added to the structure, most of the six-over-six windows were replaced, and an exterior staircase was added. A modern entrance and flanking, fixed light windows are located on the southern elevation. Little remains of the original building, which has lost its architectural integrity as well as its setting and location.

Historical Background

According to the current owner, Dennis Bailey, this building was originally a one story wing to the Hargrave-Craven house and contained the medical offices for Dr. Jean Craven, a later owner of the house. When the Hargrave-Craven house was moved to this parcel ca. 1980, the wing was detached and completely remodeled to house an insurance company office (Bailey 2000).

Evaluation of Eligibility

The building is not recommended for National Register eligibility under any criterion. Detached from its original building, this office no longer has any architectural integrity, having lost its historic form, most of its historic fabric, as well as its setting and location.

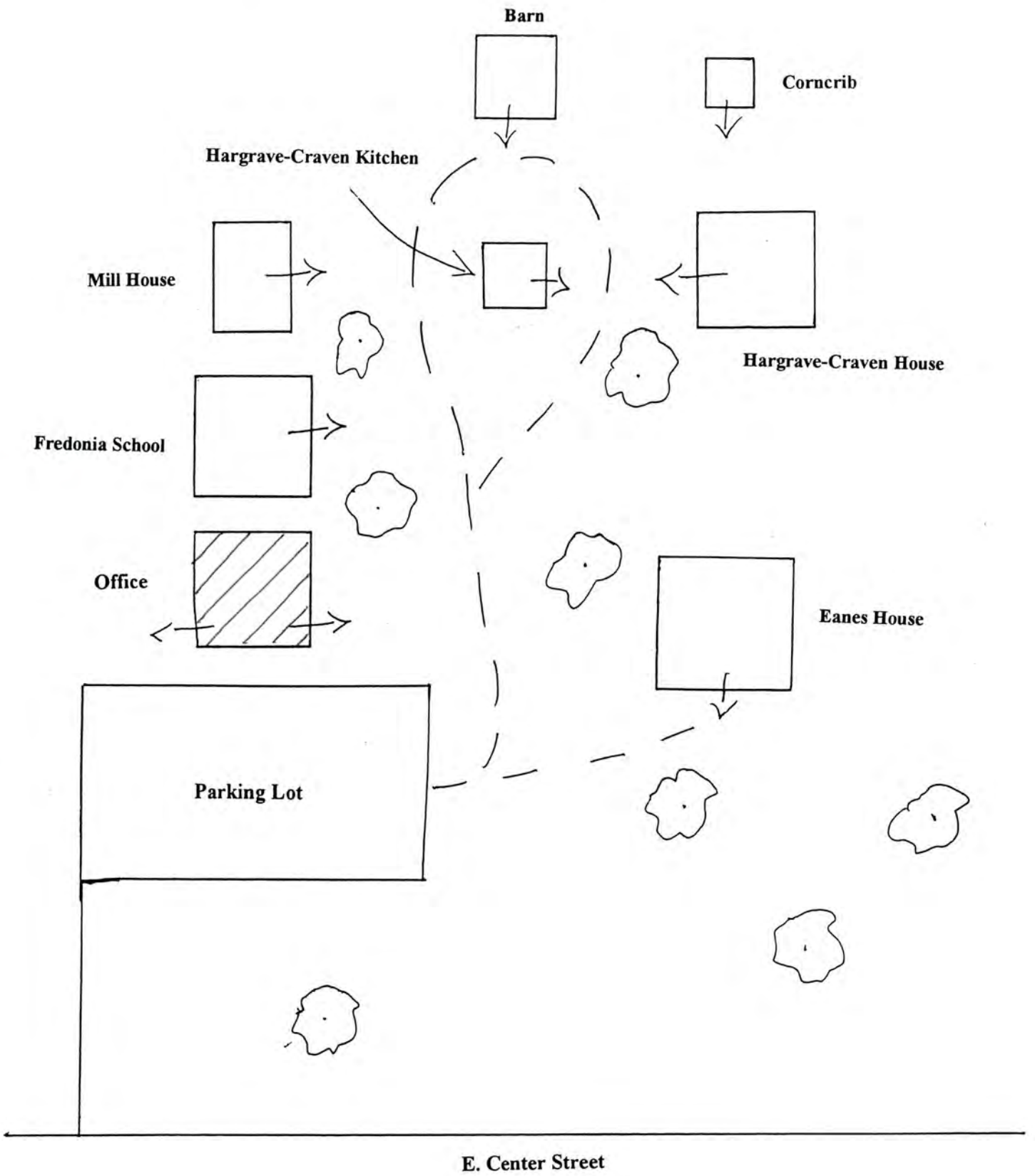


Figure 6
Office - Site Plan





Plate 25. Office (No. 3), Facade (Northwest) Elevation, Looking Southeast Across Parking Lot.



Plate 26. Office (No. 3), Side (Southeast) and Rear Elevations (Fredonia School on Right), Looking West.

Fredonia School (No. 4)

East side of Center Street, between Church and Cherry streets, Lexington, Davidson County

Date of Construction

ca. 1880-1920

Associated Outbuildings

None

Site Description (Figure 7)

The former Fredonia School was moved to this site ca. 1980 and converted to commercial use. The building now forms part of the commercial complex known as Oak Grove Restoration that is associated with the Bailey's House Inn. Fredonia School sits directly behind an insurance company office. A mill house, also moved to the site, is sited directly behind this school building.

Physical Description (Plates 27-28)

The Fredonia School is a one and one-half story, frame, two room building with a large, front gable dormer and a shed roofed porch with enclosed end bays. The building has weatherboard siding and six-over-six windows. The porch shelters two replacement doors. Converted to apartments, a porch has been added to one unit, and the interior has been remodeled. The interior was inaccessible. The building has undergone alterations and no longer has its integrity of location or setting.

Historical Background

Fredonia School served as a two room, rural school in Alleghany Township in southern Davidson County. When surveyed in 1982, a portion of the building retained the flushboard walls, wide pine floors, and small, high windows from its 1880s construction. The school also had a blackboard devised so that it could be raised and lowered along an overhead track to create two classrooms. A later, permanent, second classroom, with beaded board siding and large windows, was added in the early twentieth century. Two smaller rooms were also built at that time, but were subsequently removed (Touart 1982).

Following educational reforms of the early twentieth century, Fredonia School, like many rural schools in North Carolina, was closed in the 1920s with the consolidation of such small, country schools into larger, centralized facilities. By 1980, the property had been acquired by a former school teacher, who stabilized the deteriorating structure, and the building was moved to the former T.S. Eanes House site in Lexington and converted to residential use.

Evaluation of Eligibility

The Fredonia School building is not recommended for National Register eligibility under any criterion. Moved from its original rural site in southern Davidson County, the building has been remodeled for residential use and no longer retains sufficient architectural integrity or integrity of location to meet National Register criteria.

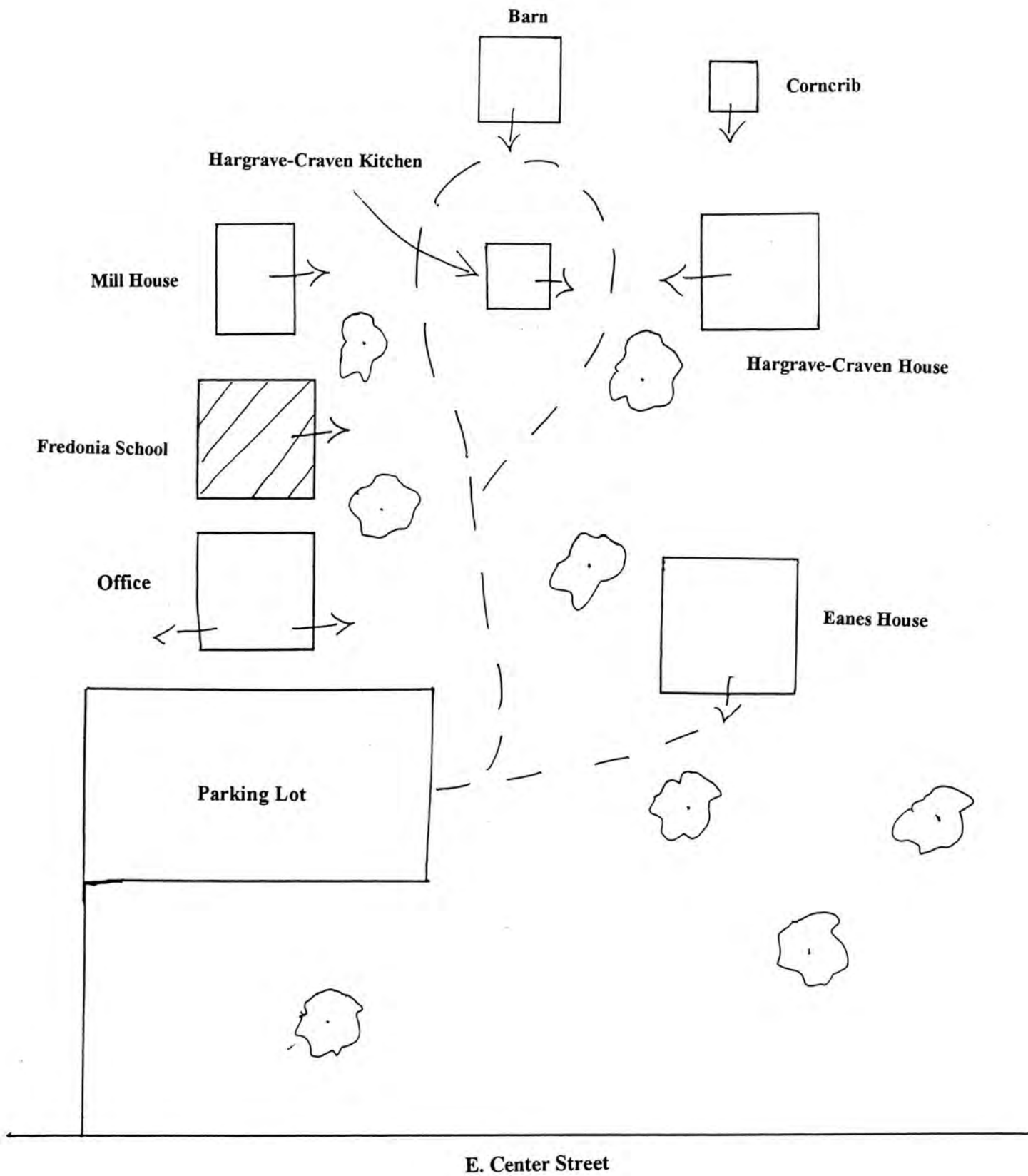


Figure 7
Fredonia School - Site Plan





Plate 27. Fredonia School (No. 4), Facade. Looking Northeast Towards Mill House.



Plate 28. Fredonia School (No. 4), Facade, Looking Northwest.

Mill House (No. 5)

Southeast side of Center Street, between Church and Cherry streets, Lexington, Davidson County

Date of Construction

ca. 1900

Associated Outbuildings

None

Site Description (Figure 8)

The former mill house was moved to this site ca. 1980. The building now forms part of the commercial complex known as Oak Grove Restoration that is associated with the Bailey's House Inn. The house sits directly behind the Fredonia School. The Hargrave-Craven house and kitchen stand in front of this house.

Physical Description (Plate 29)

This one story mill house has a side gable roof, with a decorative center gable, a hip roofed porch, supported by turned posts, and a one story rear ell. The house retains its weatherboard siding and decorative shingles under the gables. However, the windows are one-over-one replacements, and the front door is also a modern replacement. The interior was not accessible. Furthermore, the house has lost its integrity of location and setting.

Historical Background

Little is known about this property. This mill house, with its traditional form, was bought and moved to its current location ca. 1980 when other buildings were assembled on this seven acre parcel to form a small commercial complex.

Evaluation of Eligibility

The mill house is not recommended for National Register eligibility under any criterion because the property has lost its integrity of location and setting. Furthermore, the house is representative of a common mill house design, and numerous examples, within their mill village context, survive throughout the state.

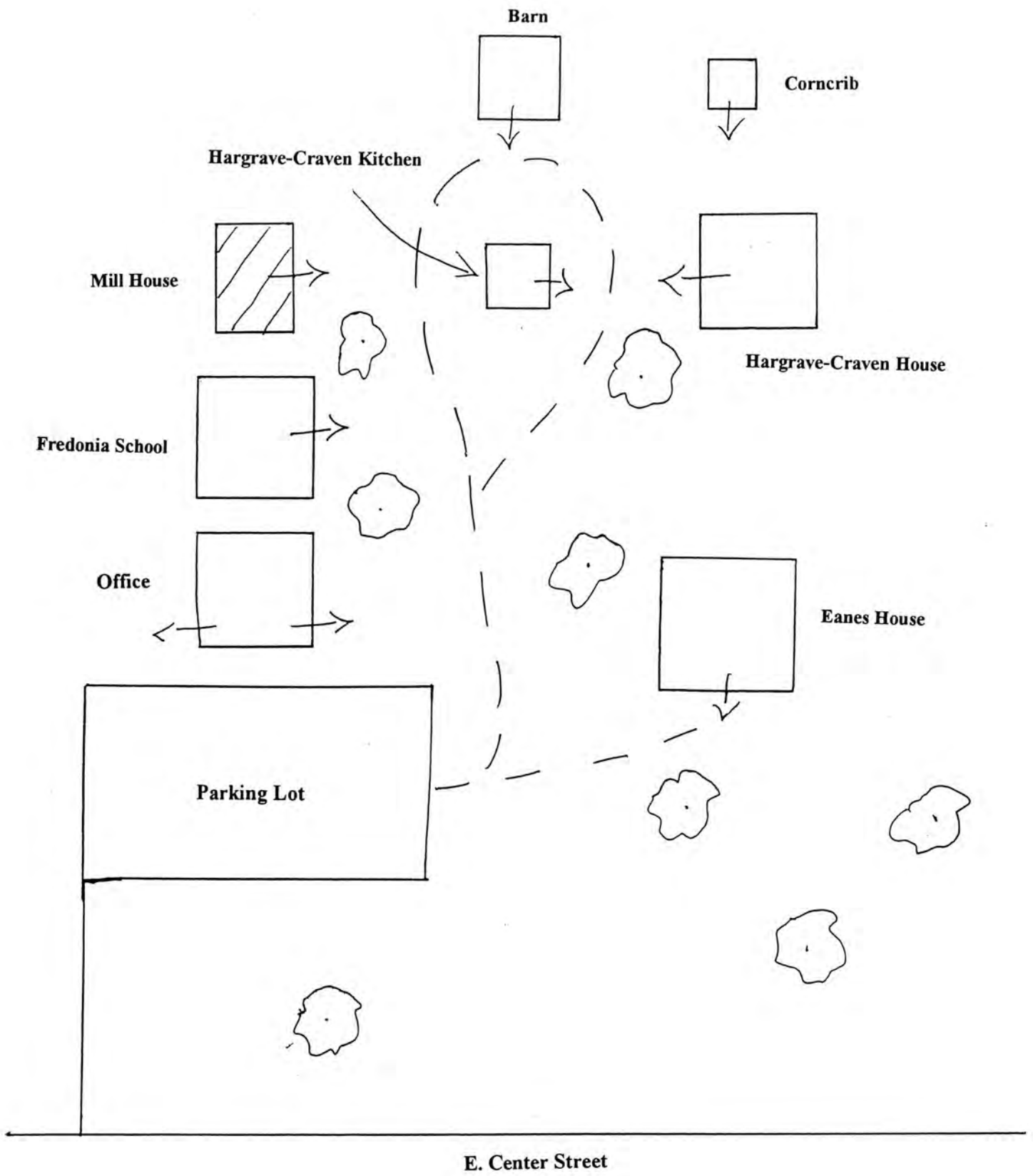


Figure 8
Mill House - Site Plan





Plate 29. Mill House (No. 5), Facade and Side (East) Elevation, Looking Northwest.

Hargrave-Craven House (No. 6)

Southeast side of Center Street, between Church and Cherry streets, Lexington, Davidson County

Date of Construction

ca. 1850/ca. 1880

Associated Outbuildings

Kitchen (ca. 1850/ca. 1880)

Site Description (Figure 9)

The Hargrave-Craven House was moved to this site ca. 1980. The house now forms part of the commercial complex known as Oak Grove Restoration that is associated with the Bailey's House Inn. The house sits directly behind the inn (Eanes House), and the kitchen now sits in front the Hargrave house and a relocated mill house.

Physical Description (Plates 30-38)

Built before the Civil War and remodeled ca. 1880, the Hargrave house was designed as a two story, double pile, Greek Revival dwelling with a side gable roof, with full returns, and a symmetrical, three bay facade. The house had a deep, front gable porch with classical columns and balustrade and six-over-six windows. Pilasters indicate that there was a similar porch extending from the rear. In the late nineteenth century, the house was remodeled with Italianate detailing. Delicately scrolled knee brackets were added, obscuring part of the earlier dentil molding, bay windows were added to the side elevations, and some windows were replaced with multiple light-over-one, double hung windows capped with sawn-work hoods. Double leaf, octagonal panel doors are framed by a transom and side lights. When the house was moved ca. 1980, additional changes were made. The most notable exterior alteration has been the removal of the rear porch and the side wing and the addition of some one-over-one replacement windows.

The interior has a center hall plan with architectural elements that reflect its original Greek Revival design, its late nineteenth century modifications, and its remodeling since ca. 1980. The house features fine Greek Revival mantels and door surrounds with stylized fluting and simple corner blocks, and a number of six panel doors remain. Other fireplaces have restrained post and lintel mantels with finely molded profiles and battered piers. The hall was remodeled in the late nineteenth century and has beaded board wainscoting, a chair railing, and an elaborately turned staircase newel and delicate sawn work under the risers. The first floor now houses several offices and has undergone some alteration. The hall has been divided by a partition wall and door, separating the entrance to the upstairs apartment from the first floor offices. A bathroom has been carved from the hall and adjoining rooms, and closets have also been created. The upstairs was inaccessible but is now a separate residential unit. Although fine architectural features remain, the Hargrave house has lost much of its architectural integrity through its relocation, the removal of a porch and wing, the addition of replacement windows, and interior modifications.

Also moved with the Hargrave house is the detached, frame kitchen which now sits in front of the main house. The kitchen has a simple rectangular form, side gable roof, weatherboard siding, six-over-six windows, with finely molded surrounds, and an eight panel door. Italianate knee brackets were added to the kitchen ca. 1880. The interior was inaccessible.

Historical Background

The Hargrave-Craven House was built ca. 1850 by Jesse Hamilton Hargrave (1816-1879), son of a Lexington founder, merchant, and state senator, Jesse Hargrave (1777-1830). Hargrave's father had owned vast acreage extending from the town south to the Yadkin River and had helped to organize Davidson County and to secure Lexington as the county seat. Jesse Hamilton Hargrave was reputedly a shrewd businessman in his own right, and he and his five brothers organized the Lexington Manufacturing Company in 1839, the first cotton mill in the county. Although the mill burned to the ground a few years later, Hargrave managed to keep much of his cotton plantation intact following the Civil War. Hargrave built this home at the corner of Main Street and West Third Avenue, later selling the land to the government for a post office and moving the house across Main Street. After the Civil War, the house was bought by Richard and Lucy Earnhardt, who owned much downtown property and operated a local general store. The house was later owned by a Dr. Jean Craven, whose medical offices were housed in a wing to the house. The wing was removed from the main block of the dwelling, and both were moved ca. 1980 to the small commercial complex known as the Oak Grove Restoration on East Center Street (*Heritage of Davidson County* 1982: 502).

Evaluation of Eligibility

The Hargrave-Craven House is not recommended for National Register eligibility under Criterion C for architecture. Although this Greek Revival dwelling, with Italianate modifications, retains fine architectural elements, the house has been relocated twice in its history and has been heavily remodeled. The rear porch and wing have been removed, and a number of windows which were installed in the late nineteenth century have been recently replaced. On the interior, the hall has been partitioned to provide a secure entrance for a second floor apartment, and bathrooms have been created within the hall and adjoining rooms.

The house is also not recommended as eligible for Criterion B for either its associations with first owner, Jesse Hamilton Hargrave, or later owner, Dr. Jean Craven. Although Hargrave was a locally prominent planter and capitalist and Dr. Craven was an early woman physician in the town, this house now lacks the architectural integrity and physical context to illustrate either his or her importance to the history of Lexington. The property is also not eligible under Criterion A because it is not associated with events that have made a significant contribution to broad historical patterns. Furthermore, the house is not considered eligible under Criterion D because the architectural component is not likely to yield information important in the history of building technology.

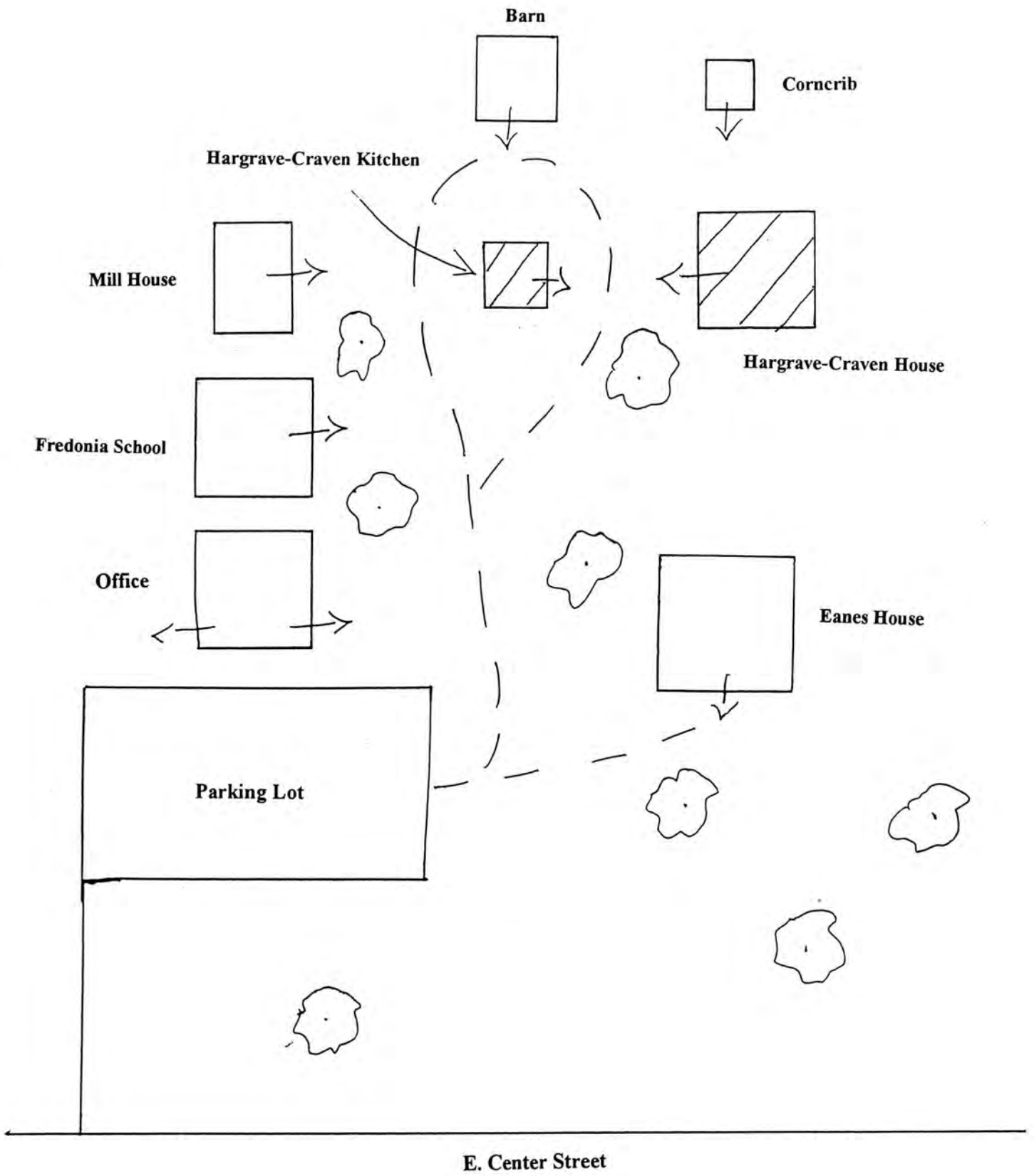


Figure 9
Hargrave-Craven House - Site Plan





Plate 30. Hargrave-Craven House (No. 6). Facade and Side (Southwest) Elevation, Looking Southeast.



Plate 31. Hargrave-Craven House (No. 6), Facade, Showing Late Nineteenth Century Bay Window and Modern Replacement Window, Looking Southeast.



Plate 32. Hargrave-Craven House (No. 6), Side (Northeast) Elevation, Looking Southwest.



Plate 33. Hargrave-Craven House (No. 6), Side (Southwest) and Rear Elevations, Looking North.



Plate 34. Hargrave-Craven House (No. 6), Interior, Hall, Staircase, and Rear Door.



Plate 35. Hargrave-Craven House (No. 6), Interior, Front Parlor Mantel.



Plate 36. Hargrave-Craven House (No. 6), Interior, Rear Parlor, Mantel and Door Detail.



Plate 37. Hargrave-Craven House (No. 6), Kitchen. Side (Northwest) and Rear Elevations, Looking Southeast.



Plate 38. Hargrave-Craven House (No. 6), Kitchen, Facade and Entrance (Barn in Background), Looking North.

Barn (No. 7)

Southeast side of Center Street, between Church and Cherry streets, Lexington, Davidson County

Date of Construction

ca. 1940

Associated Outbuildings

None

Site Description (Figure 10)

This barn was moved to this site ca. 1980 as part of the commercial complex known as Oak Grove Restoration. The barn at the back of the complex with an open field to the rear. A log corncrubs stands next to the barn.

Physical Description (Plate 39)

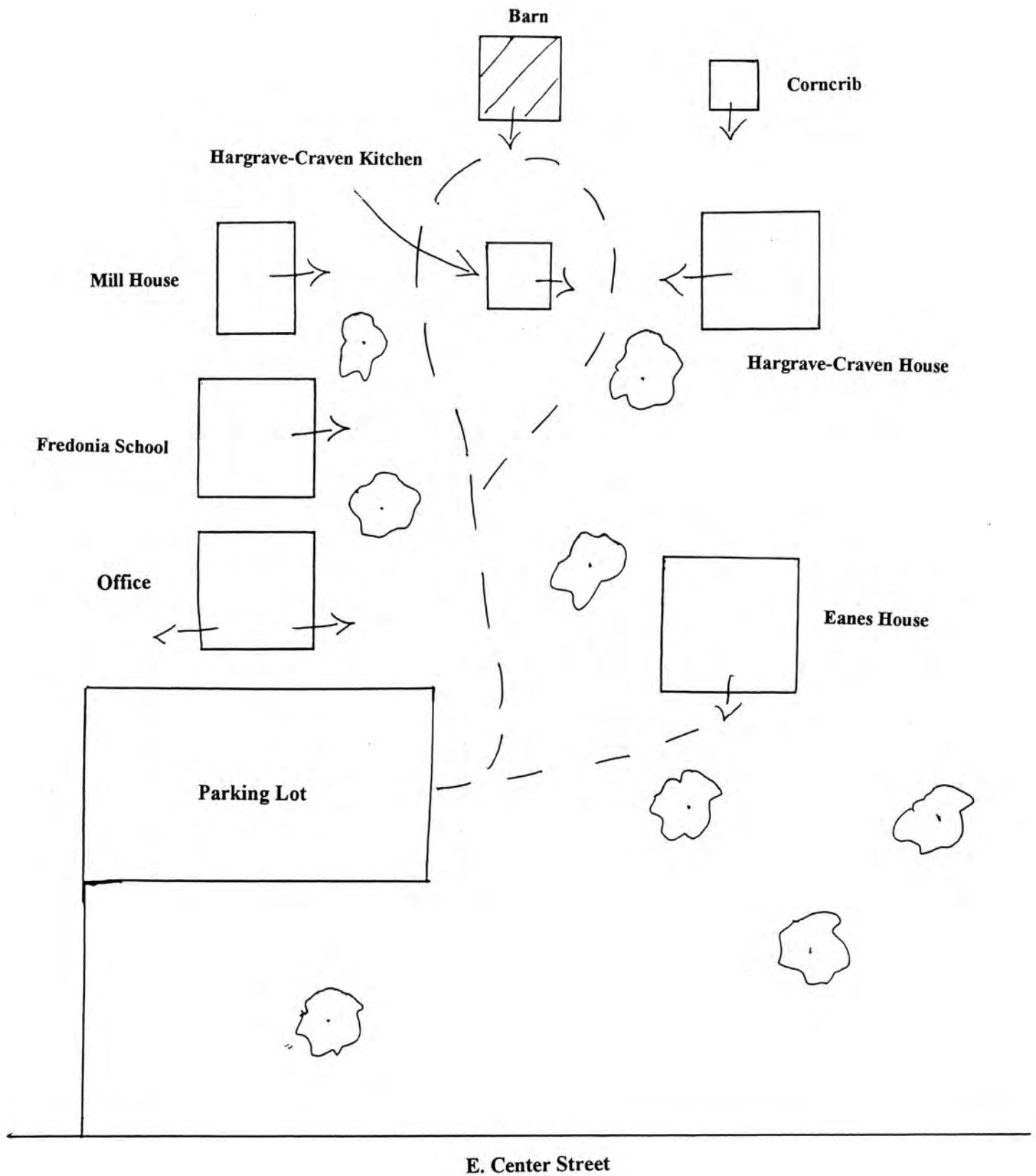
This highly altered, gambrel roofed barn has been converted to commercial use, and modern windows and doors have been installed. The barn retains some of its original German siding as well as modern siding. The barn interior was inaccessible. The building has been extensively altered and no longer retains its architectural integrity or its physical context.

Historical Background

Little is known about this building. It was moved to the site ca. 1980 as part of the Oak Grove Restoration project, and has been converted to commercial or residential use.

Evaluation of Eligibility

This barn is not recommended for National Register eligibility under any criterion. The building has lost its integrity, and this mid-twentieth century barn represents a common type of farm building that is found across North Carolina.



E. Center Street

Figure 10
Barn - Site Plan





Plate 39. Barn (No. 7), Gable End Entrance and Side (Southeast) Elevation, Looking Northwest.

Corncrib (No. 8)

Southeast side of Center Street, between Church and Cherry streets, Lexington, Davidson County

Date of Construction

ca. 1900

Associated Outbuildings

None

Site Description (Figure 11)

This corncrib was moved to this site ca. 1980 as part of the commercial development known as Oak Grove Restoration. The structure stands at the back of the complex directly behind the Hargrave-Craven house. There is an open field to the rear, and the barn is found next to the corncrib.

Physical Description (Plate 40)

This small, log corncrib has a front gable roof, dovetailed notching, and rests on simple, stone supports. The corncrib survives in good condition, but having been moved to the site no longer retains its integrity of location or setting.

Historical Background

Little is known about this structure. It was moved to the site ca. 1980 as part of the Oak Grove Restoration project.

Evaluation of Eligibility

This corncrib is not recommended for National Register eligibility under any criterion. No longer occupying its original location, the structure has lost its farm setting, and examples of this traditional outbuilding design and construction are still found across North Carolina.

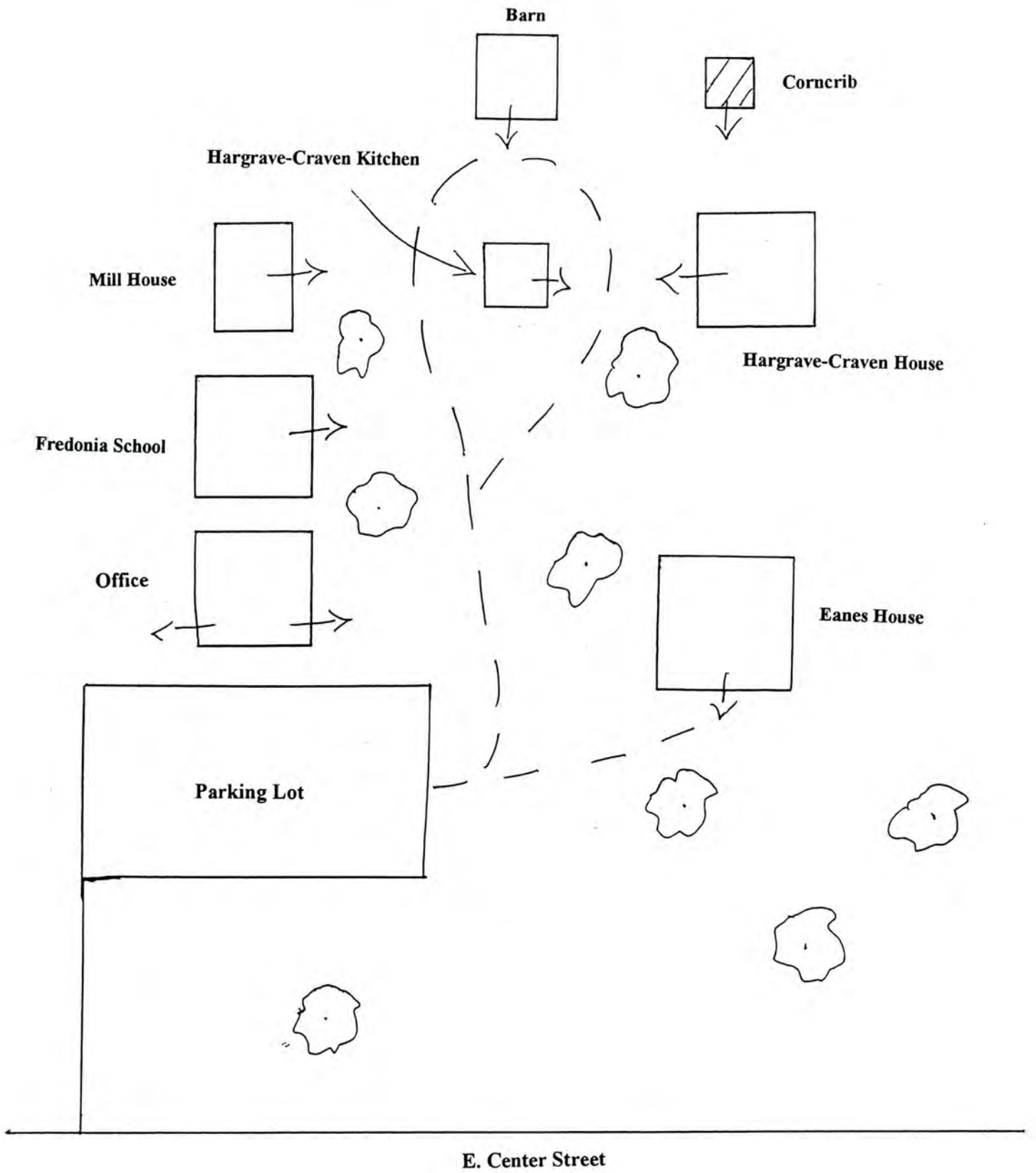


Figure 11
Corncrib - Site Plan





Plate 40. Corncrib (No. 8), Front and Side (Northwest) Elevations (Hargrave-Craven House in Foreground), Looking East.

Peoples Finance Company (No. 9)

Southwest Corner of Center Street and South Pugh Street, Lexington, Davidson County

Date of Construction

1960

Associated Outbuildings

None

Site Description (Figure 12)

This small bank occupies a small corner lot facing Center Street, one of the main thoroughfares through central Lexington. The bank is located on the eastern edge of downtown, and the Southern Railway corridor lies to the east. A small, brick church sits next to the bank. The bank property includes a landscaped lawn as well as paved parking to the rear and along the north side.

Physical Description (Plates 41-48)

Typifying postwar modernism, the bank building has a simple, rectangular form with a flat roof, brick walls, steel sash windows, and minimal ornamentation. The facade is broken by a tall, rock-faced, ashlar dividing wall which projects from and rises above the rectangular block. On the north side of this dividing wall are steel sash, glass curtain walls which wrap around the side elevation. A simple metal and glass door is visually part of the glass wall. The entrance is sheltered by the wide overhang of the roof. The south elevation is blind with brick soldiers creating a stylized panel, and the north elevation has decorative concrete block walls and a drive-through window. A single, metal door, sheltered by a flat, metal canopy, provides access from the rear.

The interior contains an open customer service and teller area with a series of offices lining the south wall. The building has terrazzo floors, replacement ceiling and counter, and metal and glass partition walls separating the offices from the customer area. In turn, the offices are separated by blond wood panel partitions, and there is replacement wood paneling along the exterior wall. The building has undergone few alterations and retains its architectural integrity.

Historical Background

The building was constructed for First Citizens Bank in 1960. It is currently owned by Lexington State Bank and is operated as the Peoples Finance Company.

Evaluation of Eligibility

Although a good, representative example of postwar modernism, this bank building is not recommended for National Register eligibility under any criterion. Constructed in 1960, the bank does not either meet the fifty year guideline for National Register eligibility or possess the exceptional importance needed for eligibility under Criteria Consideration G.

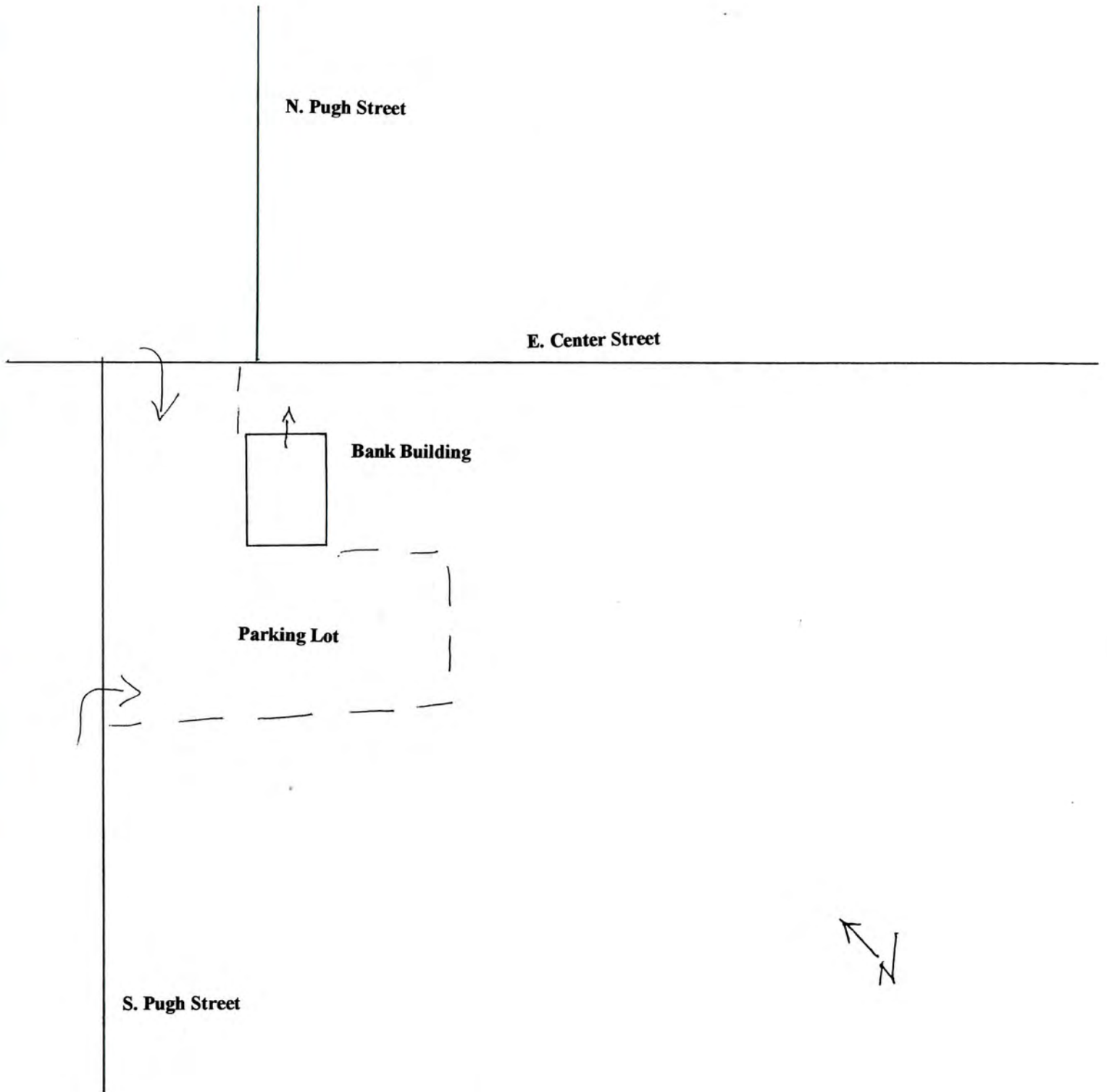


Figure 12
Peoples Finance Company Building - Site Plan



Plate 41. Peoples Finance Company Building (No. 9), Facade, Looking Northwest.



Plate 42. Peoples Finance Company Building (No. 9), Facade and Side (Northwest) Elevation, Looking South.



Plate 43. Peoples Finance Company Building (No. 9), Side (Southeast) Elevation, Looking Northwest.



Plate 44. Peoples Finance Company Building (No. 9), Side (Southeast) and Rear Elevations, Looking North.



Plate 45. Peoples Finance Company Building (No. 9), Entrance.

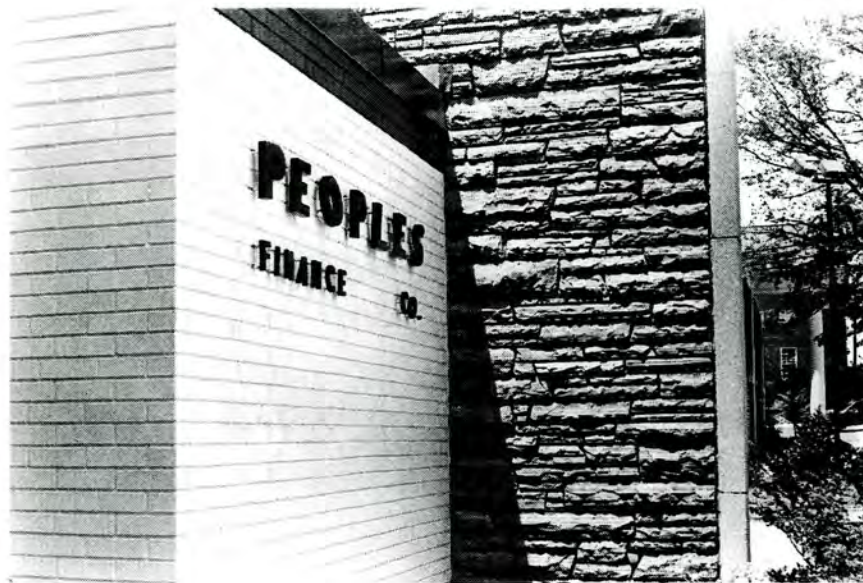


Plate 46. Peoples Finance Company Building (No. 9), Facade Sign Detail.

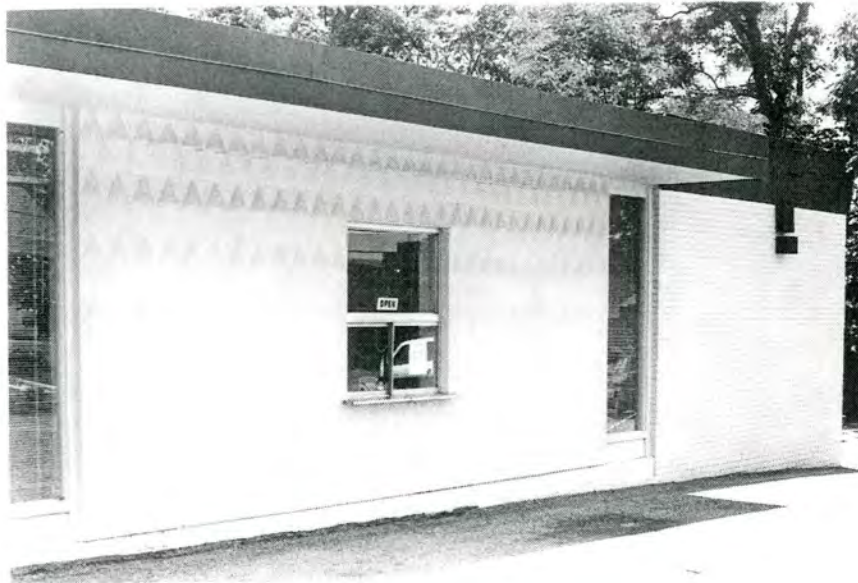


Plate 47. Peoples Finance Company Building (No. 9). Side (Northwest) Elevation Showing Drive Through Window, Looking South.



Plate 48. Peoples Finance Company Building (No. 9), Interior, Customer Area and Offices Along Southeast Wall.

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APPENDIX:
PROFESSIONAL QUALIFICATIONS

Richard L. Mattson, Ph.D.
Historical Geographer

Education

- 1988 Ph.D. Geography
University of Illinois, Urbana, Illinois
- 1980 M.A. Geography
University of Illinois, Urbana, Illinois
- 1976 B.A. History, Phi Beta Kappa
University of Illinois, Urbana, Illinois

Relevant Work Experience

- 1991-date Historical Geographer, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1991 Visiting Professor, History Department, Queens College, Charlotte, North Carolina
- Developed and taught course on the architectural history of the North Carolina Piedmont, focusing on African-American architecture, textile-mill housing, and other types of vernacular landscapes.
- 1989-1991 Mattson and Associates, Historic Preservation Consulting
Charlotte, North Carolina
- 1988 Visiting Professor, Department of Urban and Regional Planning,
University of Illinois, Urbana, Illinois
- Taught historic preservation planning workshop, developed and taught course on the history of African-American neighborhoods. The latter course was cross-listed in African-American Studies.
- 1984-1989 Private Historic Preservation Consultant,
Raleigh, North Carolina
- 1981-1984 Academic Advisor, College of Liberal Arts and Sciences, University of
Illinois, Urbana, Illinois
- 1981 Instructor, Department of Geography, University of Illinois, Urbana,
Illinois
- 1978-1980 Private Historic Preservation Consultant, Champaign, Illinois

Frances P. Alexander
Architectural Historian

Education

- 1991 M.A. American Civilization-Architectural History
George Washington University
Washington, D.C.
- 1981 B.A. History with High Honors
Guilford College
Greensboro, North Carolina

Relevant Work Experience

- 1991-date Architectural Historian, Mattson, Alexander and Associates, Inc.
Charlotte, North Carolina
- 1988-1991 Department Head, Architectural History Department
Engineering-Science, Inc., Washington, D.C.
- 1987-1988 Architectural Historian, Historic American Buildings Survey/Historic
American Engineering Record, National Park Service, Washington, D.C.
- 1986-1987 Historian, National Register of Historic Places, National Park Service,
Washington, D.C.
- 1986 Historian, Historic American Engineering Record, National Park Service,
Chicago, Illinois