



North Carolina Department of Cultural Resources
State Historic Preservation Office

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Jeffrey J. Crow, Deputy Secretary
Office of Archives and History

Division of Historical Resources
David J. Olson, Director

June 26, 2002

MEMORANDUM

TO: William D. Gilmore, Manager
Project Development and Environmental Analysis Branch
Department of Transportation, Division of Highways

FROM: David Brook *DSB for David Brook*

SUBJECT: Historical Architectural Survey Report, New Interchange at US 74, Mooresboro, R-4045, Cleveland County, ER 02-9130

Thank you for your letter of February 26, 2002, transmitting the survey report by Richard Silverman. We regret that staff vacancies prevented our responding in a timelier manner.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following properties are eligible for listing in the National Register of Historic Places:

- Mooreboro Historic District, (#24-31, 33-39) under Criterion C for its representation of architectural styles and variety of building types.
- Will McBrayer Farm (#10), under Criteria A and C for its representation of diversified farming in the early twentieth century and as a property that exemplifies a traditional rural vernacular farm complex common to the region.

We also concur that the following properties do not appear eligible for listing in the National Register of Historic Places or warrant further study:

Properties 1-9, 11-23, 32, 40-55.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT

bc: Brown/McBride

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north carolina
department of transportation

Historic Architectural Resources Survey Report
Phase II - Intensive
Final Identification & Evaluation

New Interchange at US 74
in the Town of Mooresboro
Cleveland County, NC

TIP # R-4045
State Project No. 8.1802001
Federal Aid # NHF-74(40)

The
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HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT

TIP# R-4045

NEW INTERCHANGE AT US 74 IN
THE TOWN OF MOORESBORO
CLEVELAND COUNTY, NC
STATE PROJECT NO. 8.1802001
FEDERAL AID NO. NHF-74(40)



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
REPORT PREPARED BY:
RICHARD L. SILVERMAN
FEBRUARY, 2002

Richard L. Silverman

2-21-2002

Principal Investigator
Historic Architecture Section
North Carolina Department of Transportation

Date

Mary Pope Furr

2/21/2002

Mary Pope Furr, Supervisor
Historic Architecture Section
North Carolina Department of Transportation

Date

New Interchange at US 74 in
the Town of Mooresboro
Cleveland County, North Carolina
TIP No. R-4045

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I. MANAGEMENT SUMMARY

Project Description

The North Carolina Department of Transportation (NCDOT) proposes to upgrade this section of US 74 to full control of access. The project is needed to maintain the flow and safety of citizens using the proposed Shelby Bypass which begins where this project ends. The project involves US 74 from approximately 0.17 miles west of SR 1167 (West Main Street) to 0.92 miles east of SR 1168 (Lattimore Road) in Cleveland County.

Existing US 74 consists of a four-lane divided section with a grass median of variable width. Existing intersections are at grade. The current speed limit is 55 mph. The proposed design is a four-lane divided section with a grass median of variable width. Grade separations and an interchange will be added to convert to full control of access. The design speed is 60 mph. The project length is approximately 1 mile with a variable right-of-way.

Vicinity

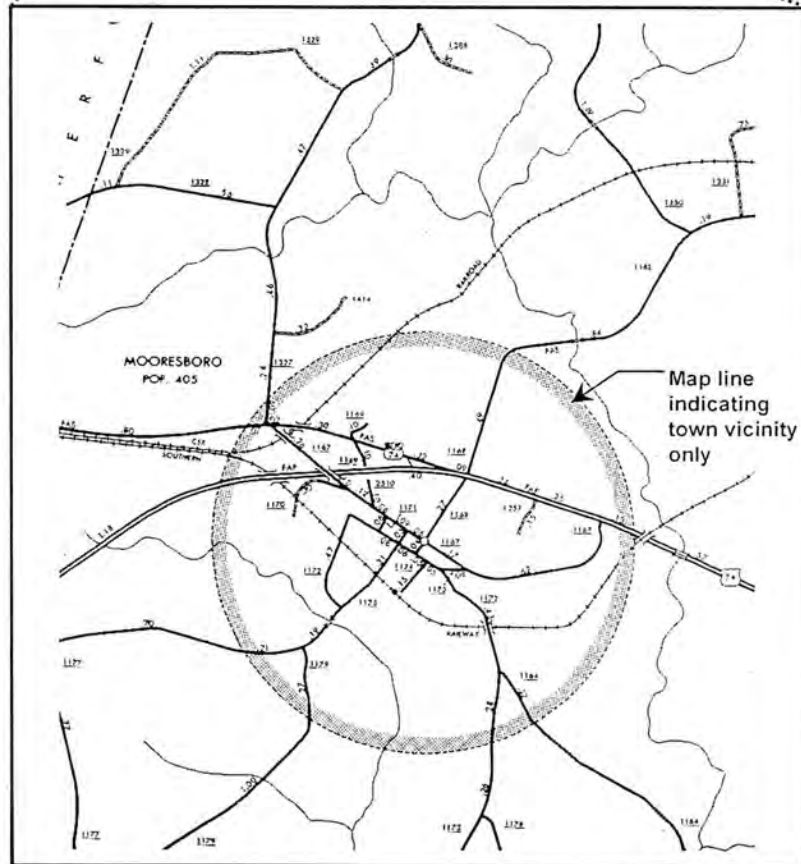
Located in western Cleveland County, approximately 9.5 miles west of Shelby, land use in the vicinity of the proposed project is mixed use within the town of Mooresboro and agricultural beyond the town limits. Single-family residential is predominant throughout the project area. The Area of Potential Effects (A.P.E.) for historic architectural resources was delineated by a NCDOT staff architectural historian and reviewed in the field. The A.P.E. boundary is shown on Map-2, Section II of this report.

Historic Architectural Resources Summary

Fifty-five properties over fifty years of age were identified as part of the NCDOT Historic Architectural Resources Survey.

- The Proposed Mooresboro Historic District (Properties #24-31, 33-39) was evaluated for eligibility in this report and determined **eligible** for listing on the National Register.
- Property #10, Will McBrayer Farm, was evaluated in this report and determined **eligible** for the National Register.
- Properties #1-9, 11-23, 32, 40-55 were shown at a NC Historic Preservation Office (HPO) concurrence meeting on 8 January 2002 and determined **not eligible** for the National Register and not worthy of further evaluation. No further studies for those properties are planned by NCDOT.
- There are no properties that are eligible under Criteria Consideration G in the A.P.E..
- There are no National Register properties within the A.P.E., but there is one property, The Will McBrayer Farm and one proposed district, the Proposed Mooresboro Historic District that were placed on the NC State Study List by HPO on 9 April 1998, prior to the initiation of the NCDOT report.

II. MAPS



NCDOT Historic Architecture
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Project
**New interchange at US 74 in the Town of
 Mooresboro, Cleveland County**

Sheet Title
PROJECT LOCATION MAP

Drawn By:
 Silverman

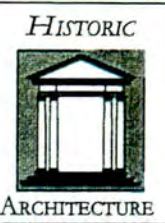
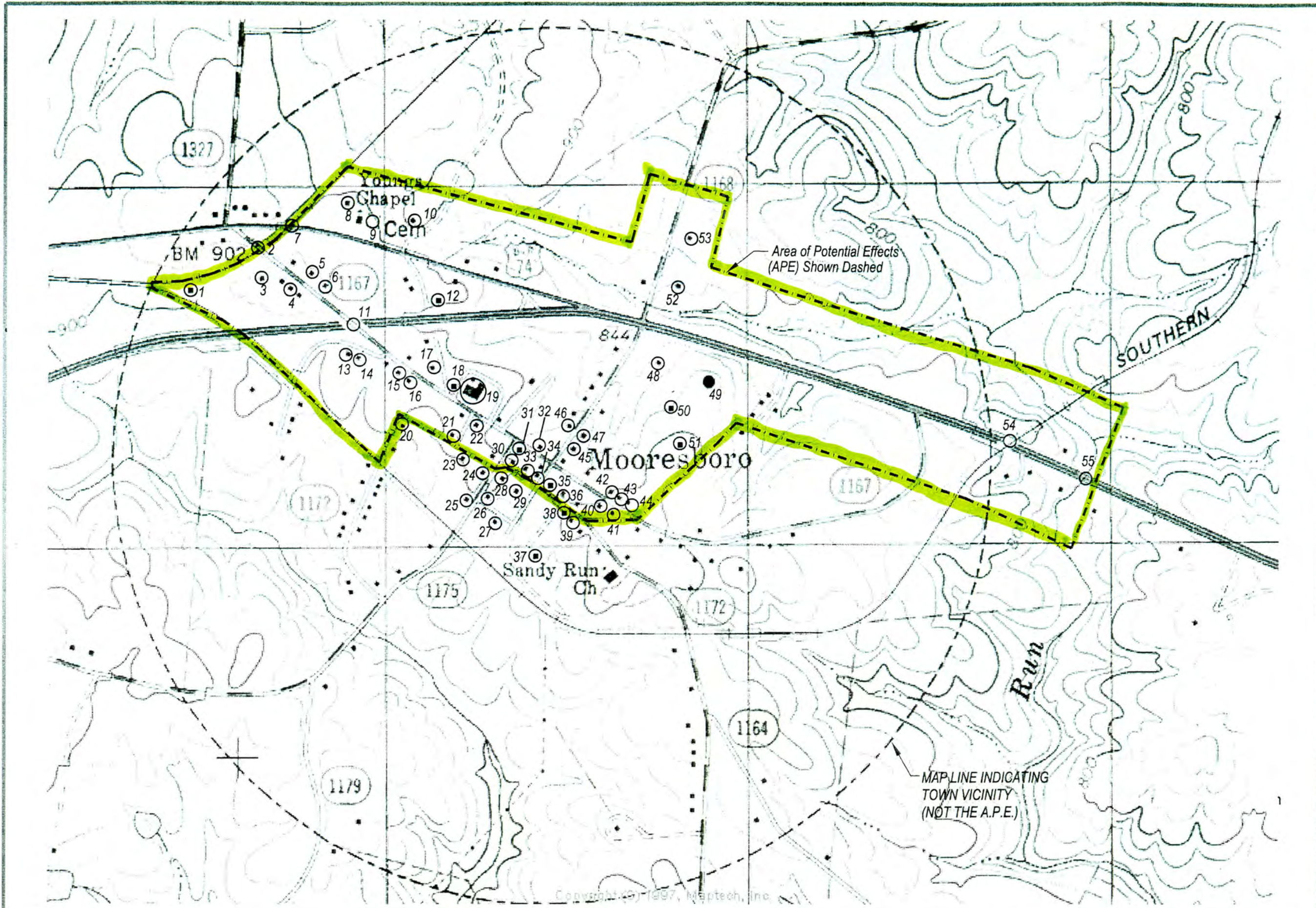
Issue Date:
 02-01-02

File Name:
 map_1.ppt

TIP No.
R-4045

Scale **NTS**

Sheet No.
MAP-1



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Project
R-4045
US 74 WEST OF SR 1167 TO EAST OF SR 1168
MOORESBORO, CLEVELAND COUNTY, NC

Sheet Title
HISTORIC ARCHITECTURAL RESOURCES
PROJECT MAP

Supervisor
M.P. FURR
Principal Investigator
R. SILVERMAN
Produced By
R. SILVERMAN
Computer File Name
project_map_1117

Issue Date: 01-08-2002

Work Order No
8.1802001

| | |
|---------------|-----------------|
| TIP No | Sheet No |
| R-4045 | MAP-2 |

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III. PURPOSE OF SURVEY AND REPORT

Purpose

NCDOT conducted a survey and compiled this report in order to identify historic architectural resources located within the A.P.E. as part of the environmental studies performed by NCDOT and documented by an EA/FONSI . This report is prepared as a technical addendum to the EA/FONSI and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) of 1969 and the National Historic Preservation Act (NHPA) of 1966, as amended. Section 106 of the NHPA requires that if a federally funded, licensed, or permitted project has an effect on a property listed in or eligible for the National Register of Historic Places, the Advisory Council on Historic Preservation be given an opportunity to comment. This report is on file at NCDOT and available for review by the public.

Previous NCDOT Studies

The Shelby Bypass, R-2707, adjoins the project area for R-4045. An NCDOT Historic Architectural Resources Report was prepared in November, 1996 for R-2707. However, there were no properties determined eligible as part of R-2707 that fall within the A.P.E. for R-4045.

IV. METHODOLOGY

Technical Guidelines

NCDOT conducted the survey and prepared this report in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716); 36 CFR Part 800; 36 CFR Part 60; and Survey Procedures and Report Guidelines for Historic Architectural Resources by NCDOT. This survey and report meet the guidelines of NCDOT and the National Park Service. In addition, this report conforms to the expanded requirements for architectural survey reports developed by NCDOT and the North Carolina State Historic Preservation Office dated February 2, 1996.

Goals

NCDOT conducted an intensive survey with the following goals: (1) to determine the A.P.E., defined as the geographic area or areas within which a project may cause changes in 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 the National Register of Historic Places criteria.

Fieldwork and Research

The survey methodology consisted of a field survey and background research on the project area. A NCDOT staff architectural historian conducted a field survey on 13 September 2001 and 22 October 2001 by car and on foot. All structures over fifty years of age in the A.P.E. were photographed and keyed to a project map. Background research was conducted at the Cleveland County Historical Museum, the Cleveland County Courthouse in Shelby, the University of North Carolina at ChA.P.E.I Hill libraries, the North Carolina Historic Preservation Offices in Raleigh and Asheville, and the North Carolina State Library & Archives in Raleigh.

A staffperson from the western office of the HPO, upon NCDOT request, conducted a site visit in January 2002 to gather information regarding the integrity of the proposed Mooresboro Historic District.

V. BACKGROUND INFORMATION & HISTORIC CONTEXTS

[Section V. based on historic context from *Historic Architectural Resources Survey Report for TIP# R-2707, US 74 Shelby Bypass, Cleveland County; Prepared for the North Carolina Department of Transportation by Mattson, Alexander and Associates, Inc.*]

Historical Overview

Settlement to the Civil War

Located in the western Piedmont at the foothills of the Blue Ridge Mountains, Cleveland County was first settled in the mid-eighteenth century. The earliest settlers were principally Scotch-Irish and Germans pioneers who formed a wave of migration into the North Carolina Piedmont from Pennsylvania. However, the greatest influx of settlers, also comprised of Germans and Scotch-Irish, came after the Revolution from surrounding North Carolina counties. Other newcomers in this period arrived from Virginia or traveled up the Broad River from Charleston, South Carolina. These migrants established farmsteads in the southern and central sections of the county where the rolling Piedmont landscape and fertile bottomlands of the First Broad River were conducive to cultivation.¹ The population grew throughout the early nineteenth century, and Cleveland County was formed in 1841 from a partition of Rutherford and Lincoln counties. Located on land donated by James Love and William Forbes, Shelby was established as the county seat in 1843.²

Prior to the introduction of rail service in the 1870s, the economy of Cleveland County was largely influenced by the peculiar geography of North Carolina. With few navigable rivers and waterways, which generally flowed north to south, east-west transportation in the state was difficult, and area farmers could not easily reach the port of Wilmington. Local transportation was also hindered by poor roads and numerous streams, which had to be either forded or ferried. Prior to the Civil War, there was only one bridge in the county, that being across the Broad River.³ As a result of these transportation obstacles, the Piedmont and mountain regions of the state, though heavily settled, were largely isolated from coastal trading centers. Diversified, self-sufficient farming rather than large-scale, commercial agriculture characterized Cleveland County agricultural practices. In the absence of a market agricultural economy, only limited trade was conducted, principally through York, Columbia, and Charleston, South Carolina. Consequently, the county seat of Shelby remained little more than a crossroads community prior to the Civil War.

While isolation imposed restraints on agricultural development, the subsistence economy promoted localized, cottage industries. Just as the absence of good transportation

¹ Bill Sharpe, *A New Geography of North Carolina*. (Raleigh: Sharpe Publishing Company, 1954), p. 1206.

² Sharpe, 1206.

³ Our Heritage: *A History of Cleveland County* (Shelby: Shelby Daily Star, 1976) p. 168.

prevented the marketing of local goods, it also restricted access to manufactured products. Corn was often converted to whiskey; local cotton and flax (grown primarily during the Colonial period) generated small-scale textile production, while tanneries processed leather from local livestock. Because of extensive grain cultivation, the county also had a number of grist mills, taking advantage of the numerous, swiftly flowing streams for water power. A few p.A.P.E.r mills were also established to process timber, including one started by Lincoln County native David Froneberger, near Buffalo Mill northeast of Shelby.⁴

Isolation also stimulated iron manufacturing for the regional market during the first half of the nineteenth century. Centered in neighboring Lincoln County, this early iron industry included ten forges and four furnaces by 1823. Peak production occurred in 1830 after which the North Carolina iron industry declined rapidly as the rich Pennsylvania coal fields were opened. The 1860 census noted that there were still forty-nine iron works in the state, most of which were located in Lincoln, Cherokee, Cleveland, Surry, and Cumberland counties.⁵

In addition to iron mining, gold and tin extraction formed a small but important antebellum industrial activity in several Piedmont counties, including Cleveland County. Iron mines were dispersed across the county, but Kings Mountain became a focal point for gold mining after Ben Briggs, who operated iron mines on his land near Kings Mountain, discovered gold in 1834. This discovery set off a flurry of gold prospecting in the county.

Sulphur springs were discovered east of Shelby, and as other mineral springs were found throughout the county, hotels and inns were built for tourists.⁶ Drawing guests from as faraway as Texas and Missouri, the Cleveland Springs Hotel, owned by Scottish immigrant Thomas Wilson, was one of the most notable of the antebellum inns.⁷

Despite their potential, mining and this nascent form of tourism represented only a small portion of the overall economy, and the county remained overwhelmingly a society of yeomen farmers until after the Civil War. Although a progressive group of planters began in the 1830s and 1840s to promote railroad and road construction, educational expansion, and a market economy throughout the state, Cleveland County was largely unaffected by this push for modernization.⁸ Transportation improvements and the emergence of a cash crop economy in Cleveland County were delayed by war. Although largely spared the destruction of the Civil War, the county seat of Shelby was occupied during the final months of the conflict when General George Stoneman's army advanced on Piedmont North Carolina from Tennessee.⁹

⁴ *Our Heritage*, p. 161-162.

⁵ Hugh Talmage Lefler and Albert Ray Newsome. *North Carolina: The History of a Southern State*. (ChA.P.E.I Hill: University of North Carolina Press, 1954), p. 377.

⁶ Sharpe, p. 1206.

⁷ *Our Heritage*, p. 145.

⁸ Catherine W. Bishir. *North Carolina Architecture*. (ChA.P.E.I Hill: University of North Carolina Press, 1990). p. 162.

⁹ Lefler and Newsome, p. 433.

Reconstruction through World War II

While the Civil War did little direct damage to Cleveland County, the local economy, like the larger regional economy, was destroyed. In the aftermath of the Civil War, the subsistence agriculture of the antebellum period was slowly transformed to staple crop production, and Cleveland County began to grow cotton on an extensive basis.¹⁰ Merchants spurred this transformation. The self-sufficient farmers of the prewar years conducted little business with storekeepers, but changes in national banking laws after the Civil War, which located most banks in the North, left Southern merchants to control credit. Scarce cash led to the passage of lien laws which permitted the use of unplanted crops as collateral. Thus, stores became powerful economic and political agents as the source of loans and desperately needed credit. The new economy promoted cash crop cultivation, particularly cotton, as a means of repaying debts and purchasing goods formerly produced at home. Consequently, the crop-lien system encouraged dependence on a single crop and reduced the inherent stability and self-sufficiency of a diversified agricultural economy. At first the problems of the new market agriculture were hidden as cotton production, stymied during the war, drove the price of cotton up by the late 1860s. But by the 1880s, prices had dropped with increased cultivation, both in the U.S. and abroad. Reaching a low of five cents per pound during the depression of the 1890s, the limitations of cash crop production were all too clear.¹¹

Throughout the South, the new mortgage and lien laws and the end of the subsistence economy fell hardest on small-scale farmers who found themselves caught in a vicious cycle of debt. The tenant system increased as small farms were incorporated into larger holdings, and former owners became tenant farmers or wage laborers, or quit altogether.

Of paramount importance to the economic revitalization of the state after the war was the resumption of rail construction. Throughout the South, the construction of rail lines soared by the 1870s so that nine out of every ten Southerners lived in a county served by rail in 1890.¹² For the inland counties of the North Carolina Piedmont, the construction of rail lines after the war transformed local economies, ending decades of isolation. Throughout the area, towns that voted bonds to lure the railroads poised themselves for growth and the rising industrialism of the New South. Those towns that voted down rail bonds, such as Shelby and Lincolnton, subsequently lagged behind neighboring communities in development. In 1873, when the Atlanta and Charlotte Air Line (later consolidated into the Southern Railway system) began constructing a north-south route (ultimately connecting New Orleans with Richmond and northern cities), the county seat of Shelby was bypassed in favor of Kings Mountain. Known originally as White Plains, Kings Mountain quickly grew with the railroad, and by the mid-1880s cotton mills and mining operations had opened in the new rail town. The first rail service to Shelby came in 1875 when the Carolina Central Railroad (subsequently part of the Seaboard Railroad)

¹⁰ Levi Branson, ed. *Branson's North Carolina Business Directory for 1869*. (Levi Branson, Publisher, 1896.), p. 225-229.

¹¹ Edward L. Ayers, *The Promise of the New South*. (Oxford University Press, 1992.) p, 13-14.

¹² Ayers, p. 9.

built the Lincolnton-to-Shelby segment of its route from Wilmington to Rutherfordton, finally giving the county access to the coast.¹³ In 1885, northern investors became interested in building a railroad through Shelby as part of a line from Charleston, South Carolina, through Cincinnati to Chicago. In 1890, a portion of that railway was completed linking Shelby with Kingsville, South Carolina and Marion, North Carolina.¹⁴

Transportation improvements altered not only agricultural patterns, but by the 1880s encouraged the industrialization embraced across the South where productivity and industrial growth rates outstripped national averages.¹⁵ Although agriculture remained the mainstay of the economy, rail service promoted industrial production, and textile manufacturing in particular became an increasingly important economic sector. Cleveland County was well-suited to textile production, and the county participated in the textile boom underway throughout the Piedmont during the second half of the nineteenth century. As Cleveland County became a major cotton-growing county in the late nineteenth century, local farms supplied local mills with raw cotton. Cotton also spurred the development of cotton seed and oil processing plants, and by the turn of the century the county supported more than 50 cotton gins.¹⁶ In addition, its location in the foothills of the mountains provided numerous sites with falling water for powering the mills.

By the early 1870s, Cleveland County had two mills: the E.A. Morgan and Company, which produced cotton yarns at Double Shoals, and the Cleveland Cotton Mill, located north of Lawndale. The Cleveland Cotton Mill had been established by Major H.F. Schenck, who also built the Schenck-Ramsaur cotton mill on the site of a former grist mill in 1873. In 1887, the first factories in Shelby and Kings Mountain were erected, stimulating the growth of these two towns. By the end of the century, the county supported seven textile mills. As cotton and textile manufacturing rose in importance, tobacco cultivation in the county went into decline as bright leaf tobacco and automated cigarette production reoriented the tobacco industry to other regions of the state. By the end of the century only one tobacco plant remained.¹⁷

Despite the rise in textile production, most nineteenth-century manufacturing firms in Cleveland County continued to be small operations, serving local needs. In the mid-1880s, the county had two tanneries, a vineyard near Shelby, boot, shoe, and saddle manufacturers, as well as several local operations making farm machinery. Lattimore resident W.T. Calton began manufacturing cotton and corn cultivators in 1894, while W.D. Lemmons of Early invented and produced a combination fertilizer distributor and cultivator. J.W. Lineberger, A.W. Eskridge, and B.B. Babington produced a number of farm machines in addition to plows, buggies, and wagons. P.A.P.E.r mills and steam

¹³ Cleveland County Historical Association. *The Heritage of Cleveland County*. (Winston-Salem, NC: Hunter Publishing Co., 1982). p. 3; Lee B. Weathers, *The Living Past of Cleveland County*. (Shelby: Star Publishing Co., 1956). p. 87-88.

¹⁴ *Our Heritage*, p. 171.

¹⁵ Ayers, p. 22.

¹⁶ Bureau of Labor and Printing. *Fifteenth Annual Report of the State of North Carolina*. (Raleigh: Edwards and Broughton, 1902) p. 479-480.

¹⁷ Sharpe, p. 1208; *Heritage of Cleveland County*, p. 3; Branson, p. 41-42; p. 225-229.

powered planing mills took advantage of the vast timber stands, while numerous corn and flour mills were dispersed throughout the county.¹⁸

Mineral extraction was resumed after the Civil War. The Mountain Gold Mining Company of Shelby continued the limited gold mining begun before the war, and iron companies reopened to process local ore. However, the discovery of other minerals, notably tin, monazite, mica, and lithium, located in the Lincolnton-Gaffney mineral belt near Kings Mountain, expanded this form of industrial production;¹⁹ While iron and gold mining had limited markets, mica and monazite (used in paints and incandescent light bulbs) were in particular demand on the national and international markets and remained so into the twentieth century. In 1905, the largest monazite companies in the U.S. were headquartered in Shelby. Monazite mining ended in the early twentieth century when trade restrictions were lifted and other countries began supplying the mineral more cheaply.²⁰

Railroad construction, industrialization, and the growth of a commercial agricultural economy spurred rapid urbanization. Between 1870 and 1880, the number of towns in the South doubled, and doubled again by 1900. Many Southern towns and cities expanded into sizable commercial centers and experienced growth rates nearly twice the national average.²¹ Shelby was no exception, and by the end of the 1870s Shelby was entering a period of prosperity and growth. By the 1890s, Shelby had two cotton mills, nine iron foundries or machine shops, two sash and blind factories, as well as thirty dry goods or grocery stores and numerous specialty shops.²²

Urbanization continued into the twentieth century. While no town in the county had 2,500 or more residents in 1900, eleven percent of Cleveland County towns had populations greater than 2,500 in 1910.²³ But despite the new rail access, industrialism, and town growth, Cleveland County continued to be primarily agricultural in the twentieth century.

Cleveland County continued to be characterized by small, intensively worked farms, and had some of the highest valued farmland in the state.²⁴ However, farms were equally divided between owner-operated farms and tenant operations, and by 1910 the number of share-cropper tenant farms was on the rise, underscoring persistent problems in the agricultural economy. The tenant system continued to favor cash crop production, and throughout the first half of the twentieth century cotton remained the most valuable staple

¹⁸ Branson, p. 225-229.

¹⁹ Sharpe, p. 1209; *Heritage of Cleveland County*, p. 16.

²⁰ Lee B. Weathers, *The Living Past of Cleveland County* (Shelby, NC: Star Publishing Co., 1956) p. 184.

²¹ Ayers, p. 20.

²² Genevieve and Timothy Keller, National Register of Historic Places. Nomination for the Central Shelby Historic District. (Raleigh: NC Division of Archives and History, 1983), p. 7-8.

²³ Department of Commerce, Bureau of the Census. *Ninth Census of the United States Taken in the Year 1910*. (Washington: Government Printing Office, 1916), p. 576, 600.

²⁴ Bureau of Labor and Printing. *Fifteenth Annual Report on the State of North Carolina*. (Raleigh: Edwards and Broughton, 1902), p. 128-129.

crop cultivated in the county. In 1900, only ten North Carolina counties produced more cotton than Cleveland County.²⁵

However, cotton prices, which had plummeted in the agricultural depression of the 1890s, caused many farmers to look for other forms of cultivation by the early twentieth century. Cleveland County, where ninety percent of the farms already raised livestock, turned to dairy farming as an alternative to cotton. By World War I, the development of refrigeration, improved roads, trucking and urban markets spurred dairy farming throughout the state. Cleveland County became one of the leading dairy counties in North Carolina.²⁶

Beginning in the early 1920s, the state, through the department of agriculture and its extension agents, began advocating a return to greater diversity in an attempt to break the one-crop pattern and to keep more earnings within the state. Despite this trend, Cleveland County became one of the leading cotton producers in the state, emerging from the agricultural depression of the 1920s relatively unscathed as cotton production rose from 8,000 bales to 80,000 bales during the decade. Despite the rise of cotton production in Cleveland County, corn, hay and forage remained important crops as did vegetables and orchard fruits.²⁷

Throughout the Piedmont, the textile industry continued to expand during the early twentieth century. Dispersed throughout the county in railroad towns or located in separate mill communities, Cleveland County had fifteen mills by 1900. The Enterprise Mill (1893), the Cora Mill (1900), the Bonnie Mill (1900), and the Lulu Manufacturing Company were all located in Kings Mountain, while the Belmont Mill (1890), the Shelby Mill (1899), the Mary-Etta Mill (1901), and the Lauraglen Mill (1892) were situated in Shelby. The Double Shoal Mill had been founded in 1894, while the Lawndale Mill (1888) was opened in Cleveland. The Buffalo Manufacturing Company opened in 1893 in Stubbs, and the Samuel Young Company operated a woolen mill at Mooresboro. Two mills opened in 1901: the Waco Knitting Mill in Waco and the Laura Knitting Mill in Shelby.²⁸ In 1907, John R. Dover began textile operations in Grover, Lawndale, and Dover.

Production accelerated even more in preparation for World War I, with ten cotton mills located in Kings Mountain alone and Shelby supporting seven mills. In addition, the manufacturing base of the county expanded with gristmills, sawmills, planing mills, sash and blind factories, and shingle manufacturers. Cotton seed and cotton oil plants processed the by-products of cotton cultivation and pA.P.E.r mills, pulp plants, and commercial printing houses developed from the timber industry. Creameries were built to

²⁵ Bureau of Labor, p. 92.

²⁶ Department of Commerce, Bureau of the Census. *Thirteenth Census of the United States Taken in the Year 1910*. (Washington: Government Printing Office, 1916), p. 660.

²⁷ Department of Labor and Printing. *Thirty-Second Report of the State of North Carolina*. (Raleigh: Mitchell Printing Co., 1924) p. 320, 331.

²⁸ Bureau of Labor, p. 198.

handle increasing volumes of dairy productions, and harness makers and tanneries continues to serve the farm population.²⁹

Throughout the Piedmont, the build-up for war generated prosperity and growth in to the 1920s, when nearby Charlotte became the center of the American textile industry. Railroad service, proximity to cotton-growers, inexpensive labor, and an aggressive program of hydroelectric plant construction all spurred the growth of textile manufacturing.

Long a producer of numerous minerals, Cleveland County was also found in the 1920s to have vast deposits of lithium, which had widespread application in automotive lubricants and later in nuclear energy production. One of the most commercially viable sources of lithium was found in the twenty-five mile belt between Lincolnton and Grover, on the south side of Cleveland County, and by the mid-twentieth century, Cleveland County produced one-half of the world's lithium.³⁰

The increasing importance of textiles and other forms of manufacturing to the local economy is reflected in residential patterns. After World War I, the farm population, which still represented the majority of Cleveland County residents began to drop. In 1920, eighty-one percent of the population resided on farms, but by 1930 the farm population had dropped to fifty-seven percent. By 1940, the county population was equally divided between urban and rural.³¹

Although the county suffered economically from the depression of the 1930s, the political influence of a group of Cleveland County politicians known as the Shelby Dynasty ameliorated some of the worst conditions. Beginning in 1928 with the election of Shelby native Max Gardner as governor, the Shelby Dynasty began a long period of control over state politics. A friend and political ally of Franklin D. Roosevelt, Gardner initiated a series of state-wide reforms including state control over county roads, the consolidation of the university system, creation of a state tax commission, passage of the Workmens' Compensation Act, prison improvements, and the beginnings of a parole system. Although Gardner left office in 1933, the Shelby Dynasty remained in control of state politics until the early 1950s. Gardner opened an office in Washington, D.C., where he became a member of the National Democratic Committee and an advisor to Roosevelt during the Depression.

The influence of Gardner, and later Senator Clyde Hoey, enabled Cleveland County to benefit from numerous New Deal programs. The Public Works Administration undertook the construction of a new city hall in Shelby, the Shelby High School, and a new sewage system and street paving for the county seat. Of importance to the entire county was the enforced stabilization of the tobacco, cotton, and textile industries which kept many cotton farms intact and many mills open. Nevertheless, the growing production of cotton

²⁹ Department of Labor, 205-209.

³⁰ *Our Heritage*, p. 152.

³¹ North Carolina State Planning Board. North Carolina Basic County Data. Vol. 1: Alamance-Jackson. (Raleigh: North Carolina State Planning Board, 1946) n.p.

in the western United States and a global oversupply on the world textile market wreaked havoc for cotton farmers and textile mills alike during the depression. Only the accelerated production in preparation for World War II created a demand for cotton textiles.

Conclusion

Since the 1950s, Cleveland County has become increasingly industrialized. Peak production occurred in 1948, when Cleveland County was still producing more cotton per acre than even the Mississippi Delta (Keller and Keller 1983: 14). However, during the 1950s, droughts, insect infestations, and governmental controls forced a decline in cotton production. Federal crop reduction programs made vast cotton acreage a liability, and instability within the textile industry also emphasized the need for diversification. In 1950, agricultural crops had produced income totaling \$14 million, but by 1960 the county was cultivating crops worth less than \$5 million. Local leaders began concerted efforts to attract industry by the mid-1950s, and by 1976 there were more than 100 manufacturing plants in the county.³²

Industry served as a balance to agriculture, but farming also became modernized. Cotton fields were converted to pasture land as livestock, dairying, and poultry production became increasingly important. The post-war period has been a time of adjustment for Cleveland County, and with the decline in cotton production and textile manufacturing the county seat of Shelby has registered a decline in population from 16,571 in 1975 to 15,310 in 1980.³³ Increasingly, however, Cleveland County is attracting new light industry as the county is being absorbed into the outer ring of counties surrounding the Charlotte metropolitan area.

³² Sharpe, p. 1203, 1207.

³³ *Our Heritage*, p. 164.

Agricultural Context:

Diversified Farming in Cleveland County

Diversified farming developed in the late-nineteenth and early twentieth century as a means for farmers to avoid dependence on single-crop production. By diversifying what a farm produced, the farm could reduce its exposure to low prices for a single crop, such as cotton, in times of great surpluses. Diversified farming played an important role in the agricultural economy of late-nineteenth-century North Carolina. In this overwhelmingly rural state, most farmers raised livestock and produced crops for domestic consumption, but as with all perishable products, the need for rapid and reliable distribution remained a stumbling block to marketing agricultural products beyond immediate locales. A second hindrance was the absence of urban markets in need of agricultural products. Commercial farming operations were generally located near towns or cities where the populations could support agricultural activities. Throughout the second half of the nineteenth century, rail construction, industrialization, and urban growth all spurred the growth of diversified farming. With increased production, diversified farming became more attractive for farmers who quickly realized the benefits of not relying on one crop. The agricultural depression of the 1890s further encouraged the development of a diversified farming as plummeting cotton prices exposed the weaknesses of a cash crop economy.

Other factors contributed to the expansion of diversified farming after the turn of the century. Experiments in livestock breeding after the Civil War had put this aspect of production on a more scientific basis while rail expansion and improved local roads fostered more rapid distribution. By World War I, the widespread use of automobiles and trucks became essential elements of the distribution system. Particularly in the industrializing Piedmont, the growth and dispersal of textile mill towns created a demand for commercial farm products. Technological innovations in refrigeration and pasteurization ensured the safety of perishables, which in turn widened the markets for many farm products as did the billeting of soldiers for World War I. The establishment of co-operatives and processing centers also allowed farmers to make distribution more efficient.

In 1921, the state passed a law giving the department of agriculture the authority to inspect farm products and plants. With these technological improvements, increased demand, and governmental quality commercial diversified farming increased state-wide, particularly during the 1920s when the boll weevil destroyed the cotton economies of many counties. Relatively unaffected by the boll weevil, Cleveland County actually increased its cotton production during the 1920s, making the county the leading producer of the fiber. Nonetheless, diversified operations also continued to grow during the 1920s and 1930s as increasing urbanization ensured demand and buffered farms from the agricultural depression of the 1920s.

Specific Guidelines for Evaluating the Eligibility of Diversified Farms in Cleveland County

To be recommended as eligible for the National Register, a diversified farm in Cleveland County must retain both architectural and landscA.P.E. elements to represent the rise of diversified farming in the early twentieth century. The farmhouse should be basically intact, and the farmstead itself must retain a sufficient assortment of intact outbuildings to illustrate the operation of a diversified farm in this period. The property should also have associated pasture land for livestock that relates to the period of significance.

Architectural Context:

Domestic Architecture of Cleveland County: Late Nineteenth and Early Twentieth Centuries

In Cleveland County and throughout the region, the surviving architecture of the late nineteenth and early twentieth centuries demonstrates the persistence of traditional forms and the conservative expressions of nationally popular styles. Even as innovative, light framing techniques, the mass production of milled lumber, the widespread distribution of builders' pattern books, and the arrival of the railroad encouraged new forms, plans, and elements of style, customary building patterns predominated.³⁴

Especially in rural Cleveland County, the traditional rectangular dwelling, one room deep, with a front porch, rear ell, and a center hall plan, remained a favorite choice into the early twentieth century. The I-house (a two-story, single room deep residential structure) persisted as a symbol of rural economic attainment. As throughout the region, these houses tended to be conservatively decorated, with the most fashionable models displaying a vernacular blend of classical and picturesque motifs.

Drive-through surveys of the county conducted for NCDOT projects revealed a host of these traditional house types located in rural areas as well as in the small towns. For example, such communities as Boiling Springs, Lattimore, Mooresboro, Polkville, Bellwood, and Kings Mountain all include various expressions of regional architectural forms. Shelby, the county seat and principal town, retains some handsome I-houses as well as one-story, rectangular cottages built in the late nineteenth and early twentieth centuries. However, along Warren, Marion, North Lafayette and Washington streets--Shelby's major residential thoroughfares--an array of well-preserved Queen Anne, Neo-Classical Revival, and Colonial Revival residences reflect a growing acceptance of mainstream, national styles among Shelby's upper and middle classes as the town prospered in the years before and after 1900. While the county seat boasts a number of impressive residences in these styles, it also contains simpler one-story and story-and-a-half L-plan houses with decorative sawnwork trim.³⁵

In the countryside, I-houses from this period--and especially the early twentieth century--are dispersed throughout Cleveland County. Although many have been substantially altered by replacement sidings, new porches, and modern fenestration, a number of largely intact versions also survive. These well-preserved examples typically have side-gable roofs, three-bay facades, chamfered- or turned-post front porches, and six-over-six, four-over-four, or two-over-two wood-sash windows. A selective examination of their interiors reveals center stairhalls, two-panel or four-panel doors, and post-and-lintel mantels occasionally embellished with bracketed shelves and curvilinear frieze boards. For example, the ca. 1890 Robert Gidney House, situated east of Shelby (outside the A.P.E.), is an I-house distinguished by its pedimented window surrounds and bracketed chamfered porch posts. Near the crossroads settlement of Metcalf, the 1890s Cline House

³⁴ Bishir, p. 287-295.

³⁵ Keller and Keller, n.p.

displays a chamfered-post front porch as well as a distinctive kitchen wing marked by a chimney flue encased in weatherboards and capped by a conical roof. Known to many local residents as a "German chimney," it appears to be a regional feature, and requires further research to understand its origin and geographical distribution.

Outside the A.P.E, the ca. 1885 Charles C. Hamrick House on U.S. 74 ranks among the finer late-nineteenth-century I-houses in Cleveland County. Unlike most versions of this traditional form, which have gable roofs, the Hamrick residence reflects the influence of the Italianate style in its low hip roof and deep bracketed eaves. Italianate tendencies are also clearly evident in the dwelling's bracketed front porch and curvilinear porch braces along the rear ell.

While traditional rectangular forms predominated in rural areas, other house types, inspired by national architectural trends, arose in the countryside. These houses were usually restrained L-shaped or rectangular designs with projecting bays and wraparound porches reflecting the Queen Anne style. The most ornate examples tended to have bracketed cornices and porches embellished with jigsawed or turned millwork. In the 1870s, Burwell Blanton built a sizable, double-pile, Italianate-inspired farmhouse on his land west of Shelby.

A fine example of picturesque cottage architecture was constructed in 1909 on the Coleman Blanton Farm, outside the A.P.E. northwest of Shelby. This one-story frame dwelling has a gable-on-hip roof and a turned-post wraparound porch with sawnwork brackets. Like the aforementioned Cline House, the Coleman Blanton residence features a rear kitchen wing with a "German chimney." The Coleman Blanton property, which also includes associated farmland and outbuildings reflecting commercial dairy farming in the county.

Specific Guidelines for Evaluating the Eligibility of Late-Nineteenth- and Early-Twentieth-Century Domestic Architecture in Cleveland County

To be recommended as eligible for the National Register, late-nineteenth- and early-twentieth-century houses in Cleveland County must either exemplify the traditional domestic types common to the region or be outstanding local examples of nationally popular styles. Eligible houses must have sufficient integrity to illustrate clearly their original forms, key decorative elements, materials, and interior plans. Porches, windows, siding materials, and interior woodwork--including doors, staircases, and mantels--should be largely original. Because of the rarity of surviving houses built during the post-Civil War years, eligible examples of such dwellings can have greater alterations than those dating from the early twentieth century. Modifications to eligible Reconstruction-era domestic architecture in the county should be offset by notable exterior or interior architectural features.

VI. PROPERTY INVENTORY AND EVALUATIONS

A. PROPERTIES EVALUATED AND CONSIDERED ELIGIBLE FOR THE NATIONAL REGISTER

Identification

Property #10, Will McBrayer Farm (CL-122) (SL)

Location

103 McBrayer Lane (SR 1169), Mooresboro

Description

The Will McBrayer house is a wood frame, one-and-one-half story late-Victorian vernacular house covered by a complex hip-and-gable roof. Located on 103.57 acres of land are a diverse collection of outbuildings relating to its history as a Cleveland County diversified-type farm. The facade features a paired front gables with pents, separated by a large central gable dormer with a plain projecting eave treatment. The house rests on a brick foundation and is covered with a standing-seam metal roof. A wrap-around shed roof front porch is supported by turned posts. A gable roof projection on the front porch marks the main entrance into the house. The primary muntin pattern for the double-hung sashes is four-over-four. To the rear of the house just beyond a small metal carport shed is found a screened porch. The interior of the double-pile house contains a central hall with a pair of five-panel doors located at the end of the hallway. Several original beaded board walls remain inside the house along with late-Victorian mantels. Evidenced by its history as a diversified farm, many different farming activities were practiced here, including dairy, cotton production, poultry raising, and cattle breeding.³⁶

Behind the house is a white frame separator house used to separate the milk from cream. Adjacent to the separator house is found a frame smokehouse with a central door. Beside the smokehouse is a woodhouse with a waist high hinged doorway that facilitated wood storage/removal. A fenced chicken yard and small frame chickenhouse are located behind the woodhouse. Beyond the chickenhouse is a large frame traverse stock barn that overlooks a vast expanse of pasture. Across the dirt driveway from the chickenhouse is a frame crib with two sheds attached to each end. South of the crib is a frame one-car garage. Behind the crib and garage is a story-and-a-half cottonhouse and frame seedhouse. Beyond this is a small chicken coop of frame/metal construction used to raise chicks. North of the cottonhouse is a frame tool shed and approximately fifty yards beyond that is a two-bay, frame tenant house with a central chimney. A wood shed and a privy are a few yards in front of the tenant house.³⁷

³⁶ Brian Eades, Cleveland County Survey, unpublished manuscript (Raleigh: State Historic Preservation Office) p. 148-149; State Historic Preservation Office (western office) file CL-576.

³⁷ Ibid.

Historic Context and Background Information

Note: Please reference *Agricultural Context: Diversified Farming in Cleveland County*, found in Section V. of this report.

Will McBrayer settled on this land in the early-twentieth century and built the house in 1910. Most of the farm buildings date to this time or shortly thereafter. McBrayer lived here for the remainder of this life, farming the land and raising a family. His son, John Z. McBrayer, who grew up on the property and still lives here, leases the pastureland to a local farmer.³⁸

National Register Criteria Assessment

The Will McBrayer Farm, Cleveland County, NC, is **eligible** for the National Register under Criterion A (event). To be eligible for significance under Criterion A the property must retain integrity and must be associated with a specific event marking an important moment in American history or a pattern of events or historic trend that made a significant contribution to the development of a community. 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.³⁹ The Will McBrayer Farm retains both architectural and landsc.A.P.E. elements to represent the development of diversified farming in Cleveland County during the early twentieth century. The farmhouse stands intact, and the farmstead itself retains an exemplary assortment of intact outbuildings that illustrate the operation of a diversified farm in this period. These buildings include a well-preserved stock barn, separator house, smokehouse, woodhouse, chickenhouse, cottonhouse, seedhouse and a storage outbuildings. The property also has associated pasture land for livestock and cotton fields that relate to the period of significance.

The Will McBrayer Farm is **not eligible** for the National Register under Criterion B (person) for its association 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. For a property to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with persons individually significant within the historic context; 2) be normally associated with a person's productive life, reflecting the time period when 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.⁴⁰ There are no persons of national, state, or local significance associated with The Will McBrayer Farm.

³⁸ Ibid.

³⁹ National Park Service, *National Register Bulletin 15* (Washington, D.C.: Department of the Interior, 1991), p. 12.

⁴⁰ Ibid., p. 15.

The Will McBrayer Farm is **eligible** for the National Register under Criterion C (Design/Construction) for its significance in architecture. 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.⁴¹ The Will McBrayer Farm exemplifies a traditional rural vernacular farm complex common to this region. The house maintains sufficient integrity to clearly illustrate its original form. A wide assortment of outbuildings exists today in a high state of integrity, thus surviving as an excellent example of farm building design and typology.

The Will McBrayer Farm, is **not eligible** for the National Register under Criterion D (Information Potential). 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 or prehistory, and 2) the information must be considered important.⁴² The architectural component of the The Will McBrayer Farm is not likely to yield information important in the history of industrial and building technology; therefore the Will McBrayer Farm is not eligible for the National Register under Criterion D.

National Register Boundary

See NR-1, this report

National Register Boundary Justification

The National Register boundary has been drawn to include all historic resources that contribute to the definition of this 103.57 acre property as a diversified farm during the first quarter of the twentieth century.

⁴¹ Ibid., p. 17.

⁴² Ibid., p. 21.



Eligible for NR

Property #10 - Will McBrayer Farm: Cotton Field



Eligible for NR

Property #10 - Will McBrayer Farm: View of house from US 74 Business



Property #10 - Will McBrayer Farm: House



Property #10 - Will McBrayer Farm: House



Property #10 - Will McBrayer Farm: Separator, Smokehouse, and Woodhouse



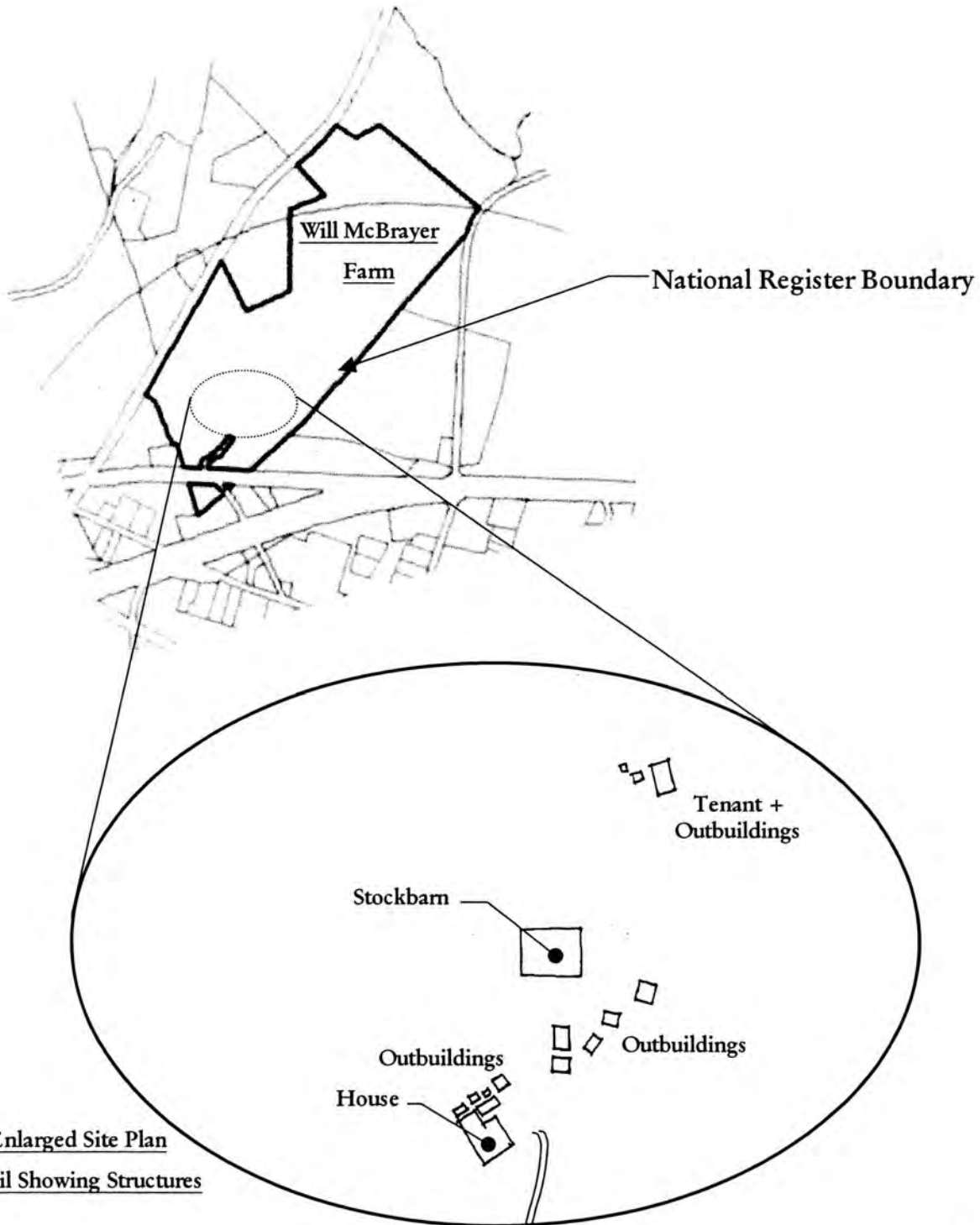
Property #10 - Will McBrayer Farm: Crib and Garage



Property #10 - Will McBrayer Farm: Stock Barn



Property #10 - Will McBrayer Farm: Tenant House



Enlarged Site Plan
Detail Showing Structures



Historic Architecture
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Project
**New Interchange at Mooresboro,
 Cleveland County, North Carolina**

Sheet Title
**HISTORIC BOUNDARY
 Will McBrayer Farm**

Drawn By:
Silverman

Issue Date:
 02-01-02

File Name:
nr_1.ppt

TIP No.
R-4045

Scale
NTS

Sheet No.
NR-1

VI. PROPERTY INVENTORY AND EVALUATIONS (CONTINUED)

Identification

Proposed Mooresboro Historic District (CL-576) (SL) Properties # #24-26, 28-30, 33-39

Location

HPO file number CL-576, SL provides a verbal boundary as follows:

Champion Drive; north and south sides of West Church Street from east corner of Champion Drive to Belaire Street; 203 West Church Street; 211-406 Belaire Street;

Description

The proposed historic district is oriented around an armature of governmental-commercial-retail structures fronting Church Street. These include the Mooresboro lodge, the United States Post Office (a 1965 non-contributing building), and a free-standing brick commercial retail building. On the south side of Church Street, opposite the commercial section (between Champion Drive and Academy Street) are found vacant, overgrown lots. Thus the commercial section of the town occupies only one side of Church Street. Among the commercial buildings on Church Street, the Mooresboro Lodge has experienced significant exterior and interior alterations that are not in accordance with the Secretary of the Interior's Standards for Rehabilitation. Since the Lodge is the most significant building on this commercial street, the obvious loss of integrity has a diminishing effect on the overall visual character of the district. The introduction of incompatible cladding materials, such as vinyl to cover brick walls and as well as to infill windows results in a loss of integrity. The tenant upfit of the eastern end retail space which includes sheetrock wall finishes, acoustical tile "drop" ceilings and florescent lighting are not apparent from the storefront (since it is concealed); however, an interior inspection has made this apparent.

Residential structures in the proposed historic district are sited upon largely flat or gently sloped lots distributed on loose grid-oriented town pattern. Residential architectural typology varies from wood frame I-houses (two-stories high and one-room deep), Asymmetrical vernacular Queen-Anne derivatives, bungalow derived forms, a four square, and other wood-frame vernacular structures. Several buildings have received incompatible window replacements or large "picture" window enlargements.

The southern boundary of the proposed historic district is located along a removed section of railroad tracks. Local residents reported that there once was a train depot (no longer exists) that was located near the end of Champion Street. Just beyond the eastern end of the district is a trailer, while on Champion Drive a ranch house has been constructed.

A representative from the western HPO office conducted a site visit in January 2002 upon NCDOT request in order to assess the issue of the district's integrity. HPO noted that the loss of integrity was apparent but not significant enough to call into question the overall viability of the proposed historic district.

Historic Context and Background Information

Note: Please also reference *Architectural Context: Domestic Architecture of Cleveland County: Late Nineteenth and Early Twentieth Centuries*, found in Section V. of this report.

The small community of Mooresboro⁴³, named after Lem Moore, an early settler, is located in the southwestern quadrant of Cleveland County. Though no longer an incorporated town, the community of Mooresboro still bears the name first given to it in the late 1870s.⁴⁴ This general area of Cleveland County was initially settled in the third quarter of the 18th century. In the period prior to the establishment of the town proper, Sandy Run Baptist Church was founded as “Church on the Sandy Run”. Prior to the arrival of the railroad, this section of Cleveland County remained relatively isolated in comparison to development patterns in larger communities such as Shelby.

Efforts leading to the incorporation of the town of Mooresboro in 1885 were prompted by the arrival of train service through the area, both the Southern Railway and the Seaboard Railway. Other small towns in Cleveland County, such as Earl, Grover, Kings Mountain, Lattimore, Lawndale, and Patterson Springs developed as or were transformed by the arrival of the railroad. Shelby, the county seat, is not primarily thought of as a “railroad town” but rather as the county’s official city. However, Shelby is advantageously located in the geographic center of the county and was a natural draw for rail lines.⁴⁵

Prior to the arrival of the railroads, small towns in Cleveland County were largely isolated from the rest of the state.⁴⁶ During the Civil War the nearest railroad station was at Lincolnton, North Carolina.⁴⁷ The State encouraged the construction of railroads into the Piedmont and mountains where the people were cut off from the rest of the state. As a result of these efforts, the North Carolina Railroad was chartered in 1849; later by lease it became part of the Southern Railway system. The railroad stopped at Charlotte, so the real benefits of the railroad were not immediately realized in Cleveland County. In 1872 the Charlotte-to-Atlanta line was put in operation, providing service to Kings Mountain in Cleveland County.

The first railroad to come through the heart of the county was the Wilmington-Charlotte-Rutherford Railroad Company, Inc., ratified November 14, 1855 by act of the State Legislature. Construction from Shelby to Rutherfordton was completed on March 1, 1887, thus finishing the present Seaboard Railroad from Wilmington to Rutherfordton, a distance of 273 miles.⁴⁸ As railways developed in the late-19th century in Cleveland County, the population began to increase. In 1880 the population was 16,574; in 1890 it had increased to 20,394; by 1900, the county swelled to 25,078 residents.⁴⁹ Railways not

⁴³ Population 314 in 2000.

⁴⁴ Weathers, p. 94-95.

⁴⁵ A rail line through Kings Mountain, however, preceded rail service through Shelby.

⁴⁶ Weathers, p. 95.

⁴⁷ Weathers, p. 97.

⁴⁸ Weathers, p. 88.

⁴⁹ Eades, p. 30.

only stimulated Cleveland County's continued population expansion but also spawned town development along their routes.

Mooresboro's economy continued to grow up to the Great Depression. But as major commercial and industrial operations in the area began to close in the 1930s and 1940s, the viability of the town came into question. Coupled with that was the general decline of railroad service nationwide. Both of these factors greatly affected Mooresboro's development. As a result, many of the local businesses closed or relocated, taking residents with them. On February 19, 1943, the North Carolina General Assembly ratified an act to repeal the charter of the town. Government services would thereafter be provided on the county level. Mooresboro residents stated that they would "rather pave some roads [a function of the county at that time] than pay town taxes."⁵⁰

In the 1990s, Southern Railway closed that part of their line and removed the tracks that ran through Mooresboro. While major railways have reduced or abandoned service through Mooresboro, the State still provides reliable, modern highway transportation for Mooresboro. US 74 still connects Mooresboro with Cleveland County and the rest of the State.

According to NC Historic Preservation Office records, the proposed Mooresboro Historic District (CL 576) was placed on the HPO administrative "Study List" on 9 April 1998 with the following boundary description: "Champion Drive.; N/S sides, W. Church St. from east corner of Champion Dr. to Belaire St., 203 W. Church St., 211-406 Belaire St., Mooresboro, Cleveland County." (See Table I. Below)

Table I: Proposed Mooresboro Historic District: Comparative Data Block

| HPO CL-576 SL File | NCDOT PROPERTY # | NOTES |
|---|------------------|---|
| (1) Dr. C.O. Champion House | 37 | |
| (2) Hill Green's Store; Yates Hamrick House | 38; 39 | Hill Green's Store moved to this site |
| (3) Mooresboro Lodge | 36 | |
| (4) Ms. Ellen's Hat Shop | 35 | |
| (5) United States Post Office | 34 | |
| (6) Dr. D.W. Royster House | 29 | |
| (7) Grady Burrus House | 33 | |
| (8) 1950's Colonial Rev. | 30 | 30 & 31 on one parcel |
| (9) John Smart House | 28 | |
| (10) Morehead House | 24 | |
| (11) House, 211 Belaire St. | 26 | |
| (12) I-House, Belaire St. | 25 | |
| (n/a) Not in CL-576 SL file | 27 | 1-1/2 story wd. frame not documented by HPO |
| (n/a) Not in CL-576 file | 31 | Rental house on same parcel as #30, |

⁵⁰ Weathers, p. 96.

National Register Criteria Assessment

The proposed Mooresboro Historic District, Cleveland County, NC, is **not eligible** for the National Register under Criterion A (event). To be eligible for significance under Criterion A the district must retain integrity and must be associated with a specific event marking an important moment in American history or a pattern of events or historic trend that made a significant contribution to the development of a community. Furthermore, the district must have existed at the time and be documented to be associated with the events. Finally, the district's specific association must be important as well.⁵¹ There are no significant events associated with the Proposed Mooresboro Historic District that possess National Register significance. Mooresboro as it exists today no longer resembles a small railroad town because the tracks near the proposed historic district have been removed; the train depot has been demolished; the commercial and industrial building stock that related to the rise of the town during the railroad era is largely non-existent.

The Proposed Mooresboro Historic District is **not eligible** for the National Register under Criterion B (person) for its association 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. For a district to be eligible for significance under Criterion B, it must retain integrity and 1) be associated with persons individually significant within the historic context; 2) be normally associated with a person's productive life, reflecting the time period when 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 district 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.⁵² There are no persons of national, state, or local significance associated with the Proposed Mooresboro Historic District.

The Proposed Mooresboro Historic District is **eligible** for the National Register under Criterion C (Design/Construction) for its significance in "architecture." The district includes buildings that present the recognizable, though absolutely in no sense remarkable, characteristics of the common I-house and Four Square building types found statewide, regionally/locally derived variants of Queen Anne styling, as well as relatively intact, though unpronounced, examples of single-story wood frame vernacular dwellings of the early twentieth century. The district also contains a variety of building types reflecting the rise and collapse of commercial development this former railroad town has experienced prior to the forfeiture of the Mooresboro town charter in 1943. While somewhat diminished by the presence of a few overgrown building lots, and the removal of the railroad tracks, overall there appears to be a significant density of buildings that are over fifty years of age to demonstrate that the minimum threshold for a district's eligibility under Criterion C has been reached.

⁵¹ National Park Service, *National Register Bulletin 15* (Washington, D.C.: Department of the Interior, 1991), p. 12.

⁵² *Ibid.*, p. 15.

The Proposed Mooresboro Historic District is **not eligible** for the National Register under Criterion D (Information Potential). For a district to be eligible under Criterion D, it must meet two requirements: 1) the district must have, or have had, information to contribute to our understanding of human history or prehistory, and 2) the information must be considered important.⁵³ The architectural component of the Proposed Mooresboro Historic District is not likely to yield information important in the history of industrial and building technology; therefore the Proposed Mooresboro Historic District is not eligible for the National Register under Criterion D.

National Register Boundary

See NR-2, this report

National Register Boundary Justification

The National Register Boundary has been drawn to include all properties identified in the CL-576 Proposed Mooresboro Historic District file, western office of the HPO in Asheville. Since the integrity of the properties in the district has not significantly diminished since the time of the HPO survey of the Proposed Mooresboro Historic District, the properties initially proposed for inclusion shall remain in the district as defined by this report.

⁵³ Ibid., p. 21.

Mooresboro Historic District (Proposed)



Property #24: Morehead House, 203 W. Church St.
(CL-576-10 HD-SL)

Property #24:

CONTRIBUTING

Early-20th century Queen Anne-influenced house with turret on northeast corner. Historically known as the Morehead House.

(Source: HPO files)



Property #24: Morehead House, 203 W. Church St.
(CL-576-10 HD-SL)

Mooresboro Historic District (Proposed)



Property #25: House, Belaire St. (CL-576-12 HD-SL)

Property #25:

CONTRIBUTING

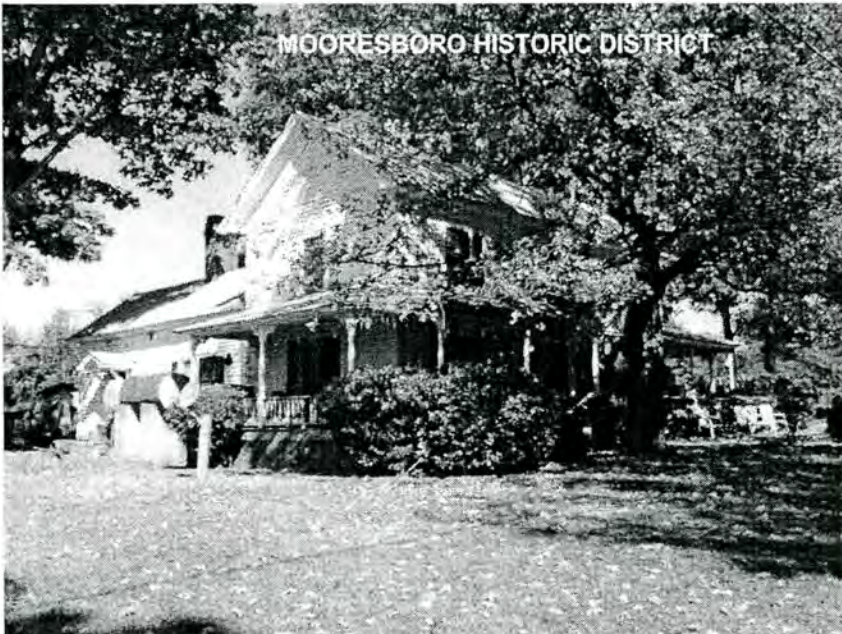
Late-19th century 2-story wood frame I-house featuring central double leaf door with panels flanked on each side by single lights. Full length porch with gable over entry. Two central interior chimneys above roofline. House has rear ell. South of the house are several frame early-20th century outbuildings consisting of chicken house, crib, shed, and barn.

(Source: HPO files)



Property #25: Outbuilding (CL-576-12 HD-SL)

Mooresboro Historic District (Proposed)



Property #25:
CONTRIBUTING

Property #25: House, Belaire St. (CL-576-12 HD-SL)



Property #25: View of parcel (CL-576-12 HD-SL)

Mooresboro Historic District (Proposed)



Property #26: House, 211 Belaire St. (CL-576-11 HD-SL)

Property #26 :

CONTRIBUTING

Early-20th century eave-front wood frame house with a pair of gable dormers. Central door flanked on each side by single lights.

(Source: HPO files)

Large replacement window to the south of the front door would not meet Secretary of the Interior Standards for Rehabilitation (SISR).



Property #27: House

Property #27:

CONTRIBUTING

Wood frame 1-1/2 story eave front house with two small wall dormers. Attached Craftsman-influenced porch.

Mooresboro Historic District (Proposed)



Property #28: John Smart House, 127 W. Church St. (CL-576-9 HD-SL)

Property #28:

CONTRIBUTING

Mr. John Smart operated a cotton gin in Mooresboro. Circa 1917 frame bungalow with central shed dormer and recessed porch. Façade features central door flanked on each side by two lights.

(Source: HPO files)



Property #29: Dr. D.W. Royster House, 125 W. Church Street (CL-576-6 HD-SL)

Property # 29:

CONTRIBUTING

Early-20th century one-story frame house with hip roof. House has single interior chimney and attached porch.

(Source: HPO files)

Mooresboro Historic District (Proposed)



Property #30: House, 126 W. Church St. (CL-576-8 HD-SL)

Property #30:

NON-CONTRIBUTING

Colonial revival-influenced house, ca. 1950.



Property #31: House, R.G. Burrus Duplex (CL-112)

Property #31:

NON-CONTRIBUTING

Built in 1940, minimal traditional rental house.

Mooresboro Historic District (Proposed)

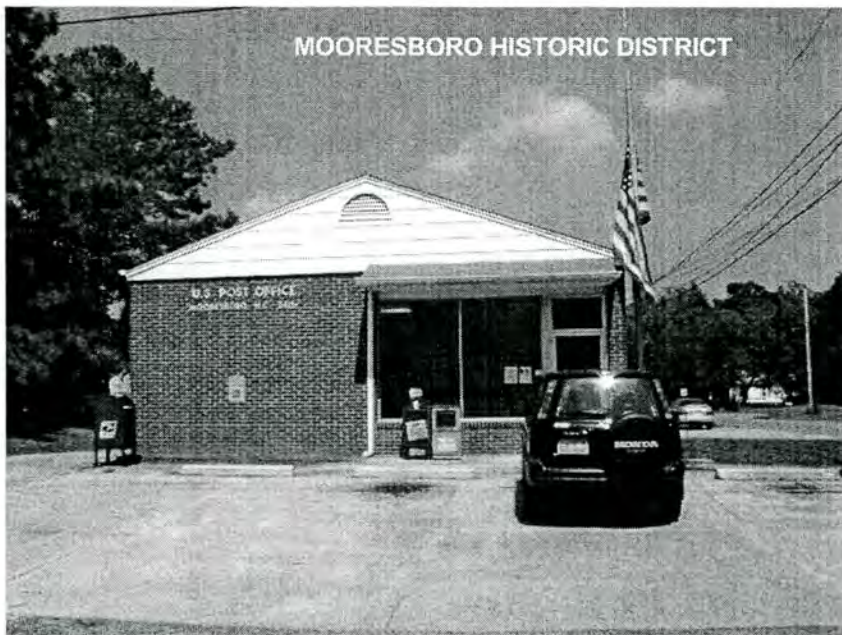


Property #33: House (CL-676-9 HD-SL)

Property #33:

CONTRIBUTING

Early-20th century two-story four square with central shed hip dormer.



Property #34: United States Post Office (CL-576-5 HD-SL)

Property #34 :

NON-CONTRIBUTING

Circa 1965 brick veneer building with hollow metal storefront and knee wall.

Mooresboro Historic District (Proposed)



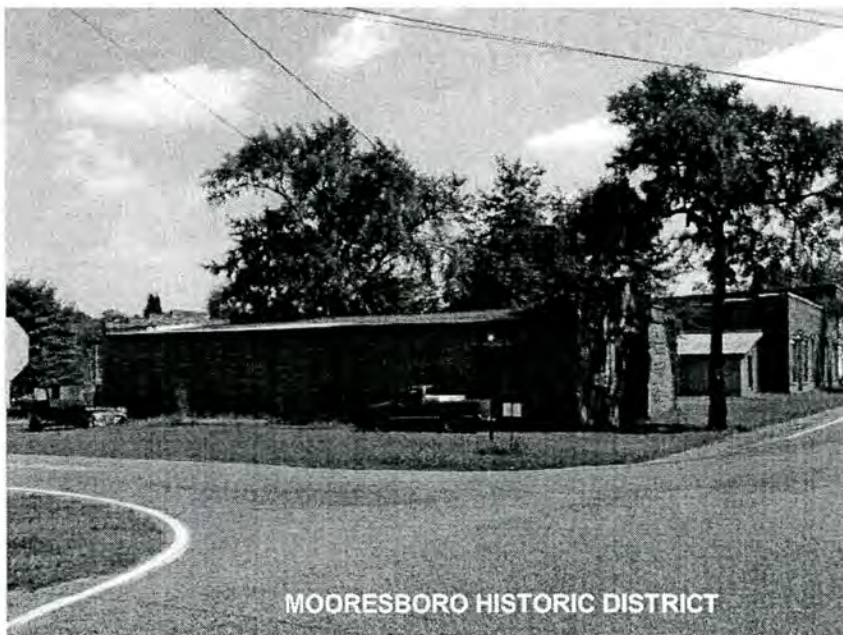
Property # 35

CONTRIBUTING

One-story late-19th century one-part commercial building with a stepped gable parapet. Once "Miss Ellen's Hat Shop."

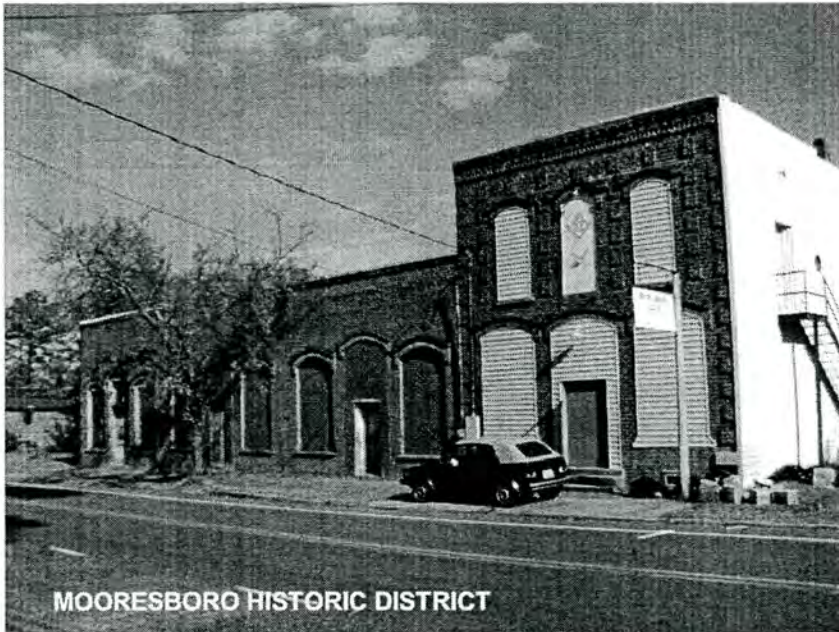
(Source: HPO files)

Property #35: Commercial Building (CL-116/CL 576-4 HD-SL)



Property #35: Commercial Building (CL-116/CL 576-4 HD-SL)

Mooresboro Historic District (Proposed)



Property #36: Commercial Building/Mooresboro Lode (CL-115/CL576-3 HD-SL)



Property #36: Commercial Building/Mooresboro Lode (CL-115/CL576-3 HD-SL)

Property #36

CONTRIBUTING

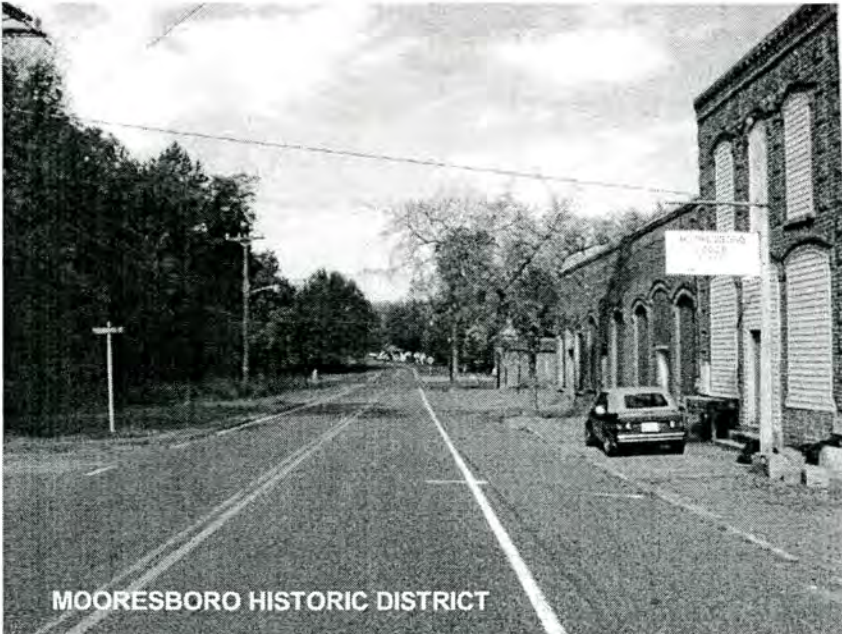
The prominent Mooresboro Lode (ca. 1892) displays typical brick detailing for commercial architecture of this period: brick quoins and cornice work. Arched lintels crown each doorway and window opening although the windows are infilled.

Originally, J.B. Blanton operated a general merchandise store in the first story of the lodge building and the lodge members held their meetings upstairs. Beginning in the 1920s and lasting through the 1960s, the Mooresboro Post Office operated out of the first floor of the lodge building and the masons still controlled the upstairs portion. In the 1930s, all the masons from Mooresboro, Ellenboro, Boiling Springs, and Lattimore chose the lodge as their consolidated headquarters.

During the 1940s, the one-story part served the community as a sweet potato storage house.

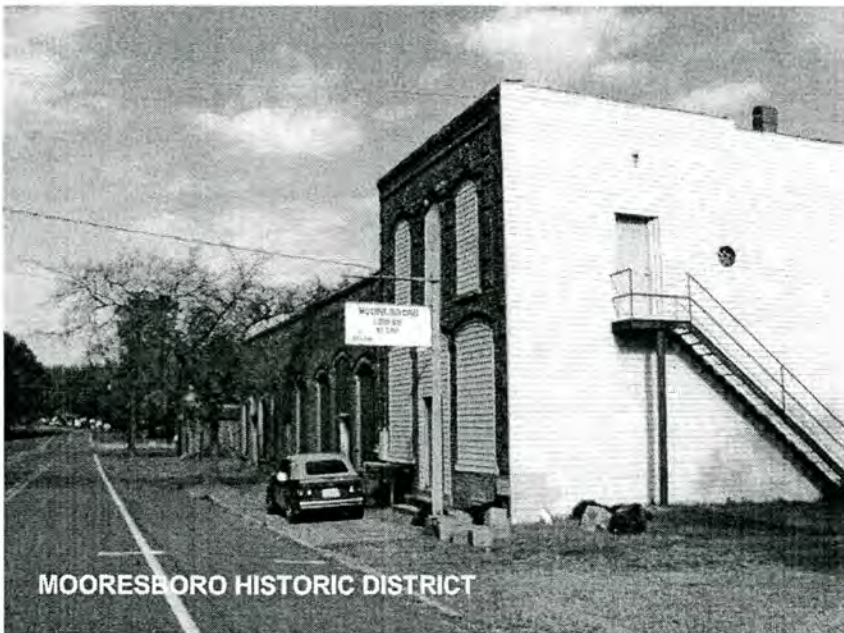
(Source: HPO files)

Mooresboro Historic District (Proposed)



Property #36
CONTRIBUTING

Property #36: Commercial Building/Mooresboro Lodge (CL-115/CL576-3 HD-SL)



Property #36: Commercial Building/Mooresboro Lodge (CL-115/CL576-3 HD-SL)

Mooresboro Historic District (Proposed)



Champion Drive looking North from Champion House

Visual Context



Property #37: Dr. C.O. Champion House

Property #37:

CONTRIBUTING

The Dr. C.O. Champion House is an exquisite brick I-house. Most of the county's I-houses were of frame construction and the brick exterior treatments certainly make the Champion House a rare dwelling. The house features paired central interior chimneys and is adorned with a one-story full-length attached porch. A small one-story ell extends off the rear of the house.

(Source: HPO files)

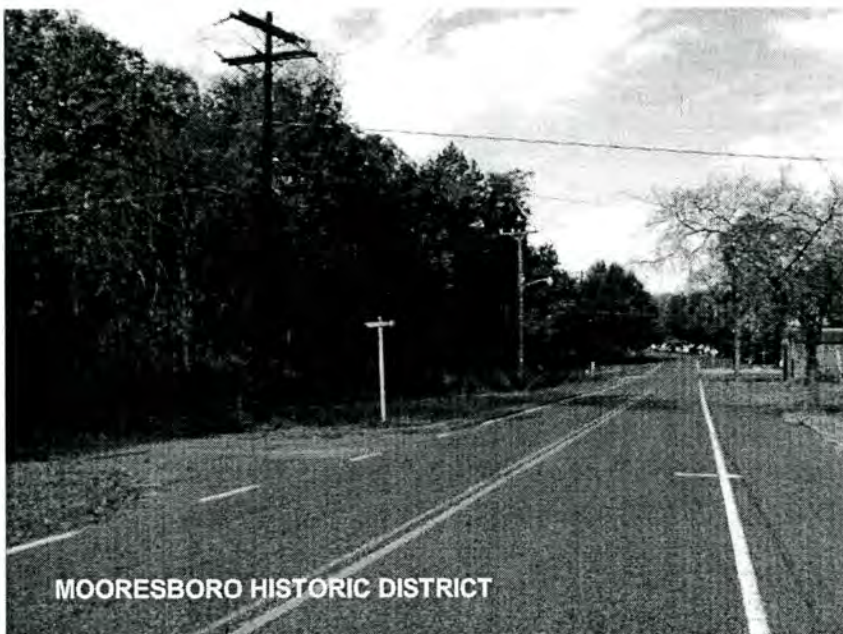
Mooresboro Historic District (Proposed)



Overgrown town lot

Visual Context:

Information provided to define proposed Historic District.



Church Street looking west from Property #38

Visual Context:

Information provided to define proposed Historic District.

Mooresboro Historic District (Proposed)



CONTRIBUTING
Overgrown vacant lot.

Vacant Lot on west side of Champion Drive



NON-CONTRIBUTING
**Ranch House not over 50
years old.**

Non-Contributing House on west side of Champion Drive

Mooresboro Historic District (Proposed)



**Property #38: Hill Green's Store, W. Church Street
(CL 576-2 HD-SL)**

Property #38

CONTRIBUTING

Small wood frame general store building featuring a central door flanked on each side by single lights. This store was moved to this site at some time. Historically known as Hill Green's Store.

(Source: HPO files)



Mooresboro Historic District (Proposed)



Property #39

CONTRIBUTING

Early-20th century two story frame dwelling with attached porch and porte cochere. House once belonged to Yates Hamrick.

(Source: HPO files)

Property #39: Yates Hamrick House, W. Church Street (CL 576-2 HD-SL)



Property #39: Yates Hamrick House, W. Church Street (CL 576-2 HD-SL)

Mooresboro Historic District (Proposed)



Church Street Looking East from near Property #39

Visual Context:

Information provided to
define perimeter of
Historic Boundary.



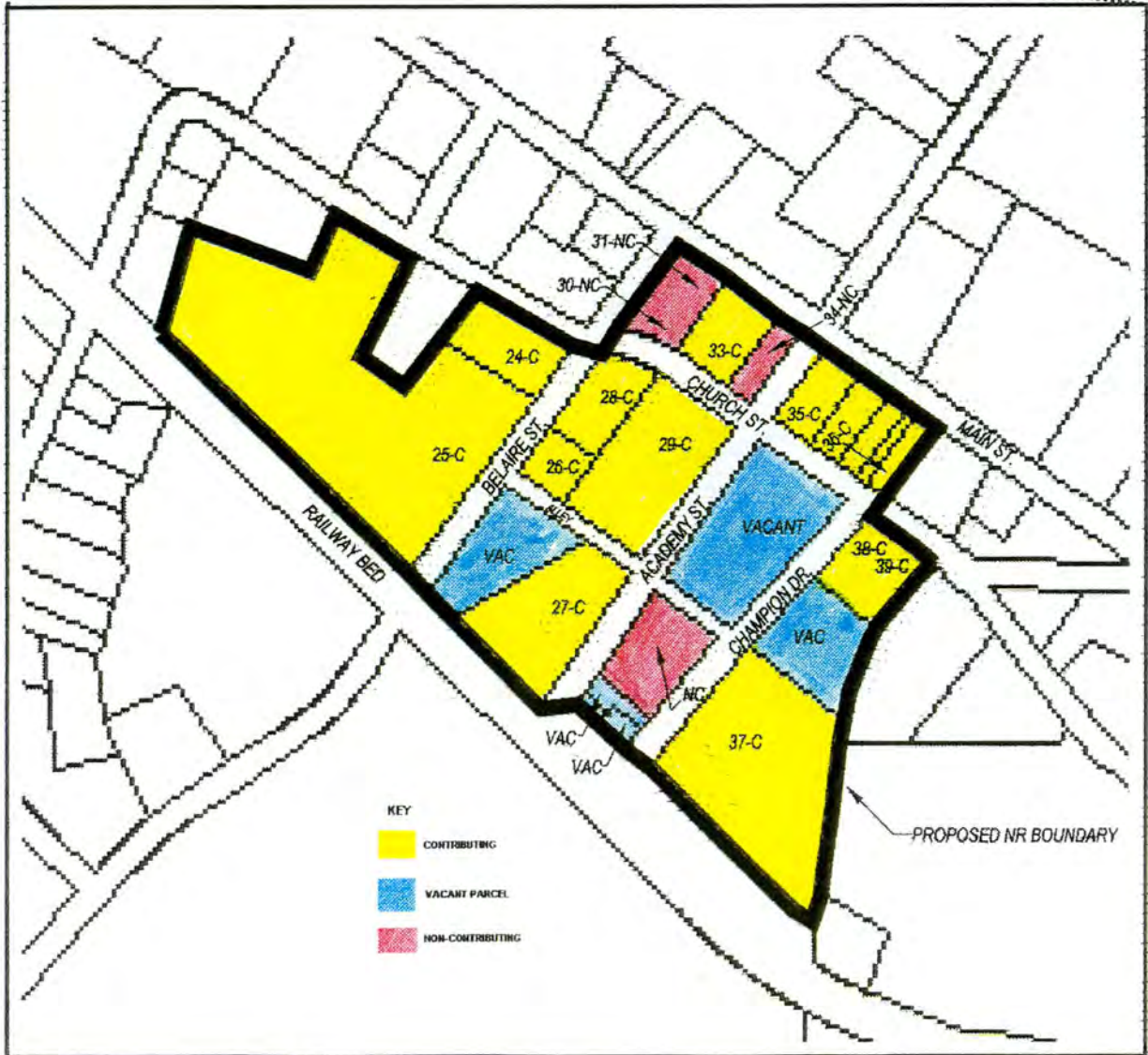
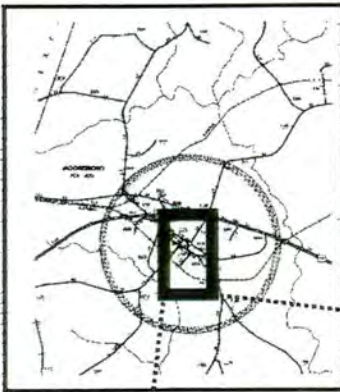
Church Street property located across the street
from Property #39

Visual Context:

Information provided to
define perimeter of
Historic Boundary.

Not in Historic District

II. MAPS



KEY
 [Yellow Box] CONTRIBUTING
 [Blue Box] VACANT PARCEL
 [Pink Box] NON-CONTRIBUTING

PROPOSED NR BOUNDARY



NCDOT Historic Architecture
 1548 Mail Service Center
 Raleigh, NC 27699-1548

T 919-733-3141
 F 919-733-9794
 www.ncdot.org

Project
 New interchange at US 74 in the Town of
 Mooresboro, Cleveland County

Sheet Title
**PROPOSED MOORESBORO
 HISTORIC DISTRICT
 BOUNDARY**

Drawn By:
Silverman

Issue Date:
 02-01-02

File Name:
 HD .ppt

TIP No.
R-4045

Scale NTS

Sheet No.
NR-2

VI. PROPERTY INVENTORY AND EVALUATIONS

B. PROPERTIES CONSIDERED NOT ELIGIBLE FOR THE
NATIONAL REGISTER AND NOT WORTHY OF
FURTHER EVALUATION

PRESENTED AT A CONCURRENCE MEETING WITH
HPO ON 8 JANUARY 2002



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #1, Industrial Building, Lahrmer Lane; Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #2 - Mooresboro Bridge (CL-109); Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #2 - Mooresboro Bridge (CL-109) Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #3 - House, Main St.; Lacks Historic or Architectural Significance



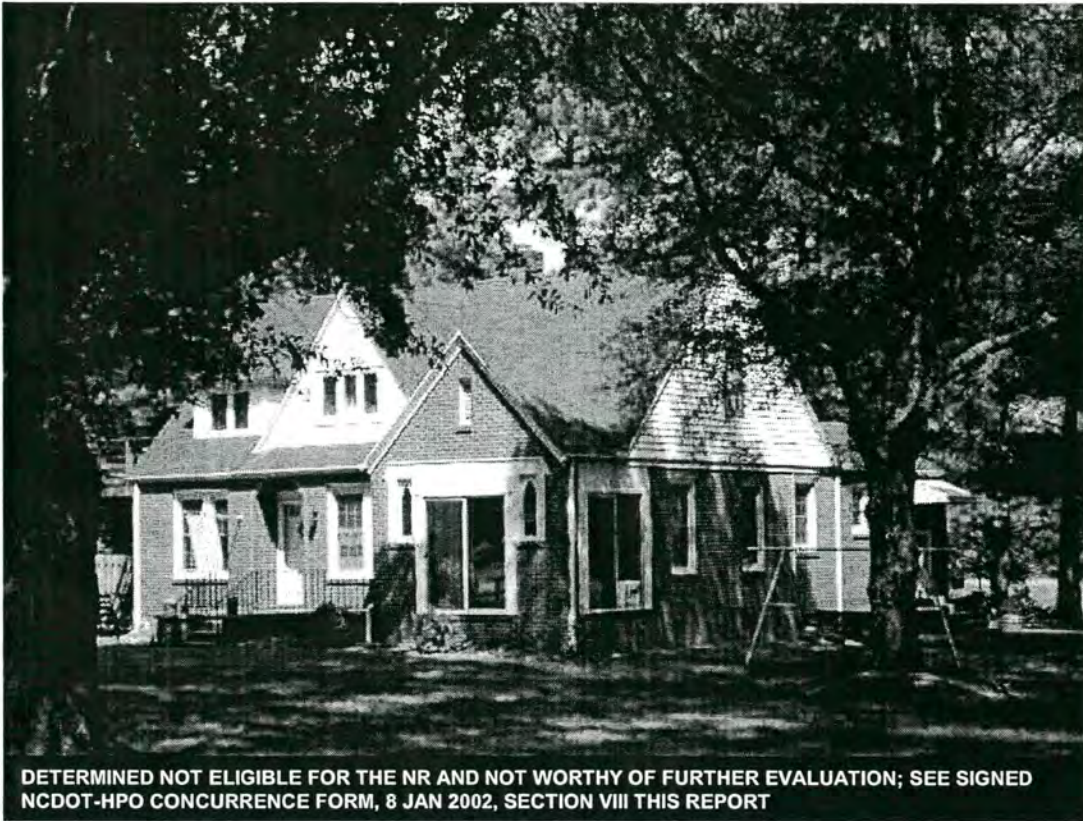
DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #4 - House, 417 Main St. Lacks Historic or Architectural Significance

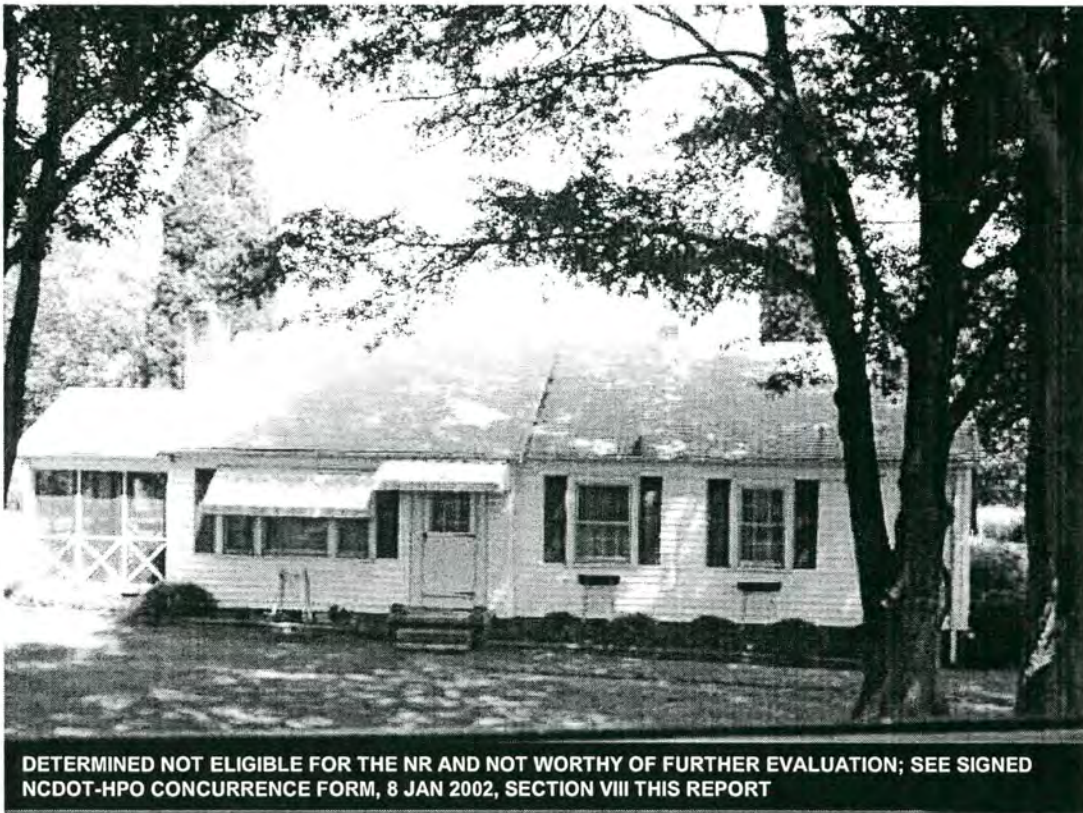


DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #4 - House, 417 Main St. Lacks Historic or Architectural Significance



Property #5 - House, 420 Main St. Lacks Historic or Architectural Significance



Property #6 - House, 416 Main St. Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #7 - BR US 74 Bridge over RR (1949) Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #7 - BR US 74 Bridge over RR (1949) Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #8 - Mooresboro School, 4710 Mooresboro Road (CL-108) Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #8 - Mooresboro School, 4710 Mooresboro Road (CL-108) Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #8 - Mooresboro School, 4710 Mooresboro Road (CL-108) Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

**Property #8 - Mooresboro School, 4710 Mooresboro Road (CL-108)
Lacks Historic or Architectural Significance**



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #9 - Cemetery; Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #9 - Cemetery; Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #11 - W. Main St. Bridge over US 74; Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #12 - House, SR 1169; Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #13 - House, 107 Lucas Lane (CL-107); Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #14 - House, 105 Lucas Lane (CL-106); Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #15 - House, 329 W. Main Street; Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #16 - J.B. Blanton House, 323 W. Main Street (CL-105); Lacks Historic or Architectural Significance



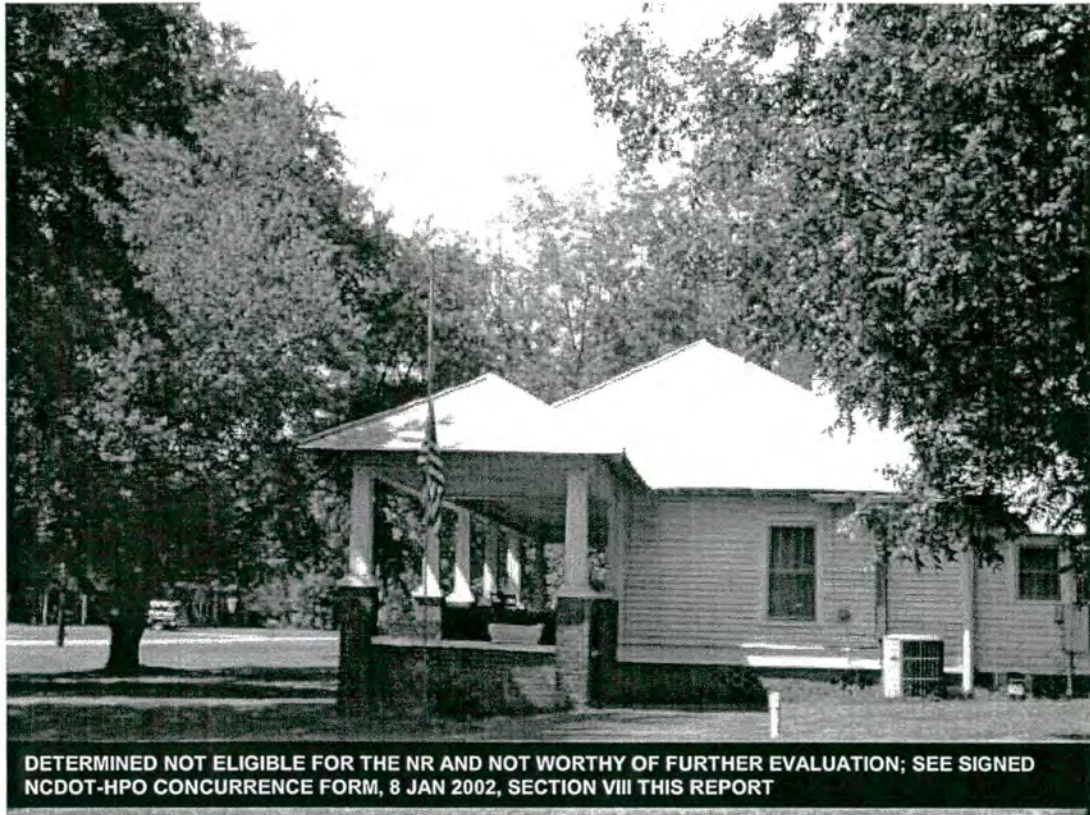
DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #16 - J.B. Blanton House, 323 W. Main Street (CL-105); Lacks Historic or Architectural Significance

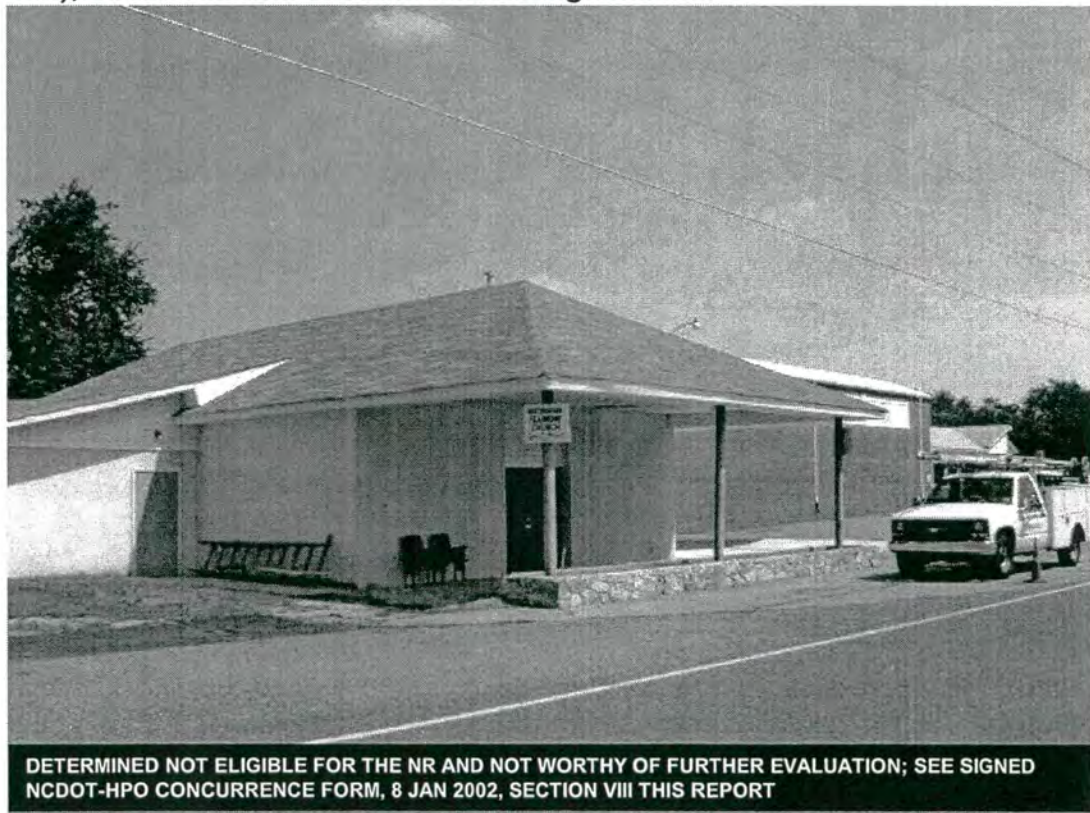


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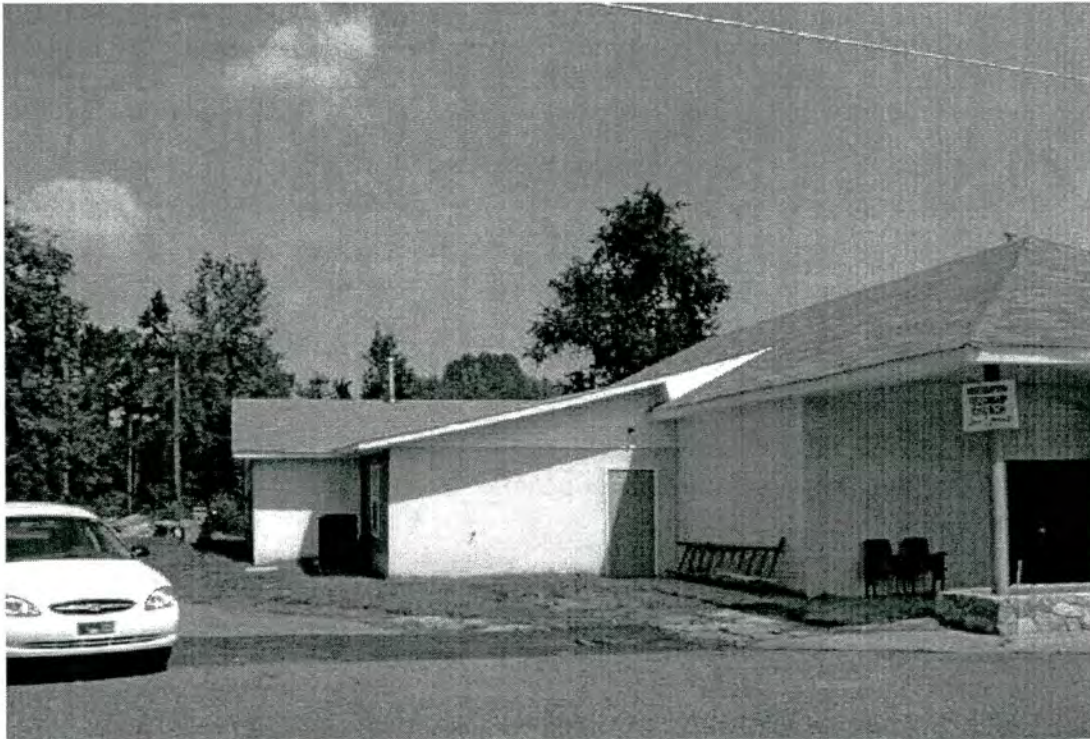
Property #17 - S.H.C. and Elsie DePriest House, 322 W. Main Street (CL-104); Lacks Historic or Architectural Significance



Property #17 - S.H.C. and Elsie DePriest House, 322 W. Main Street (CL-104); Lacks Historic or Architectural Significance

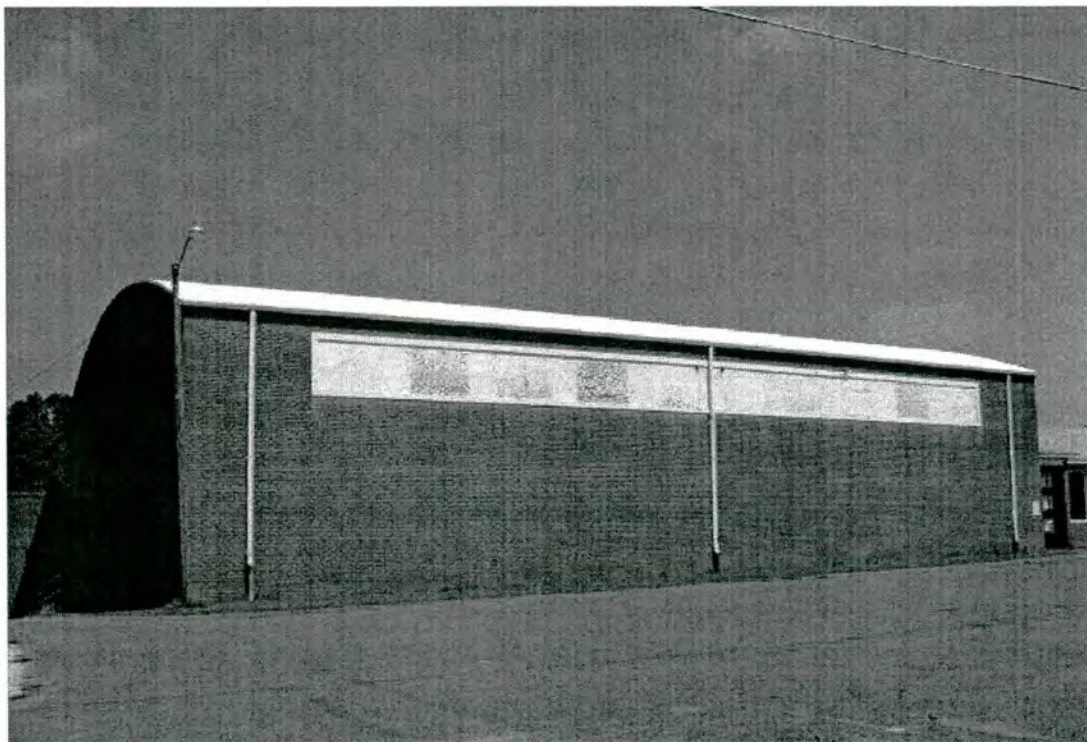


Property #18 - Former D.C. Wright General Store, 312 W. Main St. (CL-110); Lacks Historic or Architectural Significance



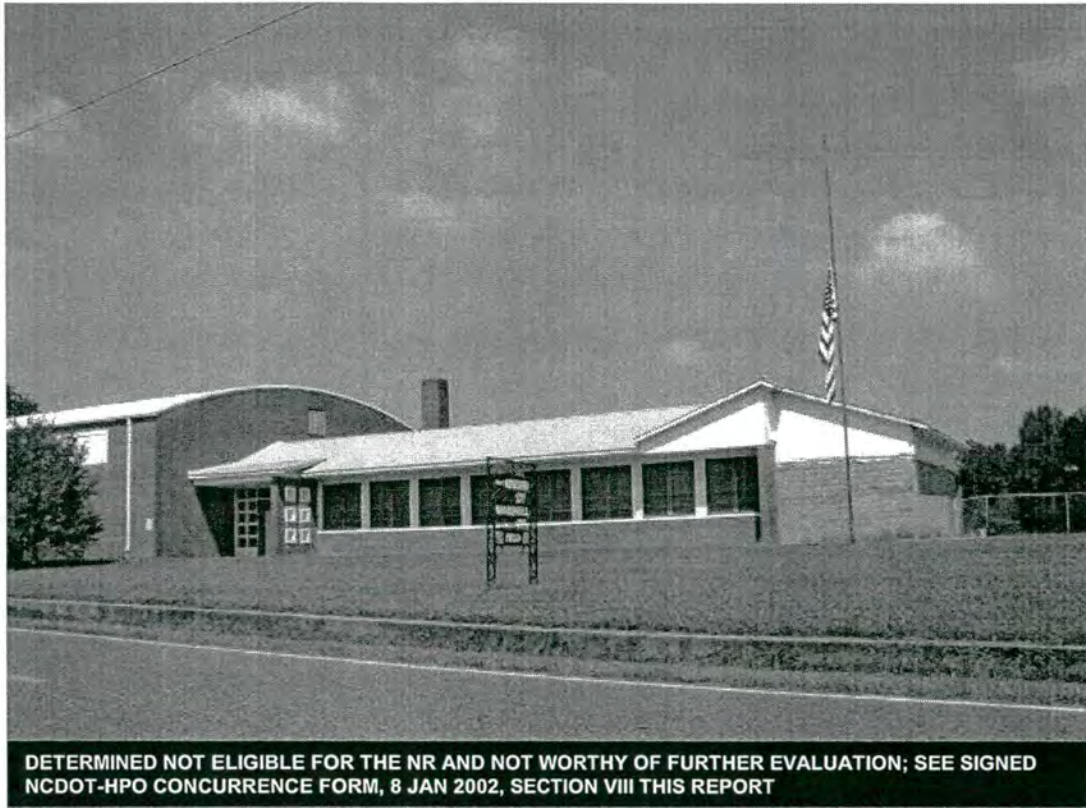
DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #18 - Former D.C. Wright General Store, 312 W. Main St. (CL-110); Lacks Historic or Architectural Significance

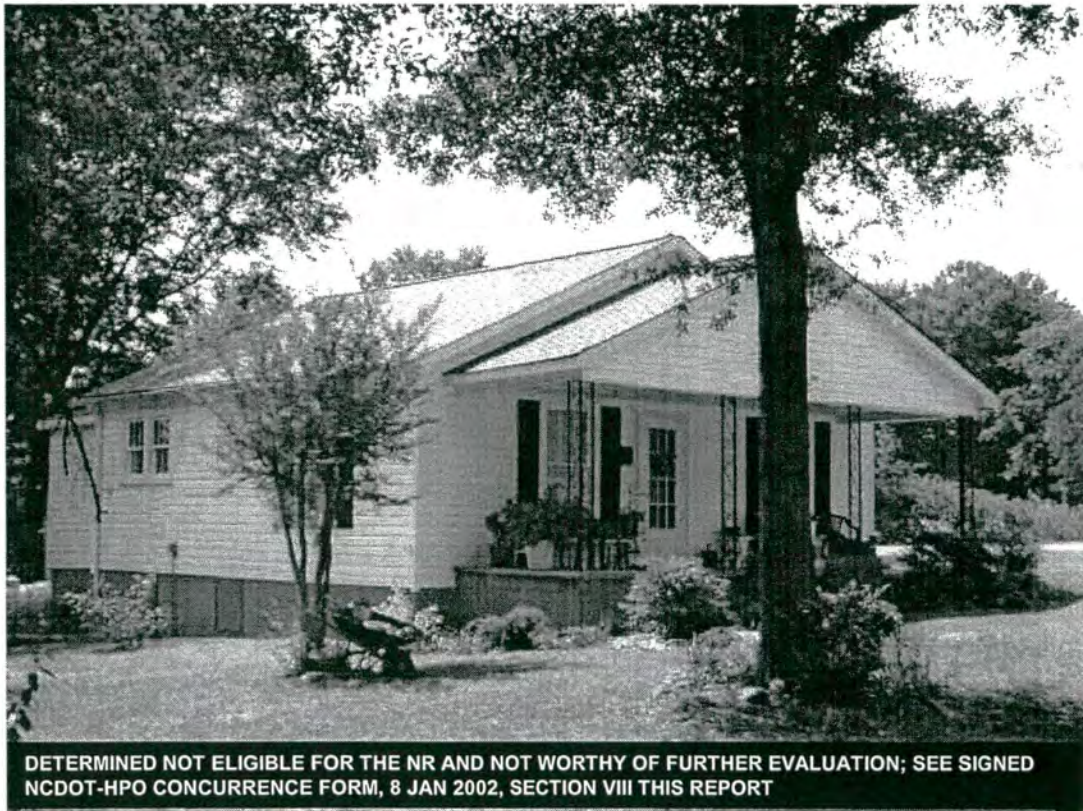


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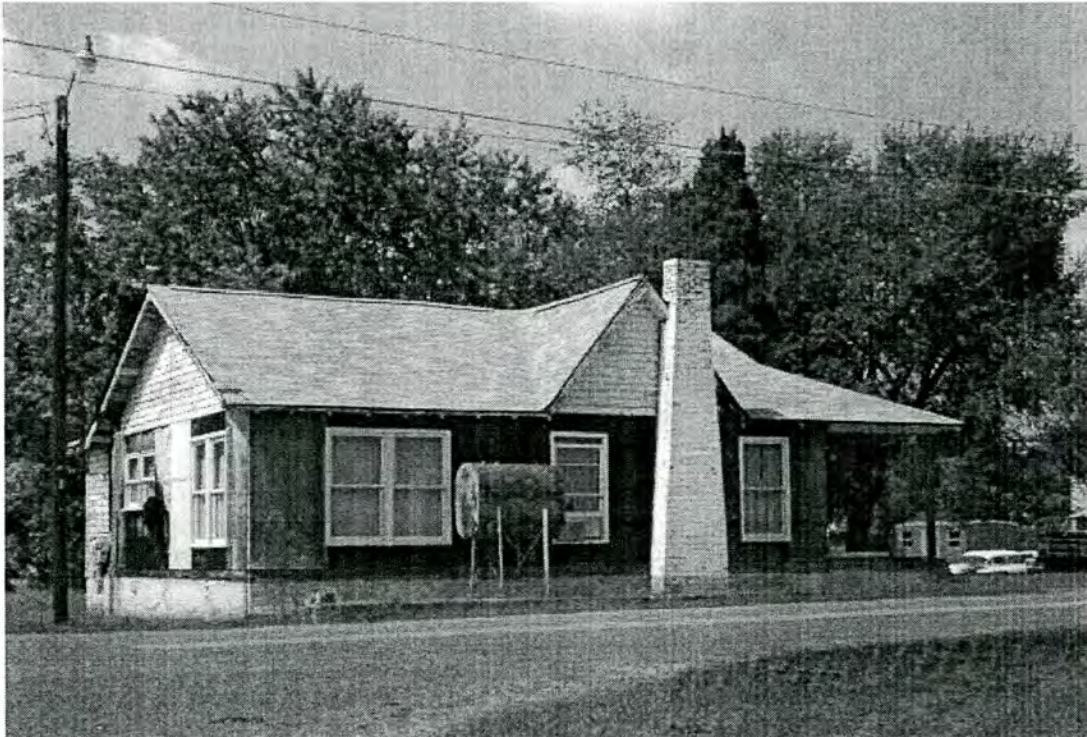
Property #19 - Marshall Field, W. Main St. Lacks Historic or Architectural Significance



Property #19 - Marshall Field, W. Main St. Lacks Historic or Architectural Significance



Property #20 - House, 321 W. Church St. Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #21 - House, Creamery St. Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #22 - Fred Davis House, 231 W. Main St. (CL-111); Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #23 - House, 205 W. Church St. Lacks Historic or Architectural Significance



DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #32 - House, Main St. Lacks Historic or Architectural Significance



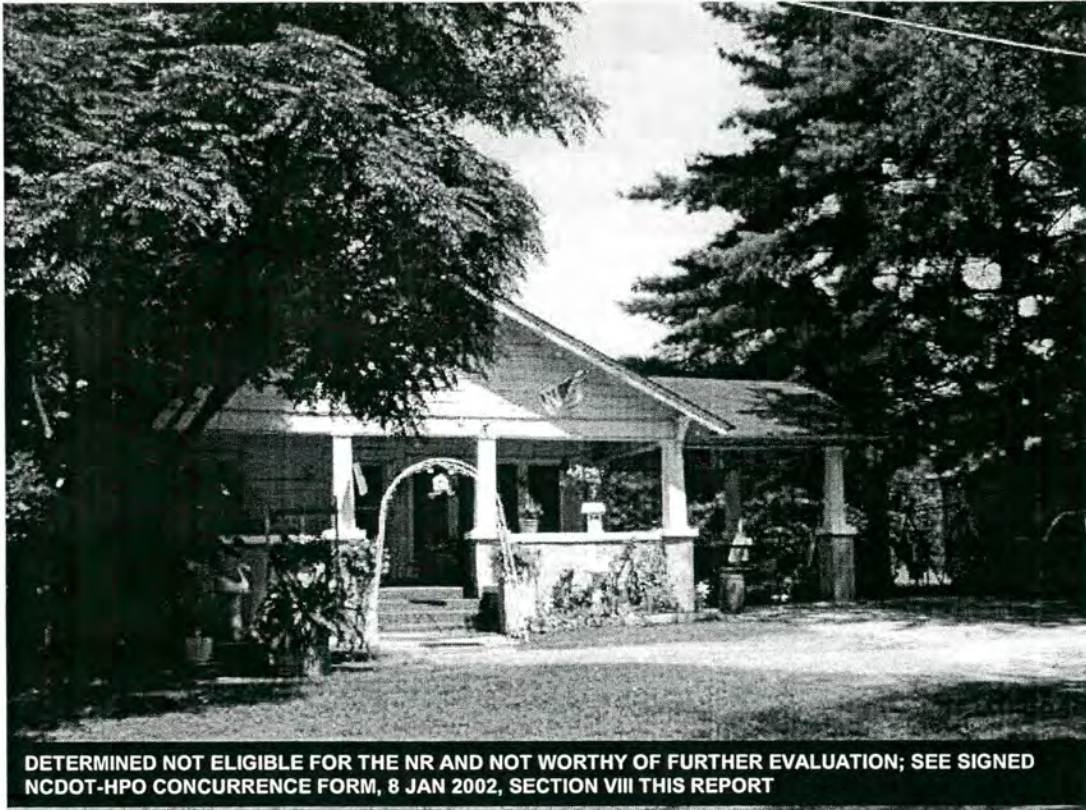
DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #40 - House, 144 Main St. (CL-113); Lacks Historic or Architectural Significance

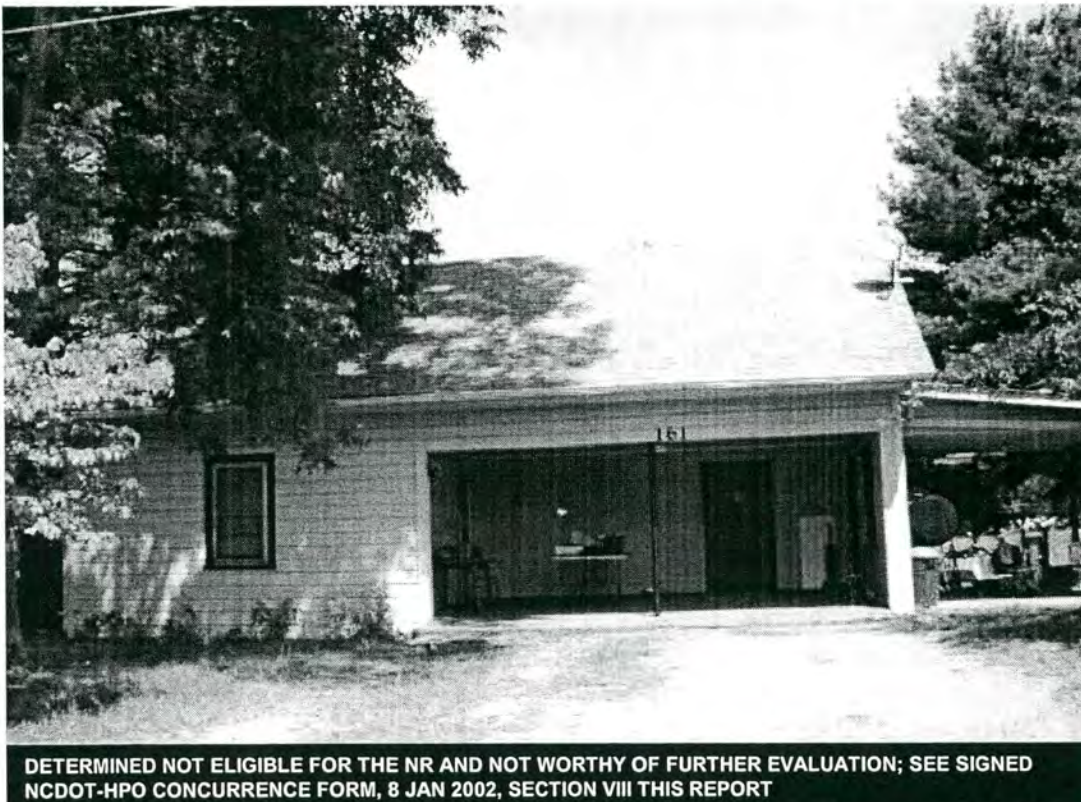


DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT

Property #41 - House, Barrus St. Lacks Historic or Architectural Significance



Property #42 - House, 127 Main St. (CL-113); Lacks Historic or Architectural Significance



Property #43 - House, 161 Main St. (CL-113); Lacks Historic or Architectural Significance

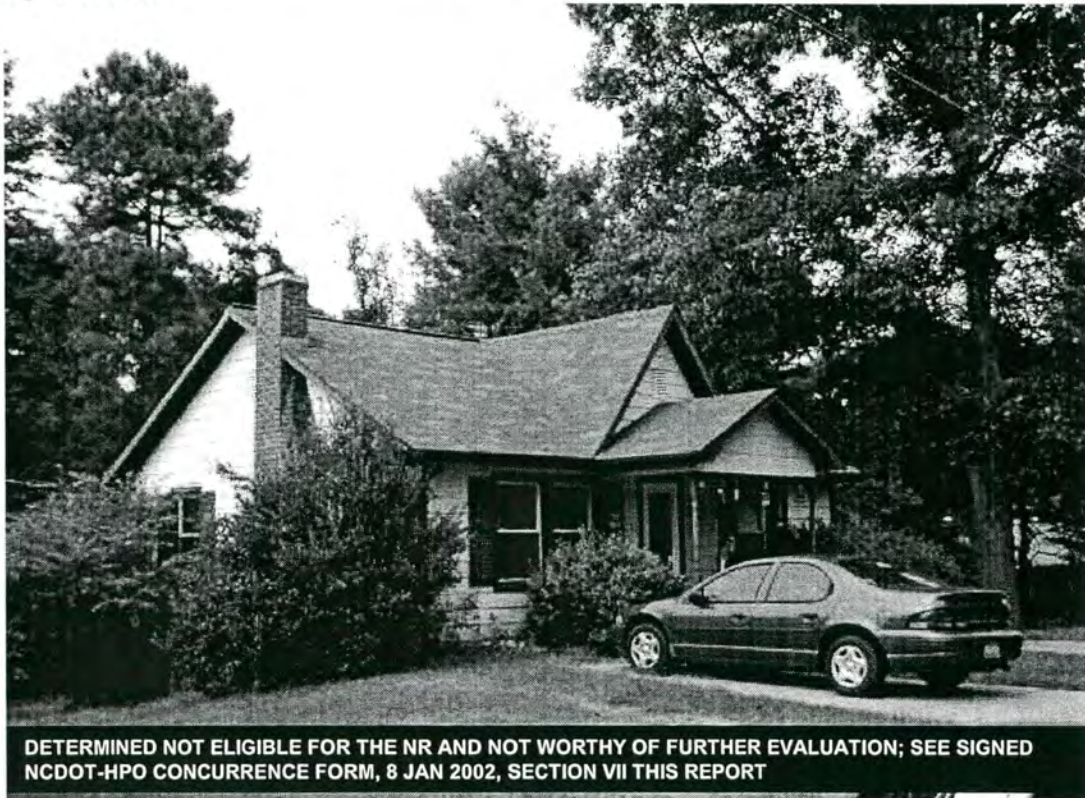


**DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED
NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VIII THIS REPORT**

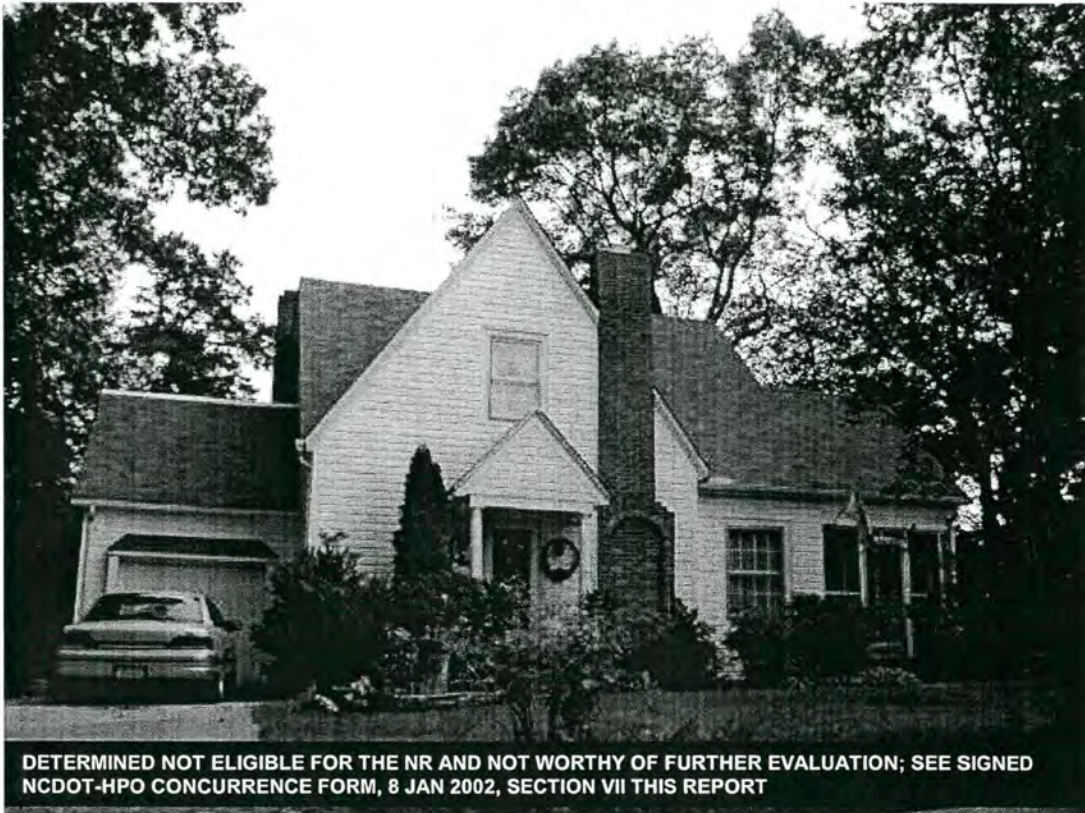
**Property #44 - House, 201 Main St. (CL-113); Lacks Historic or Architectural
Significance**



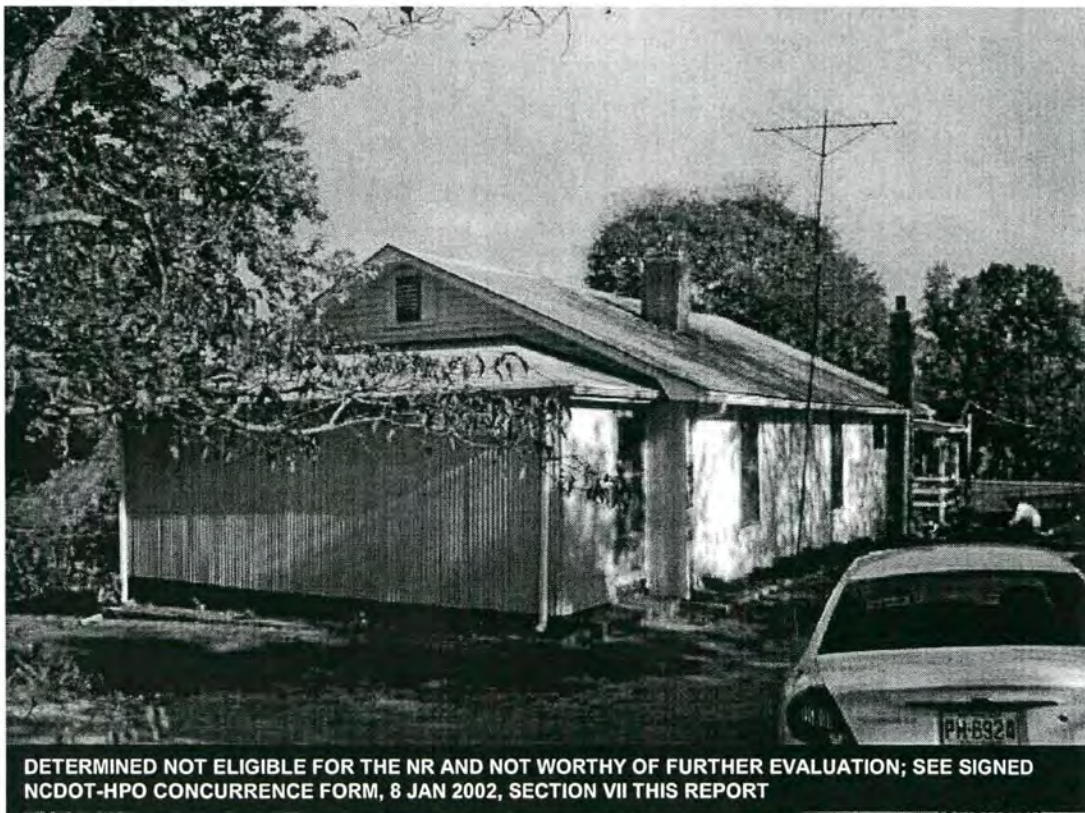
Property #45 - House, 106 Academy St. Lacks Historic or Architectural Significance



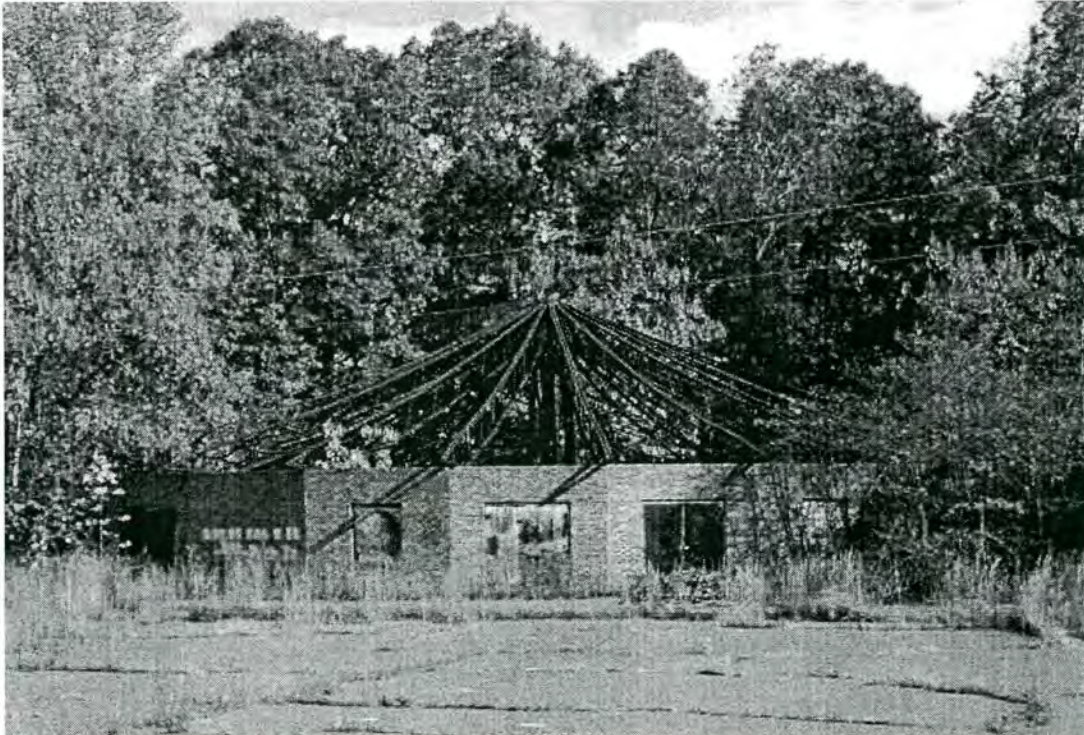
Property #46 - House, 109 Academy St. Lacks Historic or Architectural Significance



Property #47 - House, 110 Academy St. Lacks Historic or Architectural Significance

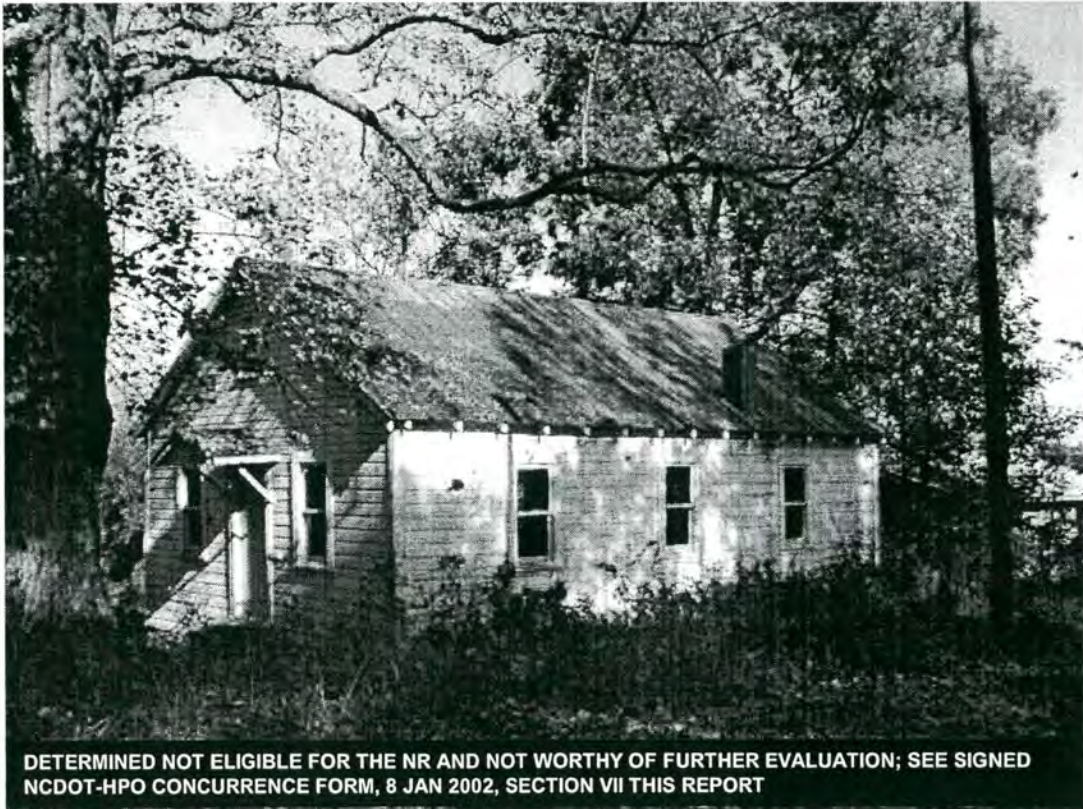


Property #48 - House; Lacks Historic or Architectural Significance



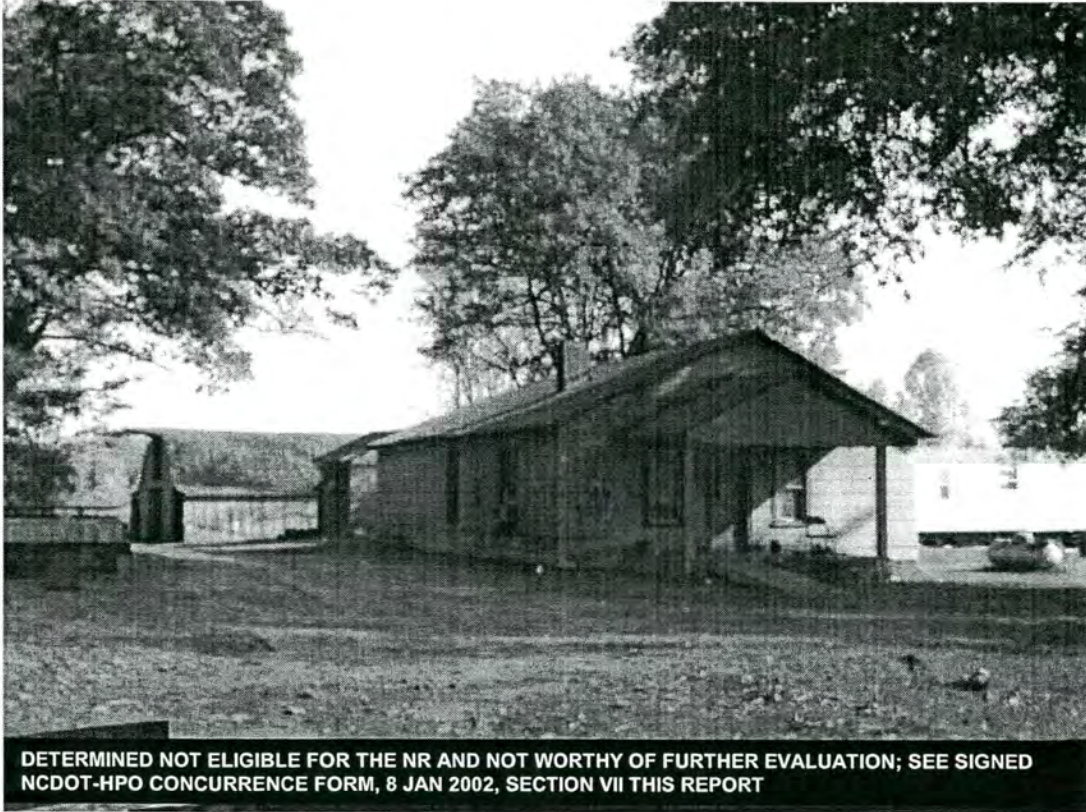
DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VII THIS REPORT

Property #49 - Former Country Coliseum; Lacks Historic or Architectural Significance

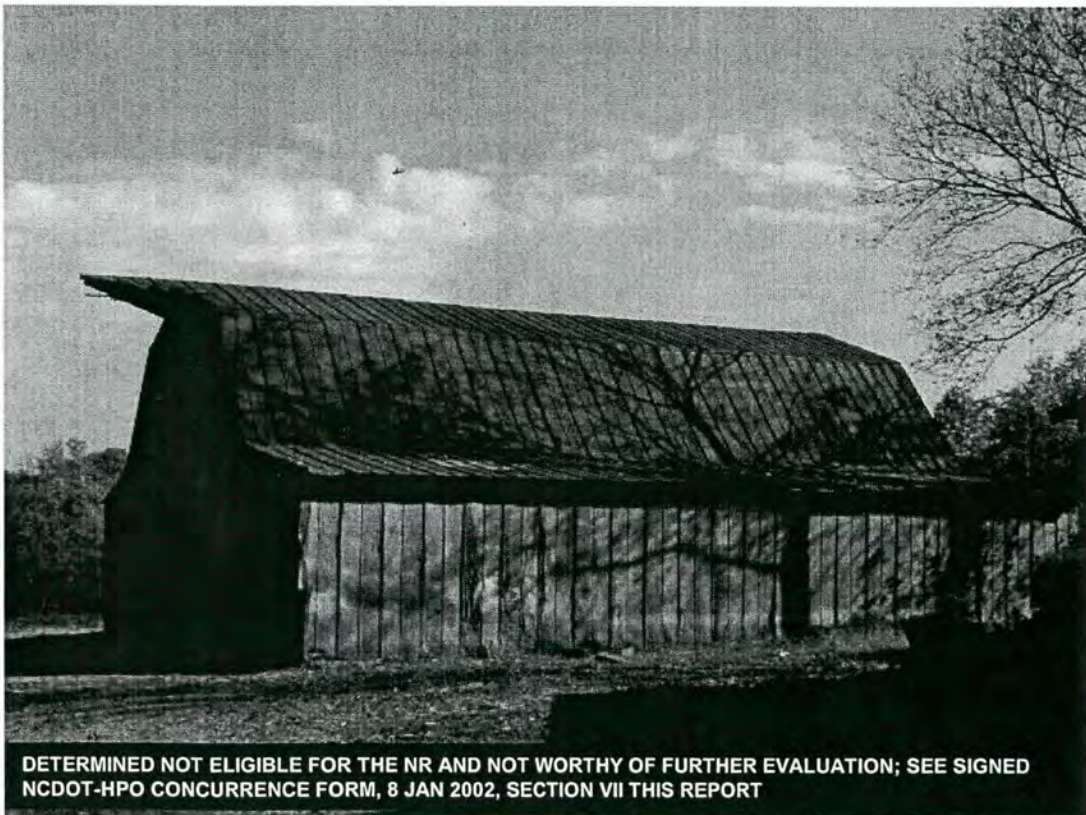


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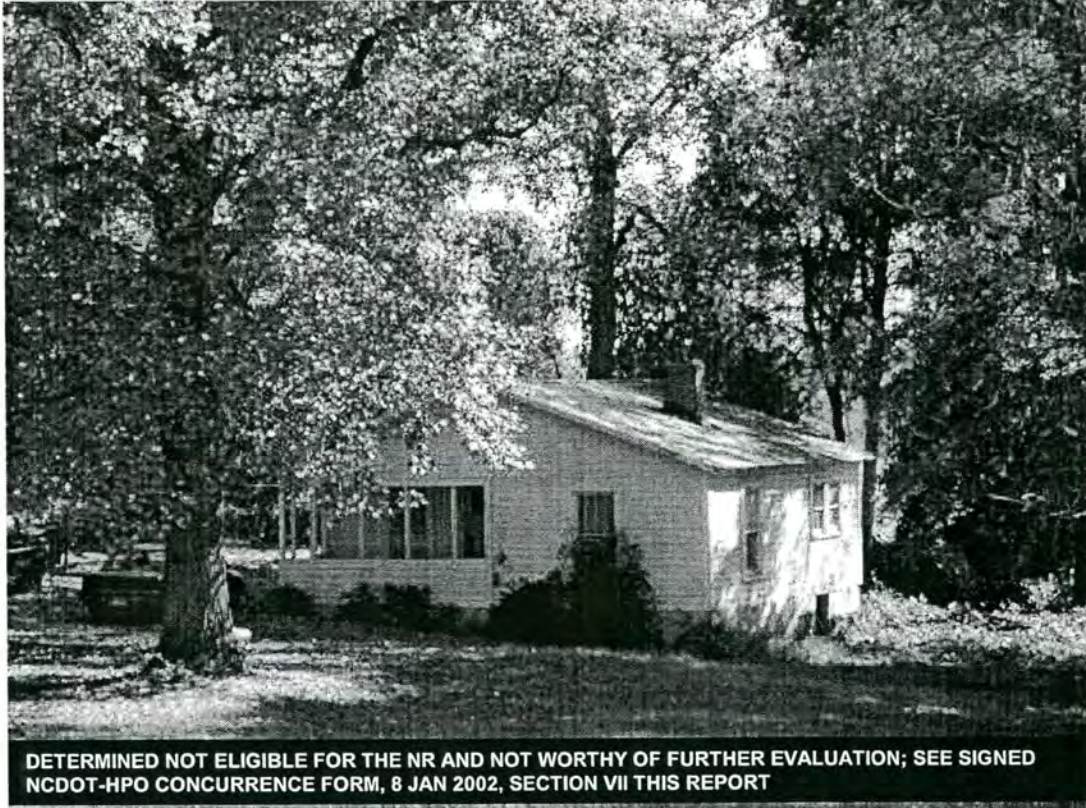
Property #50 - House; Lacks Historic or Architectural Significance



Property #51 - House & Barn; Lacks Historic or Architectural Significance

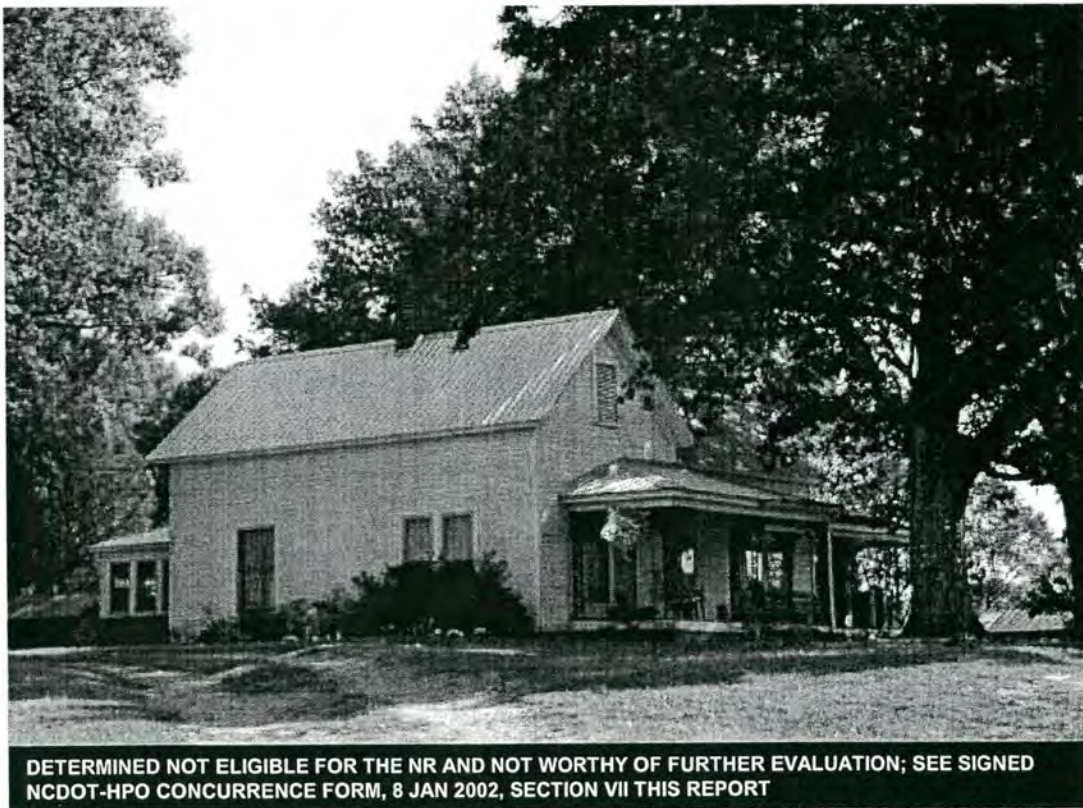


Property #51 - House & Barn; Lacks Historic or Architectural Significance



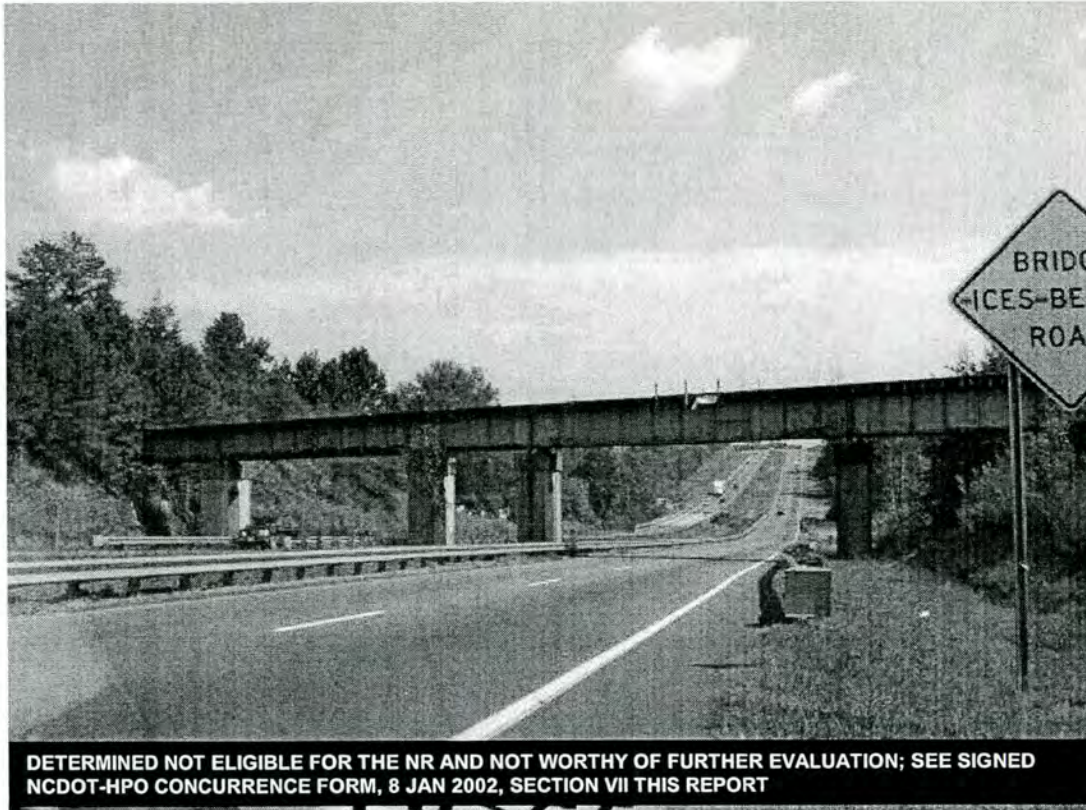
DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VII THIS REPORT

Property #52 - House, 3467 SR 1168; Lacks Historic or Architectural Significance

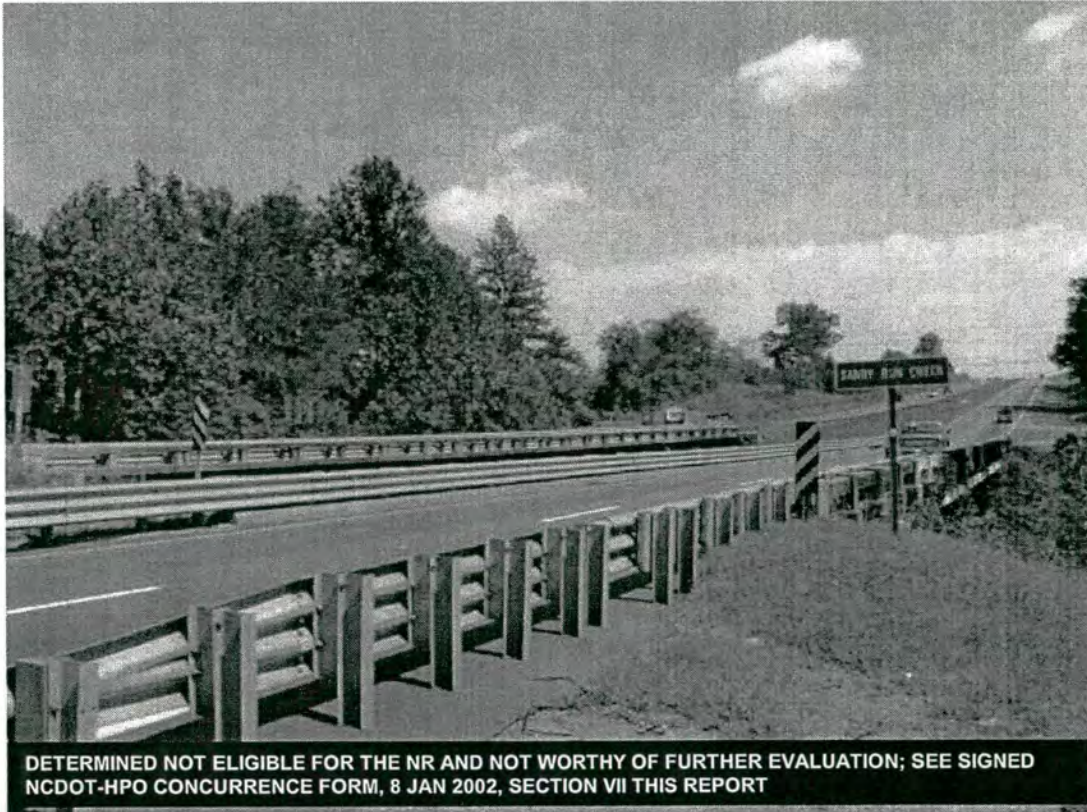


DETERMINED NOT ELIGIBLE FOR THE NR AND NOT WORTHY OF FURTHER EVALUATION; SEE SIGNED NCDOT-HPO CONCURRENCE FORM, 8 JAN 2002, SECTION VII THIS REPORT

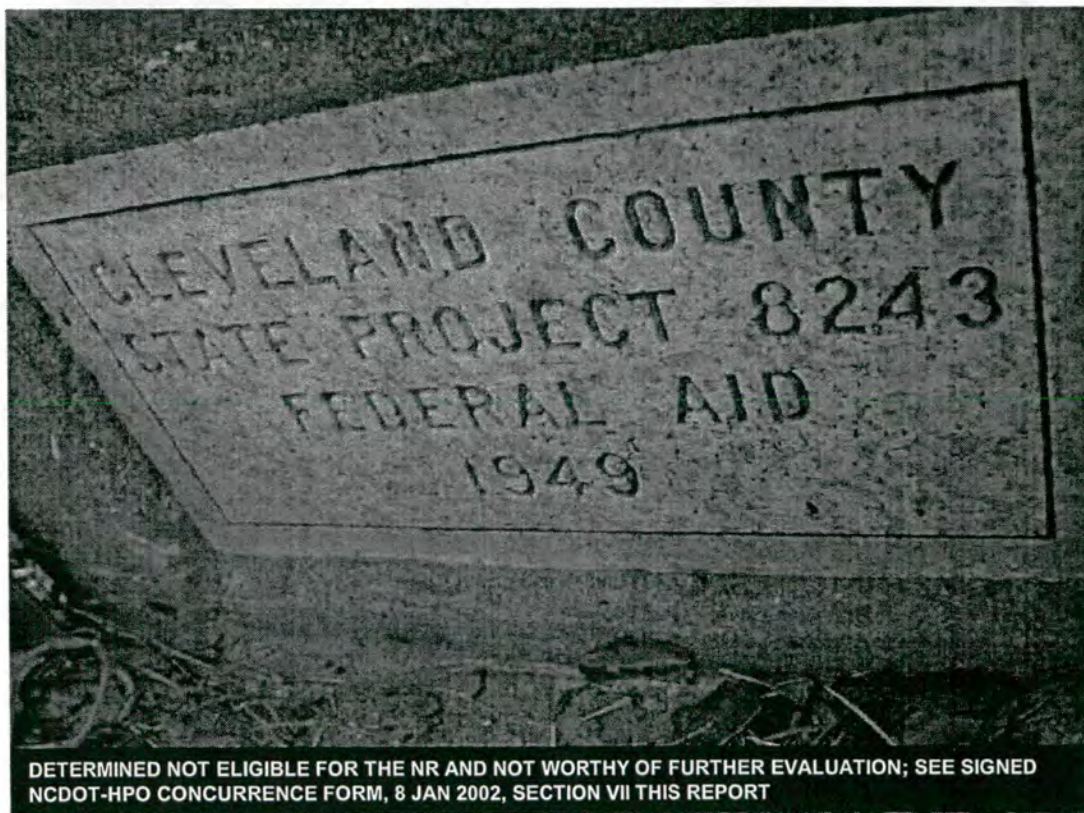
Property #53 - House, 3459 SR 1168; Lacks Historic or Architectural Significance



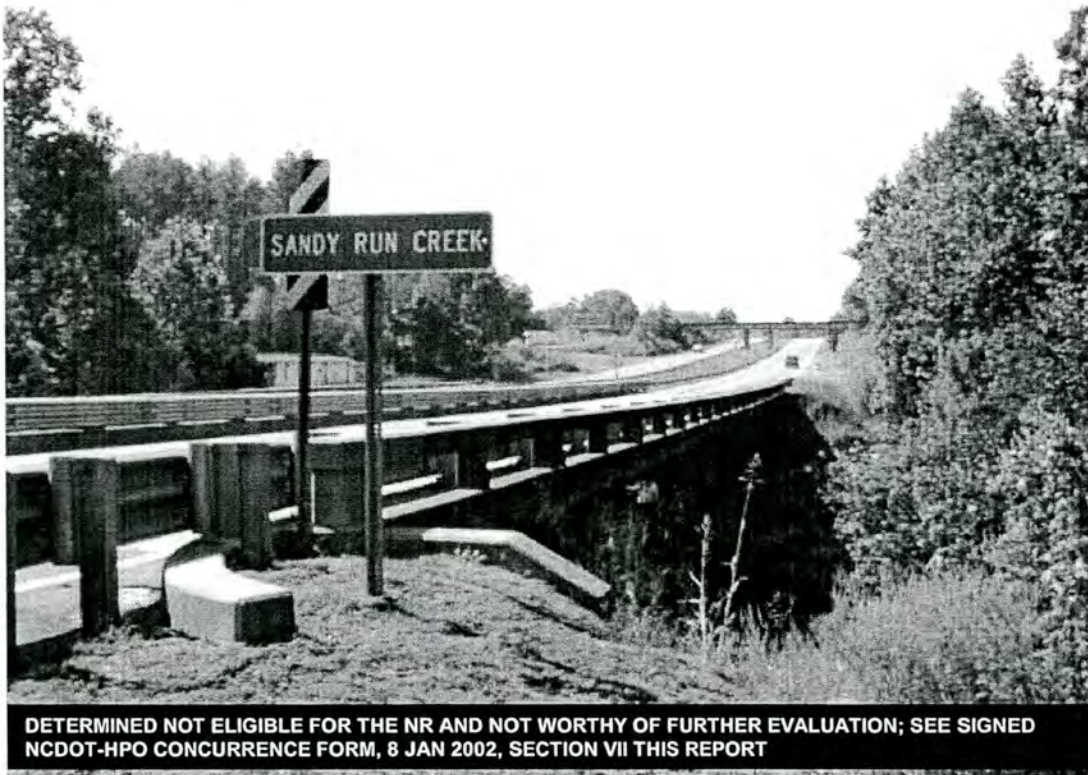
Property #54 - Bridge on US 74 over Southern Rwy; Lacks Historic or Architectural Significance



Property #55 - Bridges on US 74 over Sandy Run Creek; Lacks Historic or Architectural Significance



Property #55 - Bridges on US 74 over Sandy Run Creek; Lacks Historic or Architectural Significance



Property #55 - Bridges on US 74 over Sandy Run Creek; Lacks Historic or Architectural Significance



Property #55 - Bridges on US 74 over Sandy Run Creek; Lacks Historic or Architectural Significance

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VIII. PROJECT RECORD DOCUMENTS

Federal Aid # NHF-74-(40)

TIP # R-4045

County: Cleveland

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

Project Description: US 74 W of SR 1167 to E of SR 1168, Mooresboro

On 8 January 2002 representatives of the

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

reviewed the subject project at

- Scoping meeting
- Historic architectural resources photograph review session/consultation
- Other

All parties present agreed

- there are no properties over fifty years old within the project's area of potential effects.
- there are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- there are properties over fifty years old within the project's Area of Potential Effects (APE), but based on the historical information available and the photographs of each property, the properties identified as # 1-9; 11-23; 32, 40-55 are considered not eligible for the National Register and no further evaluation of them is necessary.
Property #10 to be evaluated;
Properties # 24-31; 33-39 to be evaluated for historic district;
- there are no National Register-listed properties within the project's area of potential effects.
- all properties greater than 50 years of age located in the APE have been considered at this consultation, and based upon the above concurrence, all compliance for historic architecture with Section 106 of the National Historic Preservation Act and GS 121-12(a) has been completed for this project.

Signed:

Richard L. Silverman 8 JAN 2002
Representative, NCDOT Date

Michael C. DeWorm 1/8/02
FHWA, for the Division Administrator, or other Federal Agency Date

Ann Swallow 1/8/02
Representative, SHPO Date

David Brook 1/22/02
State Historic Preservation Officer Date

If a survey report is prepared, a final copy of this form and the attached list will be included.