North Carolina Department of Cultural Resources
State Historic Preservation Office
David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary
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 Pp/for David Brook

SUBJECT: Historical Architectural Survey Report, Replace Bridge No. 38 on NC 18 over Crab Creek, B-4007, Alleghany County, ER 02-9333

Thank you for your letter of March 19, 2002, transmitting the survey report by Richard Silverman, NCDOT. 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 not eligible for listing in the National Register of Historic Places:

- Eugene Edwards Property (Gas Station)
- Bridge No. 38 on NC 18 over Crab Creek

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

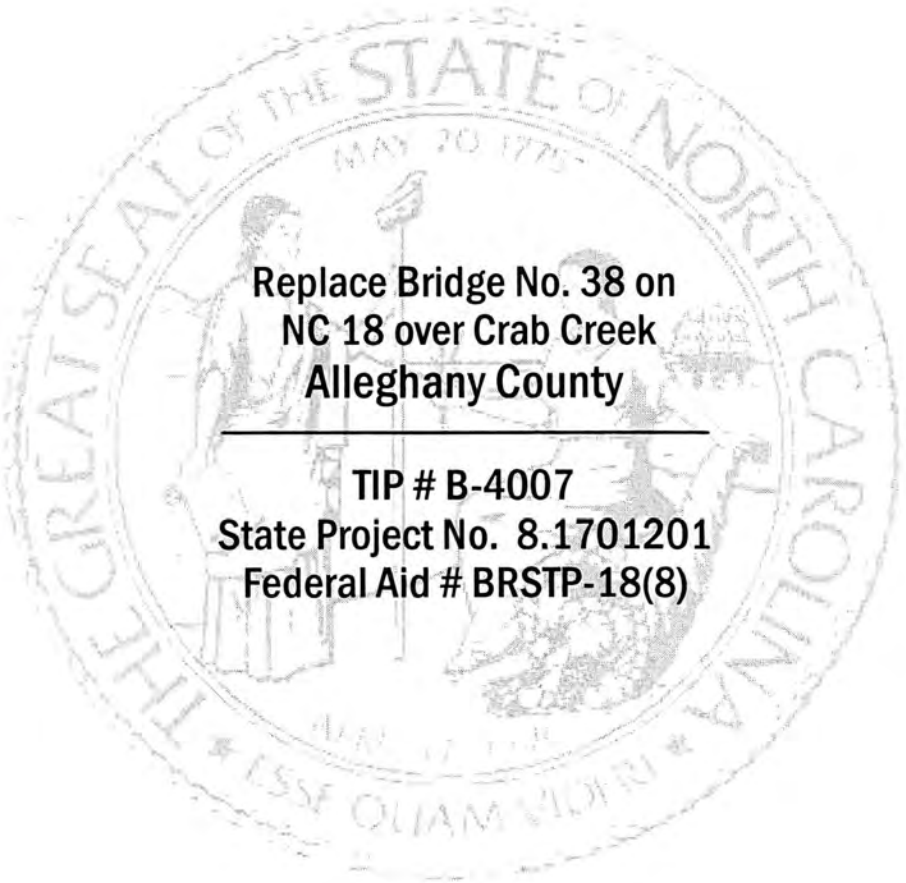
Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT

bc: Brown/McBride
DOT
County

north carolina
department of transportation

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



Replace Bridge No. 38 on NC 18 over Crab Creek
Alleghany County

TIP # B-4007
State Project No. 8.1701201
Federal Aid # BRSTP-18(8)

The HISTORIC ARCHITECTURE *Section*

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March, 2002

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HISTORIC ARCHITECTURAL RESOURCES SURVEY REPORT

TIP# B-4007

REPLACE BRIDGE NO. 38 ON
NC 18 OVER CRAB CREEK
ALLEGHANY COUNTY, NC
STATE PROJECT NO. 8.1701201
FEDERAL AID NO. BRSTP-18(8)

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

Richard L. Silverman 3/19/2002

Principal Investigator
Historic Architecture Section
North Carolina Department of Transportation

Date

Mary Pope Furr 3·22·2002

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

Date

Replace Bridge No. 38
on NC 18 over Crab Creek
Alleghany County, North Carolina
TIP No. B-4007

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I. PROJECT INFORMATION

Project Description

The North Carolina Department of Transportation (NCDOT) proposes to replace Bridge No. 38 on NC 18 over Crab Creek (Map-1). Three alternatives are under consideration for this project (Map-2), which will replace the existing bridge with a new 140 foot (42.7 m) long bridge at approximately the same location and roadway elevation as the existing bridge while detouring traffic along surrounding roads during construction. The funding is being provided by the Federal Highway Bridge Replacement & Rehabilitation Program.

Project Vicinity

Located in rural northeastern Alleghany County, land use in the vicinity of the proposed project is mainly agricultural and light industrial, however single-family residential is also present. The Area of Potential Effects (APE) for historic architectural resources was delineated by a NCDOT staff architectural historian and reviewed in the field. The APE boundary is shown on Map-2.

Purpose and Need

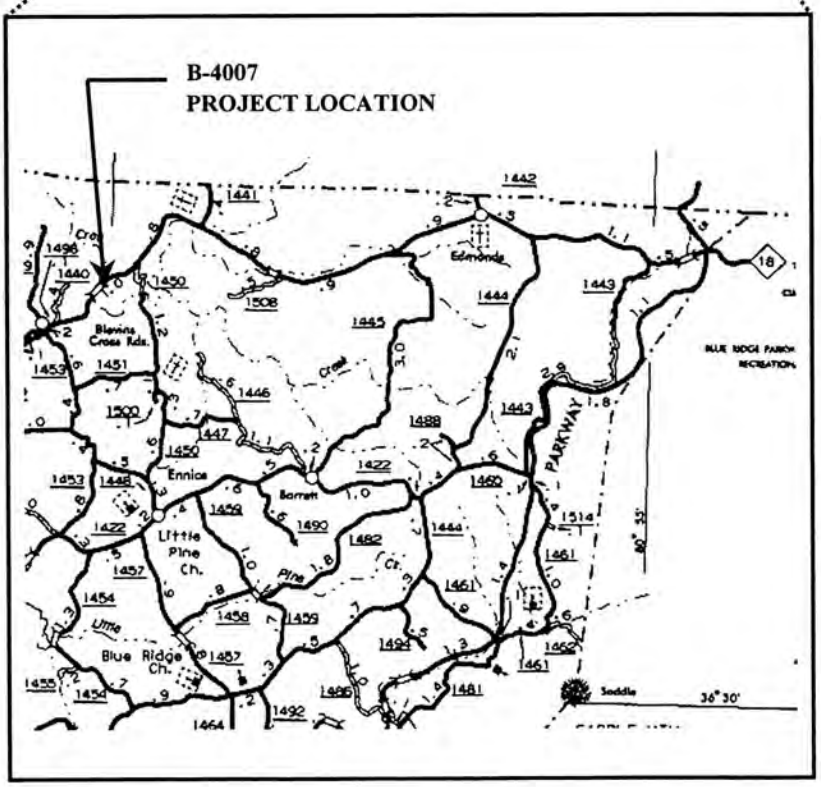
Bridge No. 38 has a sufficiency rating of 47.7 out of a possible 100. The deck and substructure of this 52-year old bridge are in poor condition, therefore the bridge needs to be replaced.

Bridge Information

Constructed in 1950, the Bridge No. 38 (fig's. 1.1-1.4) is approximately 24 feet (7.2 m) wide, accommodating two lanes of traffic. The existing bridge contains 3 spans totaling 136 feet (41.5 m) in length. The approach roadway cross section is approximately 20 feet (6.0 m) wide. The bridge superstructure consists of a reinforced concrete floor with I-beams. End bents consist of a reinforced concrete spill through and interior bents consist of reinforced concrete post and web. Existing right-of-way is ditch line to ditch line. The existing speed limit is not posted. The posted weight limit is 28 tons for a single vehicle; 31 tons for a truck, tractor, or semitrailer.

The proposed bridge will be 30 feet (9.0 m) wide, including two 12-foot (3.6 m) lanes and 3-foot (0.9 m) offsets. The project length, which includes the proposed bridge and approach roadway, ranges depending upon the alternative. Alternative 1 has a project length of approximately 540 feet (164.6 m). Alternative 2 has a project length of approximately 670 feet (204.2 m). Alternative 3 has a project length of approximately 2,000 feet (609.6 m) long. The proposed new right-of-way length is 60 feet along the centerline of the proposed alignment while the proposed design speed is 60 mph.

II. MAPS



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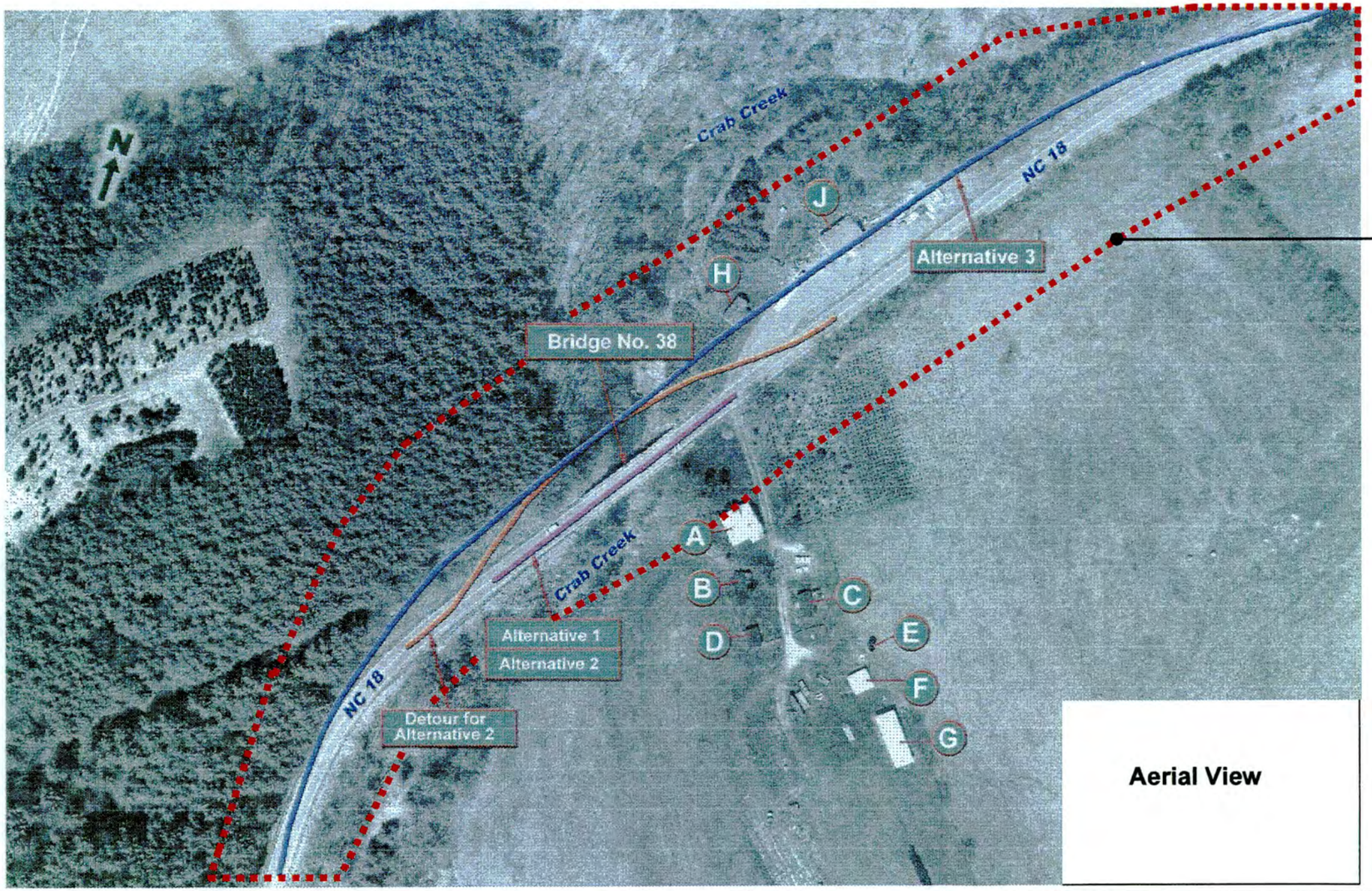
NCDOT Historic Architecture 1548 Mail Service Center Raleigh, NC 27699-1548 T 919-733-3141 F 919-733-9794 www.ncdot.org	Project **Replace Bridge No. 38 on NC 18 over Crab Creek, Alleghany County**	Drawn By: Silverman Issue Date: 03-01-02 File Name: map_1.ppt	TIP No. **B-4007** Scale **NTS** Sheet No. **MAP-1**
	Sheet Title **PROJECT LOCATION MAP**		



Aerial View

Area of Potential Effects (Shown Dashed)

STRUCTURES KEY

- Bridge No. 38 / Fig's. 1.1-1.4

- Eugene Edwards Property

A. House / Fig's. 2.1-2.2
B. Pumphouse / Fig. 2.4
C. Dairy / Fig. 2.3
D. Woodshed / Fig. 2.6
E. Abandoned Silo / Fig. 2.5
F. Shed / Fig. 2.5
G. Shed / Fig. 2.5
H. Gas Station / Fig's. 2.8-2.14
J. Shop/Industrial Bldg. / Fig. 2.7

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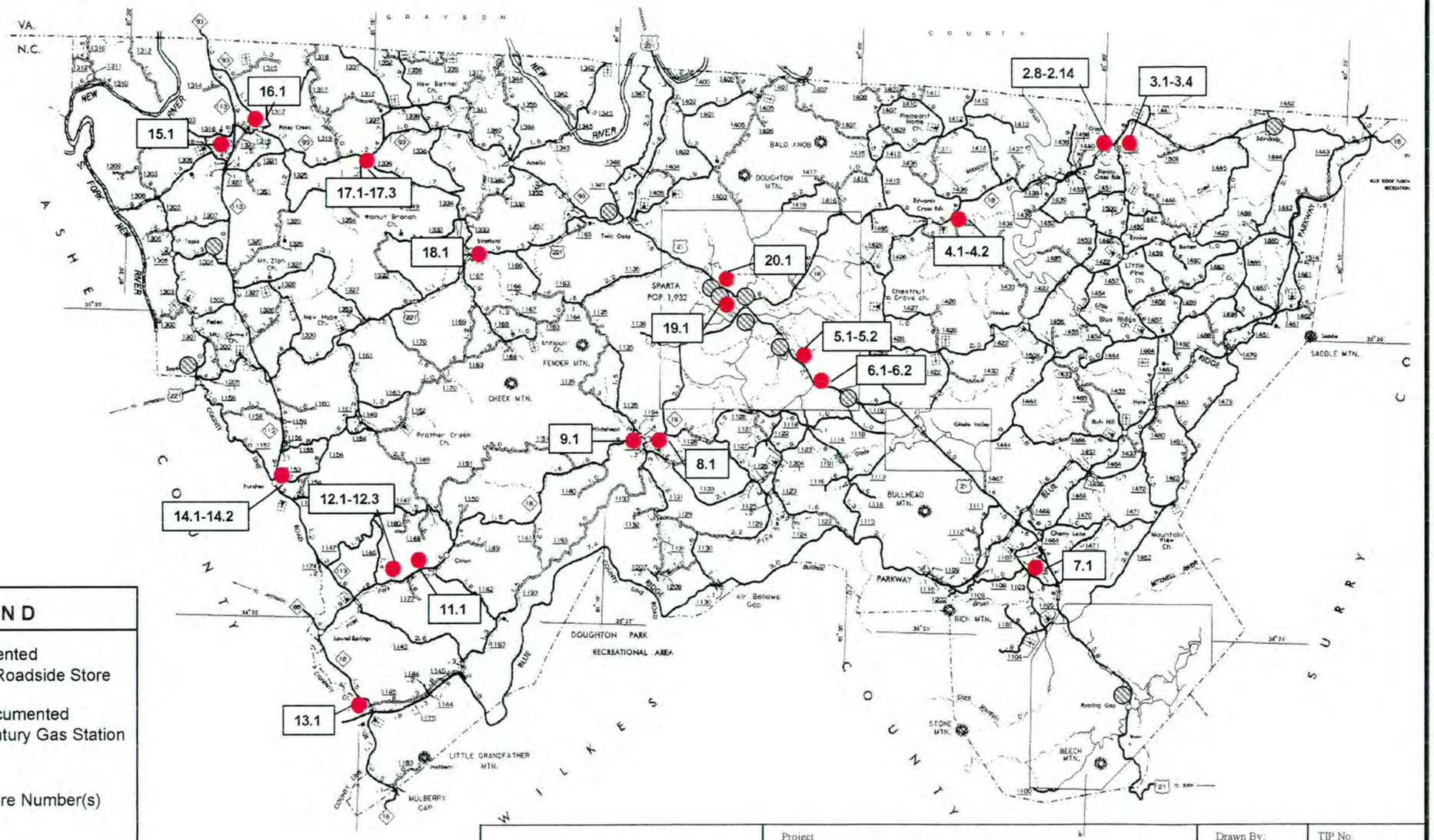
Project
Replace Bridge No. 38 on NC 18 over Crab Creek, Alleghany County

Sheet Title
HISTORIC ARCHITECTURAL RESOURCES PROJECT MAP

Drawn By: Silverman
Issue Date: 03-01-02
File Name: map_2.ppt

TIP No. B-4007
Scale NTS
Sheet No. MAP-2



LEGEND

- Photodocumented Gas Station/Roadside Store
- Not Photodocumented Late 20th century Gas Station

14.1-14.2 Figure Number(s)

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Project
Replace Bridge No. 38 on NC 18 over Crab Creek, Alleghany County

Sheet Title
Survey of Existing Gas Station/Roadside Stores on US and NC Routes in Alleghany County

Drawn By: Silverman
Issue Date: 03-01-02
File Name: map_3.ppt

TIP No. **B-4007**
Scale NTS
Sheet No. **MAP-3**

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 APE as part of the environmental studies performed by NCDOT and documented by a Programmatic Categorical Exclusion (PCE). This report is prepared as a technical addendum to the PCE 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.

HPO Requests

In a letter of August 27, 2001 from David Brook, Deputy State Historic Preservation Officer to William D. Gilmore, P.E., Manager of the NCDOT Project Development & Environmental Analysis Branch, it was recommended that a NCDOT staff architectural historian identify and evaluate all properties over fifty years of age within the project area and report findings to HPO. A copy of this letter is included in this report (see Section X: Project Record Documents).

At a concurrence meeting on 8 January 2002, Richard Silverman presented a grouping of structures in the Area of Potential Effects for the B-4007 project. These structures, located on both north and south sides of NC 18 are part of the Eugene Edwards property. None of these structures, nor the property as a whole, appeared eligible for the National Register. This determination of "not eligible" was based on several preliminary indicators:

- The structures identified lacked architectural and historic significance.
- Some structures, including the small wood frame store (historically known as the Spurling Gas Station) lacked architectural integrity.
- The HPO completed a comprehensive county-wide survey of historic structures in 1981-82 (see Section X: Project Record Documents). As part of this survey, properties identified were keyed to USGS maps that are stored in the Asheville HPO office. None of the structures in the B-4007 APE were identified on the HPO map Thus, at the time of the comprehensive county-wide HPO survey, these structures were not documented.
- The HPO has published a book in 1983 entitled Alleghany Architecture: A Pictorial Survey. The structures in question do not appear in this book.

At the concurrence meeting HPO requested additional information be provided regarding the 1-story frame commercial structure on the north side of NC 18. No further information was requested regarding structures on the south side of NC 18, which includes a concrete-block house and outbuildings.

This report has been prepared by NCDOT Historic Architecture to fulfill the HPO request for additional information. In doing so, Historic Architecture has (1) conducted two telephone interviews with the property owner, Mr. Eugene Edwards (336-657-3277) who has lived on this site for nearly fifty years; (2) conducted an additional site visit to Alleghany County on 11 February 2002 to thoroughly inspect the single structure for which HPO requested additional information; and (3) conducted a windshield-type survey of the primary highway routes within Alleghany County for the purpose of identifying gas station and commercial roadside stores. This was done to establish a context for evaluating the eligibility of the Spurling Gas Station, located on the north side of NC 18 on property presently owned by Eugene Edwards.

Previous NCDOT Studies

There are no known previous NCDOT historic architectural resource studies encompassing the B-4007 project area.

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 APE, 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 APE; 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 December 12, 2001 and February 11, 2002, by car and on foot. All structures over fifty years of age in the APE were photographed and keyed to a project map. Background research was conducted at the Alleghany County Courthouse, the North Carolina Historic Preservation Office in Asheville, and the North Carolina State Library & Archives in Raleigh. In January and February 2002, Richard Silverman, Architectural Historian conducted interviews with Eugene Edwards, the owner of Property #2 since the 1950s[1]. And, as previously discussed, a survey of gas station and commercial roadside buildings was conducted on the primary highways within Alleghany County.

[1] Personal Interview with Eugene Edwards, 11 February 2002.

V. SUMMARY FINDINGS OF THE SURVEY

Two properties were identified as part of the NCDOT Historic Architectural Resources Survey. Property #1, Bridge #38 was shown at a HPO concurrence meeting on 5 March 2002 and determined not eligible for the National Register and not worthy of further evaluation. Property #2, the Eugene Edwards property, was evaluated for National Register eligibility in this report and determined not eligible for the National Register. There are no properties that are eligible under Criteria Consideration G in the APE.

- Properties listed on the National Register of Historic Places

  None

- Properties on the North Carolina State Study List

  None

- Properties Evaluated and Considered Eligible for the National Register:

  None

- Properties Evaluated and Considered Not Eligible for the National Register:

  Property # 2: Eugene Edwards Property

- Properties Presented at a HPO Concurrence Meeting and Considered Not Eligible for the National Register and Not Worthy of Further Evaluation:
  (See concurrence form, Section X: Project Record Documents)

  Bridge No. 38 on NC 18 over Crab Creek

VI. Background Information and Historic Contexts

A. County Abstract

Located in northwestern North Carolina, Alleghany County is the state's fifth smallest county in land area encompassing 233 square miles and sixth smallest in population with around 10,000 residents. It is bordered by Grayson County, Va., on the north, and by North Carolina counties: Ashe on the west, Wilkes to the south and Surry to the east. Sparta, its county seat and only municipality, sits at the crossroads of US 21 and NC 18 at the county's center (the B-4007 project is located approximately seven miles northeast of Sparta). The Eastern Continental Divide forms the eastern and southern border and is home to the Blue Ridge Parkway. Average elevation is from 2,500 to 3,000 feet with the highest peaks of 4,000 feet or more in the Peach Bottom Mountains in the mid-section of the county.

The county is principally drained by the New River, which flows along the western and northern border, and its main tributary, the Little River, which runs through the central portion of the county. During the 18th and 19th centuries, the Blue Ridge Mountains were not a vantage point, but rather a barrier separating Alleghany from the rest of the state. Commerce and society were inclined into Ashe County and northward into Virginia such that Alleghany was dismissed as one of the state's "Lost Provinces." The county was inhabited in the late 18th century by settlers of English, German, Scottish, and Irish descent, some having migrated down the "Wagon Road" from Pennsylvania.

The development of the Blue Ridge Parkway in the 1930s and other extensive improvements to the state highway system has made Alleghany more accessible. The word "Alleghany" is said to be derived from the Indian name meaning "fine stream". Native American tribes that have occupied the area include the Cherokee and Shawnee.

B. Historic Context: Twentieth Century Gas Stations

Where and when the first gas station appeared is difficult to establish since various kinds of "stations" appeared on the American scene between 1907 and 1913. Standard Oil of California opened a station in Seattle in 1907. A feedline from a main storage tank led to a smaller tank equipped with a glass guage and valve-controlled hose. In 1909 the American Gasoline Company of St. Louis built the first "drive-in" station to be located apart from bulk plant facilities.[2] Gulf Oil built the first architect-designed station in Pittsburg in 1913. The hexagonal building included a roof cantilevered outward on all sides to cover thirteen electrically operated gasoline pumps. Standard Oil of California launched a chain of gas stations in 1914. All thirty-four stations were standardized: small houses with attached canopies, each building uniformly painted and identified by common signs.[3]

The first gesture towards building more elaborate gas stations that would be easily distinguishable began in the mid 1910s.[4] Many of the first generation of gas stations were perceived negatively by the public as unattractive little buildings that generated unwanted noise and visual clutter along the roadside. Lines of waiting cars often blocked trolley tracks an created traffic tie-ups.[5] Oil companies soon realized this and by the mid 1910s greater consideration was given to the design of stations. Outwardly, this trend was thought to be driven by public-spirited reasons; more accurately it betrayed the oil companies desire to establish product identification and advertising. Since all across America companies were selling essentially the very same product, the gas station itself was the definitive physical manifestation of each brand's identity.[6]

Many oil companies had standardized, functional designs that they spread across the landscape and their territories. The number of gas stations grew slowly throughout the United States in the decade of the teens. Although there were not more than a few thousand stations nationwide, stations were said to be growing in number by some 1,200 a year. By 1920, filling stations were still outnumbered by the 18,000 garages selling gas.[7]

The first generation of gas pumps as we now know them did not come along until about 1910. The first "filling stations" not "service stations" (various services did not evolve until later on, and repairs were taken care of at garages and blacksmith shops), were makeshift creations involving a tank and a hose, usually at curbside, sometimes in or near a little building.[8] About 200 gasoline pump manufacturers were in business by 1925. By

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[2] John A Jakle and Keith Sculle. ***The Gas Station in America*** (Baltimore: Johns Hopkins University Press, 1994), p. 131.
[3] Ibid, p. 132.
[4] Margolies, John Margolies. ***Pump and Circumstance: Glory Days of the Gas Station.*** (Boston: Little, Brown, and Company, 1993), p. 30.
[5] Chester Liebs. ***Main Street to Miracle Mile: American Roadside Architecture.*** (Boston: Little, Brown, and Company, 1985), p. 96.
[6] Ibid, p. 30.
[7] Ibid, p. 32.
[8] Ibid, p. 26.

then the "visible pump" was standard with a glass cylinder atop the pump as a guarantor of honest marketing. Fuel pumped into the cylinder with gallon indicator was held in place for customer viewing before being released into the customer's fuel tank. Fuel grades also began to be distinguishable according to color and enhanced the visual display at the point of sale.[9]

There was an explosion in the number of gas stations built in the 1920s. In 1921 there were some 12,000 drive-in stations operating; this number leaped to 116,000 by 1927, and 143,000 by 1929. Another staggering statistic about gas station growth is that while in 1919 some 47 percent of the gasoline was being sold by grocery stores, general stores, and hardware stores, these outlets had virtually disappeared by the end of the 1920s. In 1929 gas and filing stations were selling 91.7 percent of the gasoline produced.
In the 1920s, station design ranged from the small wooden building with a pump in front to what is known as the super service station.[10]

Most building designs in the 1920s still took fairly rudimentary forms. The purchase of gasoline pumps and the installation of underground gasoline tanks was enough of an expense for the early station proprietors.[11] While many of the gas outlets were unattractive and not very well equipped, but as the decade progressed stations became more sumptuous and extravagant. They evolved boldly from "filling stations" to "service stations."[12] Service stations sought to expand the scope of services and products beyond what "filling stations" simply did, usually selling only gasoline and oil. The service station consisted of the following elements: the yard, driveway, building, service areas, and gasoline pumps; in addition: air and water stands, signs, and floodlights. The building must be large enough to house service rooms, a sales room, rest rooms, storage, and heater rooms.[13]

In 1920 most stations were dealer-owned (owners contracting for the products of one or several oil companies), but company-owned and–operated stations were rapidly increasing in number. Companies sought to control retail profits by owning stations while at the same time adopting carefully contrived station designs calculated to improve company image.[14] Gas stations continued to multiply as the era of the Great Depression loomed. Surprisingly, the overbuilding of gas stations in the 1920s was exceeded only by the building boom of the 1930s. There were 143,000 retail outlets for gas in 1929, 170,000 by 1933, and this number ballooned to a staggering 231,000 in 1940. Because there were so many gas stations, the competition for customers accelerated. The increased emphasis on architectural self-expression and a wider scope of services and products.[15] As gas prices dropped during the 1930s, major oil company stations and independent stations had to rely on products and services other than gasoline for

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[9] Jakle and Sculle, p. 140-141.
[10] Margioles, p. 44-47.
[11] Michael Karl Witzel. ***The American Gas Station.*** (Osceola, WI: Motorbooks International, Publishers., 1992), p. 40.
[12] Margioles, p. 44-47.
[13] ***Service Station Retailing.*** (Shell Oil Company, 1946), p. 47.
[14] Jakle and Sculle, p. 132.
[15] Margioles, p. 58-59.

revenues. To stay in the black, a wide range of automotive items had to be displayed and sold, including tires, batteries, and accessories.[16]

The trend of "super service stations" continued well into the 1930s. More service bays were added to existing stations, portending a growing emphasis on the auto repair business. There was also more attention given to the marketing of automobile-related products. Additional display and sales spaces were incorporated into station design, and display areas were made part of the pump islands.[17]

With the outbreak of World War II, construction of service stations came to a halt. During the war period, the overall number of service stations in operation declined approximately 25 percent.[18] After World War II, when construction of gas stations resumed, there was a continuation of the porcelain enamel or metal panel boxlike stations so popular in the late 1930s. These box designs had eliminated the canopies that were viewed as a distraction from the flowing lines and contrasting colors of the station designs. In the 1940s the stations evolved into cleaner, more efficient design statements, with aluminum accents and all-glass fronts. Gas stations with obsolete facilities as well as rural roadside stations which typically only sold gasoline and motor oil were at a marked disadvantage relative to the newer "service stations" coming on line. A 1946 Shell Oil Company publication entitled ***Service Station Retailing*** recommended that roadside stations be placed at the intersections of important highways and that any desirable existing stations be modernized and rebuilt.[19]

Slowly and inevitably, modernistic designs were replaced by models that blended with the new suburbs. Ranch-style stations were very popular, with roof overhangs and darker colors. Other rustic materials were utilized, like cedar shakes and "old" brick. Some companies adopted simple, economical standardized design solutions. Cinder block and concrete block replaced prefabricated steel as the least expensive material of choice. During this period, canopies were also reintroduced; they became longer and longer, and some of them swept upward like tail fins on 1950s automobiles. By the 1960s, freestanding canopies had fully returned to the repitoire of station design.[20]

In the middle of the 1960s, the so-called highway beautification movement, spearheaded by Ladybird Johnson threatened all roadside commercial design by denouncing it as "visual pollution." In response to the "ugliness" complaints of the beautification movement of the 1960s, many oil companies remodeled their stations to make them appear more attractive. Plastic stone, mansard roofs, colonial elements such as faux cupolas and false rafters helped disguise the typical boxlike station. Oil companies also hired architects, industrial and graphic designers to create prototype stations with the goal of providing a clean, standardized, corporate image.[21]

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[16] Witzel, p. 85.
[17] Margioles, p. 53-54.
[18] ***Service Station Retailing***, p. 16.
[19] Ibid, p. 16.
[20] Margioles, p. 88-90.
[21] Ibid, p. 110-114.

In the early 1970s, there were still 226,459 service stations in operation. But in 1990, there were only 111,657, a drop of 51 percent. There are numerous reasons for this sharp decline: the oil crisis of the 1970s; fewer maintenance needs for newer cars; and the new environmental regulations of the 1980s. Station owners had to assume responsibility, through expensive liability insurance, to protect the groundwater beneath storage tanks.[22]

Many older gas stations, with their pumps removed, have gone on to lead a wide variety of new lives. Some have been converted to residential uses. Other uses are varied: gift shops, beauty shops, pet stores, real estate offices, bars, restaurants, and so on.[23] Many of these converted buildings, though now lacking architectural integrity, are physical evidence of a vibrant tradition in twentieth-century American automobile culture.

[22] Margioles, p. 115-116.
[23] Ibid, p. 117.

C. Architectural Typology of Twentieth Century Gas Stations

Historians John A. Jakle and Keith Sculle's book ***The Gas Station in America*** identifies ten types of gas station forms that developed in the 20th century: the curbside, the shed, the house, the house with canopy, the house with bays, the oblong box (with and without modifications), the small box, the small box with canopy, and the canopy with booth. To this list has been added an eleventh type, the building in the shape of a recognizable object. These gas station types were named for principal structural features that follow language used in service station trade journals.[24]

[Note: See Illustration on Page 57, this report]

Type 1: The Curbside/Roadside Store

The term *filling station* first applied to curbside pumps and related to underground storage tanks developed by a host of manufacturers about 1915. These "stations" were installed along streets in front of grocery, hardware, and other stores that expanded from carrying household petroleum products into gasoline sales as well. After 1920, fire safety ordinances forced curbside stations to close in the larger cities. Curbside pumps continued to thrive only in rural areas in conjunction with general stores and other roadside businesses.[25]

Type 2: The Shed

Small sheds were initially built to house lubricating oils, greases, and equipment. Sheds came in a variety of shapes and sizes. Driveways were usually of dirt or, if improved, of gravel. Some stations were surrounded by board fences to hide the utilitarian metal, clapboard, or tarpaper sheds and the clutter of unimproved driveways. Visually, these early stations had much in common with the buildings of lumber and coal yards or petroleum tank yards.[26] Because of their ad hoc simplicity and inexpensiveness, little buildings such as these have continued to be utilized through the years. Gas stations were, after all, one of the primary small, individually operated businesses. The mom-and-pop station with only a couple of pumps out front needed little more than a makeshift shelter-station. These shed-type stations cropped up nearly everywhere, and some of the more solidly built examples cling to life today across America. A variation of the shed that emerged by the thousands in the 1920s was a prefabricated steel buildings known as "crackerboxes." They were extremely practical, inexpensive, and very easy to erect.[27]

Type 3: The House

In urban places, the early curbside and shed-type "filling stations" were generally located in and around the central business districts. After the 1920 the oil companies invested heavily in neighborhood "service stations." In these residential locations, the oil companies sought to build stations that blended into existing neighborhoods, thus to reduce opposition to their real estate practices. The neighborhood service station was made to look like a small house, the most popular styles sporting low hip roofs. Most stations contained small offices, one or two room small storage rooms, and public

[24] Jakle and Sculle, p. 134.
[25] Ibid, p. 136.
[26] Ibid, p. 137.
[27] Margioles, p. 54-55.

restrooms, as in Pure Oil's "English Cottage."[28] Some corporations pursued traditional architectural styles as a means of establishing company identities.

Type 4: The House with Canopy
The addition of a canopy integrated into the roof of the small house or cottage produced another distinctive type of gasoline station. Standard Oil of Ohio pioneered a prefabricated prototype in 1916. The station building was fifteen feet square with the canopy supported by a single post covering a similar area. In 1918 the Gulf Oil Company adopted a brick and tile roofed station with canopy supported by four brick columns covering two front driveways. With this basic architectural form established, almost any architectural style could be rendered, with Craftsman, Mission, American or Spanish Colonial Revival being prominent during the late 1910s and into the 1930s.[29] During the decades of the 1920s and 1930s, the House with Canopy was the most popular gas station type.[30] Its popularity would be displaced by the Oblong Box type in the 1940s.

Type 5: The House with Bays
By 1925 most gasoline stations were equipped with grease pits and car-washing floors. Grease pits, open trenches with walls of poured concrete or masonry were usually located immediately beside a station house. After 1925 rotary lifts operated by air compressors gradually replaced the grease pits. New stations during this period were built with two or more covered service bays. On existing stations, these bays would be typically be added to the side of the main building. Before 1935, these additions would almost always adopt the architectural form and style of the existing structure. After 1935, service bay additions were usually simplified, flat-roofed boxes. Very large stations, often called "super service stations" maintained a separate building with three or more bays for service.[31]

Type 6: The Oblong Box
The economic depression of the 1930s brought many changes to gasoline station design. To counter deteriorating gasoline sales, many companies expanded auxiliary product lines requiring larger display rooms and larger store spaces. The sale of tires, batteries, and accessories (the so-called TBA line) was universally adopted by the major oil companies. At the same time, companies began to emphasize automobile repair, which required more and larger bays. During the mid-1930s, hip and gable roofs were replaced by flat roofs. Offices were enlarged and integrated with the service bays. The whole was integrated as an "oblong box" with rectangular perimeter dimensions. The amount of plate glass was increased with a corresponding reduction in exterior decoration. Terra cotta was a popular facing material in the 1930s while porcelain enamel predominated in the 1940s and 1950s. Several of the nations leading industrial designers were challenged with raising gasoline architecture to a higher level. Walter Dorwin Teague, hired by Texaco in 1934, created a new look for the company: white "streamlined" boxes that were thought to give the impression of speed, modernity, and progress. Some 10,000 of

[28] Jakle and Sculle, p. 138.
[29] Ibid, p. 120-141.
[30] Ibid., p. 156.
[31] Ibid, p. 133-134.

these stations were ultimately constructed.[32] The new oblong boxes contrasted sharply with their surroundings to attract attention. The use of porcelain enamel invited the option of vivid colors. The glistening porcelain and glass facades were more easily lit at night, offering a potential "twenty-four hour sales appeal." By 1960, the porcelain oblong box stations had met with disfavor from planning and zoning commissions and criticism from the public at large that several oil companies began to explore design modifications to "blend" gasoline stations into new suburban landscapes.[33] Shell introduced the "ranch style" in 1960 in California. Older oblongs could be easily adapted to the new style by replacing the porcelain enamel by adding a gable roof, and by extending the eaves to form a porch overhang. The new stations that had been updated through "face-lifting" and "top hatting" were called "blend-ins." The oblong box was the most popular gas station type from the period 1940 to 1980. Its popularity would be displaced by the Convenience Store with Canopy type during the 1990s.[34]

Type 7: The Small Box
The rise of the new "independents" led to the development of a new station type: the "small box." Most independent stations sold only gasoline and oil, along with sundry lines of merchandise such as cigarettes and soft drinks. This form of gasoline sales imposed few building requirements. Stations needed only small offices, storage rooms, and restrooms. Small prefabricated, glass and enamel-plated structures served quite adequately. Large billboards lining driveways were also common.

Type 8: The Small Box with Canopy
Canopies had gone out of style in the Northeast and the Midwest with the adoption of the oblong box. Severe weather added to canopy upkeep and canopies interfered with nighttime lighting. Covered drives were thought to be confining. Only along the Pacific Coast, in the Southwest, and in the Southeast did the canopy survive, popular as a shade against the sun. After 1960 the large canopies were adopted widely by independents because canopies carried large signs and engendered a sense of presence which small buildings alone could not achieve. Several canopy styles became popular. The "butterfly" canopy was attached to the station building and swept upward and out over the drive with pumps. Many canopies tended to measure around thirty by forty feet, equal to covering two driveways and a single pump island.[35]

Type 9: The Canopy and Booth
By 1970 many new stations had appeared which were little more than canopies. Station offices were reduced to small booths located on one of the pump islands. Booths contained an attendant, a cash register, and little else. Restroom and vending machines were housed in separate shed-like buildings located at one edge of the driveway. Canopies and buildings were prefabricated with canopies large enough to cover two or more driveways.[36]

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[32] Jakle and Sculle, p. 144-146.
[33] Ibid, p. 151-152.
[34] Ibid, p. 152-156.
[35] Ibid, p. 153-154.
[36] Ibid, p. 154.

Type 10: Convenience Stores with Canopies and Unattended Pumps with Canopies
The past two decades have brought the convenience store to the forefront of gasoline retailing. Most convenience stores are modest, single-story rectangular structures of masonry or metal construction, the front façade opened up in large windows before which stand gasoline pumps covered by a large, self-standing canopy. Although "C-Stores" are the latest fashion in gasoline retailing, they are not, in the strictest sense, gasoline stations, but a new form of tie-in. Only the isolated, unattended pumps (most covered by canopies) pretend a new form of station fully divorced from other activities. Fully automated, these latter stations represent a quasi-return to the "filling station" idea.[37]

Type 11: Recognizable Object
The final, and by far the most entertaining and intriguing design type for the gas station was the building in the shape of a recognizable object.[38] In the 1920s, for example, there was a chain of shell-shaped stations in North Carolina, one of which survived and was placed on the National Register of Historic Places

[37] Jakle and Sculle, p. 154.
[38] Margioles, p. 60-61.

D. Gas Station Architecture in Alleghany County

In February, 2002 Richard Silverman, Architectural Historian with the North Carolina Department of Transportation undertook a survey of existing gas stations and roadside stores in Alleghany County. Seventeen sites on primary (NC and US) highways were photographed, keyed to a NCDOT county map (see Map-3) and compiled in Table I.. The following roads were surveyed in Alleghany County: NC 18, NC 93, NC 113, US 21 and US 221. It should be noted that the most recent "Convenience Stores with Canopies" from the 1990s and early 2000s were not photographed.

Approximately half of the gas stations surveyed along primary routes in Alleghany County are of the "Oblong Box" type. This form of gas station was popular nationally from the 1940s into the 1980s. About one-third of the possible gas stations are associated with the "Roadside Store" format. In these cases, a general store or grocery along the roadside or at a crossroads sold gas along with its many other products. In a relatively poor rural county like Alleghany, the development of this format seems to have persisted well into the 20th century. Rural crossroads and roadside stores continued to sell gasoline in parts of the county that lacked the wealth to support larger, stand-alone gas and service stations. Also, in the rural sections of the county, farmers familiar with repairing mechanical equipment would have been able to make their own car repairs and service. Places like Sparta with a larger population base, became the logical sites for full-scale modern service stations.

Stylistically, gas station architecture in Alleghany County is fairly rudimentary and functional. While the period of 1920-40 marks the height of elaborate gas station design nationally--with examples of Tudor, Colonial Revival, Mission, and Spanish Colonial Revival being the most prominent in commercial roadside design--there are no surviving, intact examples of architecturally significant or stylized gas stations in Alleghany County. The dearth of significant roadside commercial architecture may be attributed to both the economically and geographically isolated nature of this part of North Carolina as well as other external influences.

In the 1930s, North Carolina was a special target of Elizabeth Boyd Lawton, the well-placed leader of the roadside beatification movement who directed a survey of "abuses" in the roadside landscape. Gas stations without discriminating taste and overlarge billboards or numerous little signs obscuring scenic views, as well as trees and other flora constituted problems in Lawton's mind.[39] Lawton's focus was protecting rural areas, and she lectured various groups throughout North Carolina and enlisted support for a survey of roadside conditions from state government. Her findings were published in 1930.[40] What influence Elizabeth Lawton had in stifling the development of significant commercial roadside architecture in Alleghany County is not well understood.

Sadly, the economic and geographic setting of Alleghany County did not provide fertile ground for the development of a commercial roadside and gas station architecture of an architecturally significant nature. What remains today is a small, albeit varied, collection

[39] Jakle and Sculle, p. 192.
[40] Ibid, p. 192.

of heavily altered building stock that for the most part no longer serve their intended uses. The newest generation of gas stations built in the 1980s and 1990s is not distinguishable from what is found nationally along highways.

TABLE I. GAS STATIONS & ROADSIDE STORES OF ALLEGHANY COUNTY

IDENTIFICATION	FIG'S.	USAGE	TYPE	NOTES
Spurling's Grocery	2.8-2.14	Seasonal Office	House with Canopy	See detailed property evaluation
Spurling's Texaco	3.1-3.4	Vacant; Formerly Grocery & Gas	Oblong box	CMU wall Grocery Store with gable-catslide roof appended to service bays; molded plastic Coca-Cola sponsored sign; pump island but no pumps.
Gas Station	4.1-4.2	Vacant; Formerly Gas	Oblong Box	Brick exterior; large plate glass windows for sales area; slightly pitched back "flat" roof; concrete pad for pumps, but pumps no longer extant; no canopy.
Gas Station	5.1-5.2	Landscaping business; Formerly Gas	Oblong Box	Brick façade, CMU walls; service bays appended; flat roof; canted canopy; no pumps.
People's Store	6.1-6.2	Antiques and Gifts; Likely formerly roadside store	Roadside Store	Craftsman-influenced; Not verified as filling station; Wood frame, pent gable, 3-bay façade; some novelty siding; very close to highway US 21
Gas Station	7.1	Retail business; Likely formerly Gas	House with Canopy	Heavily remodeled; Tudor form without detailing; side additions; pump island present but no pumps; close to highway; frame for roof sign on canopy;
Whitehead Store	8.1	Grocery/ Residential	Other	2-story mixed-use building near the roadside; store below; overhead door on end; highway sign; no pumps; no canopy.

TABLE I. GAS STATIONS & ROADSIDE STORES OF ALLEGHANY COUNTY (CONTINUED)

Gas Station	9.1	Vacant; Formerly gas	Oblong Box	1-story CMU walls with canted roof; shed roof canopy over storefront; loading bay on front; large 4-lite storefront; pump island with butterfly exterior lighting; no sign.
Finney's Grocery & Service	11.1	Vacant; Formerly Grocery & Gas	Oblong Box	1-story CMU walls; gable and flat roofs; no pumps; no canopy; hanging Coca-Cola sponsored sign
Mabe's Grocery	12.1-12.3	Retail Store	Roadside Store	1-story gable with appended shed; metal roof; wood siding; exposed rafter tails; no canopy; hanging Coca-Cola sponsored highway sign; no pumps; tires stacked against building; late-20th century Shell station next door.
Moody's Café and General Store	13.1	Retail Store	Roadside Store	1-story hip-and-gable complex that has evolved over time; earlier sections encapsulated; pump islands; no pumps; butterfly lighting; signage on building façade; near Blue Ridge Parkway-tourism based.
Gas Station	14.1-14.2	Vacant	Oblong Box	1-story CMU wall; flat roof; stepped parapet with tile coping; 3-bay façade with 1 service bay; no pump island; no pumps; no signage. tall mast for lighting or signage exists.

TABLE I. GAS STATIONS & ROADSIDE STORES OF ALLEGHANY COUNTY (CONTINUED)

J & C Service	15.1	Gas and Service	Oblong Box	1-story CMU wall; flat roof; false mansard façade canopies; 1 service bay; plate glass storefront; pumps existing; butterfly lighting hung from tall mast with floodlight on top; building wall sign is Dr. Pepper sponsored;
Pugh's Store	16.1	Grocery and Gas	Oblong Box	1-story CMU wall; corner site orientation; appended shed porch over entry; metal windows; pumps; tall mast for hanging sign (sign panel gone); floodlights; Dr. Pepper sponsored sign on roof.
Hill's Grocery	17.1-17.3	Grocery & Gas	Roadside Store	2-story with eave-front gable with exposed rafter tails; rear additions; full shed roof porch; Texaco highway sign; no pumps; no canopy; adjoins dairy farm complex.
Stratford Grocery & Service	18.1	"Country Store"; Formerly Grocery & Gas	Roadside Store	1-story with gable roof; commercial stepped parapet façade wall treatment with painted sign; 3-bay façade; no pumps; hanging Coca-Cola sponsored highway sign.
Gas Station	19.1	Vacant; "Soap Opera" Laundromat; Formerly Gas	Oblong Box	1-story CMU wall with flat roof; storefront windows; 2 service bays; concrete pad; no pumps; no canopy; sign area on building wall;

E. Specific Guidelines for Evaluating the Eligibility of Gas Stations

To be recommended as eligible for the National Register, a gas station in Alleghany County must first retain both architectural and site elements to represent the development of a gas station type in the twentieth century. For gas stations built during the period 1910-1930, the gas station building should be largely intact, clearly illustrating distinct characteristics of commercial usage. The most important elements of gas station design are the 1) station house 2) the gas pumps and 3) building and site signage. A majority of these features and elements should be largely intact. Commercial roadside stores that sold gas along with other services and goods should maintain identifiable features that are characteristic of gas station sales, including 1) pump islands; 2) gas pumps; 3) signage; 4) any service-related areas. Gas stations which have been converted to another use, which is often the case with this ephemeral building type, should retain an identifiable discernible pattern that relates to the original period use of a the gas station. More intensive modifications, such as (but not limited to) a conversion of the gas station to a non-commercial use that involve the removal of key character-defining gas station design elements and substantial modifications to original building plan layouts and interior upfits will likely render a site not eligible for the National Register. Important elements that should be found for gas stations built after 1930 (in addition to the station house, gas pumps, and building/site signage) are: 1) detached or attached service bays; 2) sales areas with large plate glass openings; 3) more developed floor plans that may include bath rooms, office, storage, and equipment rooms.

VII. PROPERTY INVENTORY AND EVALUATIONS

Identification
Property #2: Eugene Edwards property (fig.'s 2.1-2.14)

Location
8882 NC Highway 18 N
Ennice, NC 28623-9245
Phone: 336-657-3277

Background Information
Prior to a series of major alterations, the 1-story wood frame, second quarter 20th century structure on the north side of NC 18 was a gas station developed and owned by the Spurling family. The current property owner, Mr. Eugene Edwards recalls that it may have been a Texaco station, but he is not absolutely certain.

In the 1940s, the Spurling's sold the property, on both sides of NC 18, to Isom Wagoner. At that time, Mr. Wagoner lived in a house that pre-dates the current concrete block bungalow that is on site today. The earlier house, no longer extant, sat behind the site of the present day bungalow. In the mid-1940s, Wagoner sold the property on both sides of NC 18 to a Mr. Lester Hagan. With title to the property, Mr. Hagan initiated a new phase in the life of the property by converting the gas station to what Mr. Edwards calls "a beer joint". It is not known what exterior modifications were made during this period as part of the gas station's change in usage. In 1946, Hagan also constructed the concrete block bungalow that is found today.

In 1947, for reasons unknown, the "beer joint" ceased operations and the building was subsequently converted into a house with an expansion of the building on the north end. Mr. Edwards noted that present general exterior appearance of the structure results from the conversion of the building from a roadside commercial establishment to a residence. Into the 1950s, the property changed owners several times; the basic appearance of the former gas station building, however, remained fairly stable.

During the period 1954-1957 Mr. Edwards occupied the former gas station, and during this period a basement was constructed and a well dug. In 1957, Mr. Edwards purchased the property on both sides of NC 18, and moved into the larger concrete block bungalow. After his purchase, the former gas station was used in varying periods as either a rental house or for general storage.

Major changes to the former gas station in the 1970s, when the interior was renovated, which included a kitchen expansion. If one were to enter the building today, it is quite clear that the interior treatment of the building bears no resemblance to its original intended usage as a gas station. Since the 1990s, the building has been used as as part of a Christmas tree business.

Chronological Summary of the Spurling Gas Station

- 2nd Quarter 20th century (possibly as early as the mid 1920s): gas station built by the Spurlings. Possibly a Texaco. Once was a ramp bank behind the building for oil changes. Originally there were hand-operated "visible" pumps with glass graduate.
- 1940s: Isom Wagoner purchases the property on both sides of the road from Spurlings.
- 1940s: Isom Wagoner lives in house that predated the current concrete block bungalow.
- Mid 1940s: Lester Hagan buys the property from Isom Wagoner and Lester builds the concrete block bungalow in 1946. Gas station converted to a "beer joint". Operates as a beer joint owned by Lester Hagan 1944-46.
- Beer Joint converted into a house. Exterior residential appearance seen today from this era.
- Late 1940s: Wiley Lowe owned property.
- Late 1940s: Estel Bedsaul bought the property. He sells in 1957 to Eugene Edwards.
- 1954-1957: Eugene Edwards lived in the former gas station; basement and porch floor built during this period; well added. Eugene Edwards bought the house across the street
- 1950s-1960s: former gas statoin occupied by a renter or storage when no renter occupying
- 1970s former gas station completely remodeled for use as house. Interior reworked and kitchen enlarged.
- 1990s former gas station used by Eugene's son Billy as a seasonal retail Christmas tree "choose and cut" office.

Property Description

House (Figs. 2.1-2.2)

The ca. 1946 Eugene Edwards house is a typical one-story CMU wall bungalow built near the end of a period in which the bungalow form informed house design. Bungalows gained national popularity in the 1920s and found favor in residential design for their informal, livable plans. Some of the key design features are prominent low-slung roof forms, often punctuated by dormers and projecting eave treatments, exterior chimneys, and generous porches with piers and battered columns. Common wall systems are frame with wood siding, frame with brick veneer, block with brick veneer. The Edwards house is built of CMU construction with no veneer applied, due to cost considerations. Though this wall treatment is not typical of bungalows, there use of CMU as an exterior wall finish is by no means a structural innovation or deliberate indication of stylized design intent. By the end of World War II, bungalows became less common in national architectural design. For the popular builder in rural areas, however, this type of design lingered on, particularly in the category of small-scale residential construction. The interior of the house has no remarkable Craftsman or Bungalow style features. Finishes and trim are in good condition but nonetheless fairly rudimentary.

Outbuildings (Figs. 2.3-2.6)

The agricultural character of the property derives from the late 1940s when the property owner, Estel Bedsaul, operated a dairy as a secondary business concern. Between early morning and evening milkings, Mr. Bedsaul maintained his primary employment in nearby Sparta as a car salesman. The dairy farm operation, which lasted less than a decade, was quite modest as there were only twelve cows. The small dairy building and abandoned silo structure as well as the other wood shed structures date from this period (fig's. 2.3, 2.5-2.6). Some of the sheds were built at a later date. The earliest of the outbuildings is the rock pumphouse (fig. 2.4) which predates all of the buildings on the south side of the property. It was part of a complex that included an earlier house on the site that no longer exists. Thus the pumphouse is somewhat detached both stylistically and historically from the present context of the site.

Spurling Gas Station (fig.'s 2.8-2.14)

The Spurling Gas Station, dating to the second quarter of the 20th century, is a one-story gable roof wood frame structure with exposed rafter tails. A front gable canopy (now serving as a porch) features replacement porch posts, and a concrete floor (not present when a gas station). The exterior walls are clad in painted wood novelty siding with corner board treatments. A concrete block foundation and basement, added in the mid-1950s, is not original to the gas station period. The 3-bay façade was modified in the 1970s as part of an addition on the north side of the building to accommodate a kitchen interior upfit. Windows on the building are 2-over-2 double-hung with vertically oriented muntins. The north addition received 2-over-2 horizontally oriented muntins that are not scaled in relationship to the overall building. The rear elevation exhibits the same window type that is not representative of the era in which the gas station operated.

Many of the critical site features that would define this building as a gas station are no longer present. The 1,000 gallon buried gas tanks have long since been removed. The original gas pumps (visible, gravity fed type pumps with glass graduates) no longer exist. There is no signage of any kind, nor any site lighting. The original ramp built for oil changes no longer exists. The current exterior appearance has departed from its commercial-retail origins and is more closely associated with another building type, the small rental house (of which there are other, more cohesive examples of this type found today in Alleghany county—see fig. 10.1).

The 2-room interior of the building is residential in character, reflective of its shifts in usage that began in the 1950s. In the larger of the two rooms is found built-in casework, a wood stove (not original) and an acoustic tile ceiling. The smaller room, to the north, serves as a kitchen that was built in the 1950s and remodeled as late as the 1970s. Though currently used as an office for a seasonal Christmas Tree "choose and cut" operation, the building maintains a strong domestic appearance. If one were to enter this building today, there would be little to indicate that this was once a gas station or beer joint.

Below the main floor is a basement level that was constructed in the 1950s. This part of the building was not inspected during the field survey. The introduction of a basement to

a former gas station building has resulted in a further departure from the character of the original usage.

Shop/Industrial Building

The CMU wall shop building was constructed in the 1980s. It features a gable roof, overhead door, and 3-bay main elevation.

Evaluation

The Eugene Edwards property complex survives today as a varied collection of early to mid-20th century structures relating to a series of shifting patterns of usage. The structures on the south side of NC 18, including the house and outbuildings (dairy, pumphouse, silo, and sheds) depict a mid-20th century rural residence of a car salesman that also operated for approximately a decade as a small, part-time 12-cow dairy operation. One of the outbuildings, the pumphouse, relates to a previous house on the site that has long since been demolished. The gas station structure, located on the north side of NC 18, has been modified architecturally to accommodate a succession of uses, including a beer joint in the 1940s, a rental residence in the 1950s, storage, and at present an office for a seasonal business.

While the Eugene Edwards property has worked its way through many usage patterns, the overall property is not historically or architecturally significant. The single structure for which HPO requested additional study (the former Spurling Gas Station-Hagan Beer Joint-Edwards Rental/Storage/Seasonal Christmas Tree Office) does not retain a level of integrity that would qualify it for National Register eligibility.

Gas stations which have been converted to another use, as is the case with the Spurling Gas Station, should retain an identifiable, discernible pattern that relates to the original period use of a the gas station. Intensive modifications undertaken to convert the gas station to a non-commercial use that involve the removal of key character-defining gas station design elements and substantial modifications to the original building plan layout and interior upfits has rendered this building not eligible for the National Register.

National Register Criteria Assessment

The Eugene Edwards property is **not 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.[41] There are no significant events associated with Eugene Edwards property that possess National Register significance.

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

The Eugene Edwards property 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.[42] There are no persons of national, state, or local significance associated with Eugene Edwards property.

Eugene Edwards property is **not 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.[43] Eugene Edwards property does not retain sufficient integrity and does not meet any of these conditions (see "Evaluation" section above for detailed explanation).

Eugene Edwards property 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.[44] The architectural component of the Eugene Edwards property is not likely to yield information important in the history of industrial and building technology; therefore Eugene Edwards property is not eligible for the National Register under Criterion D.

National Register Boundary

NOT APPLICABLE

National Register Boundary Justification

NOT APPLICABLE

[42] Ibid., p. 15.
[43] Ibid., p. 17.
[44] Ibid., p. 21.

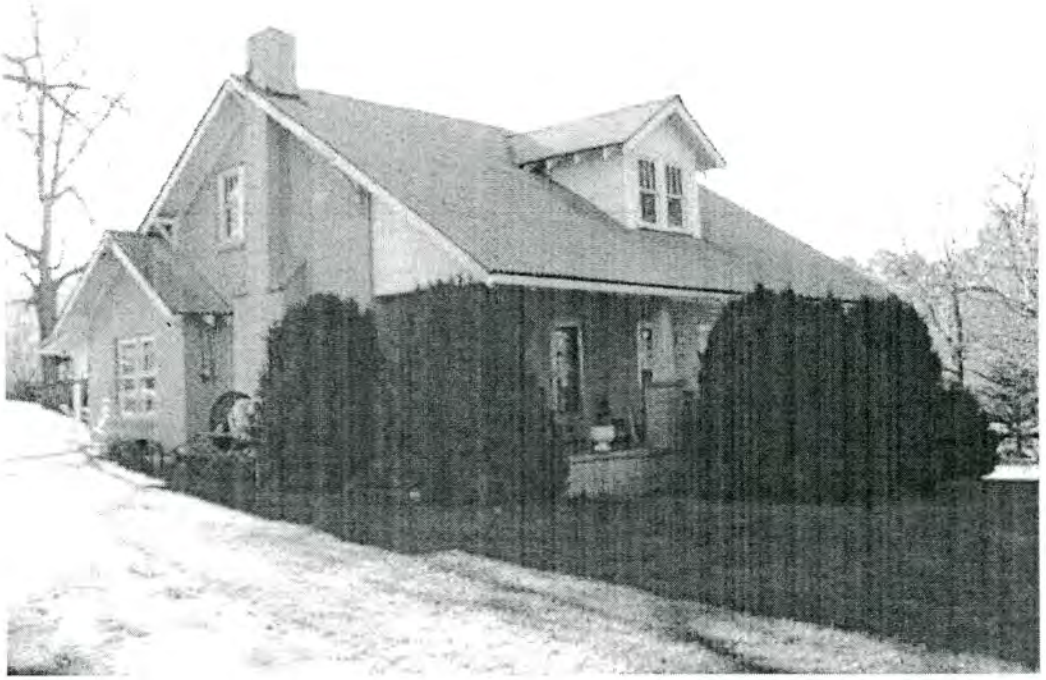
VIII. ILLUSTRATIONS

1.1 Bridge #38 (built 1950) on NC 18 over Crab Creek

1.2 Bridge #38 (built 1950) on NC 18 over Crab Creek

1.3 Bridge #38 (built 1950) on NC 18 over Crab Creek

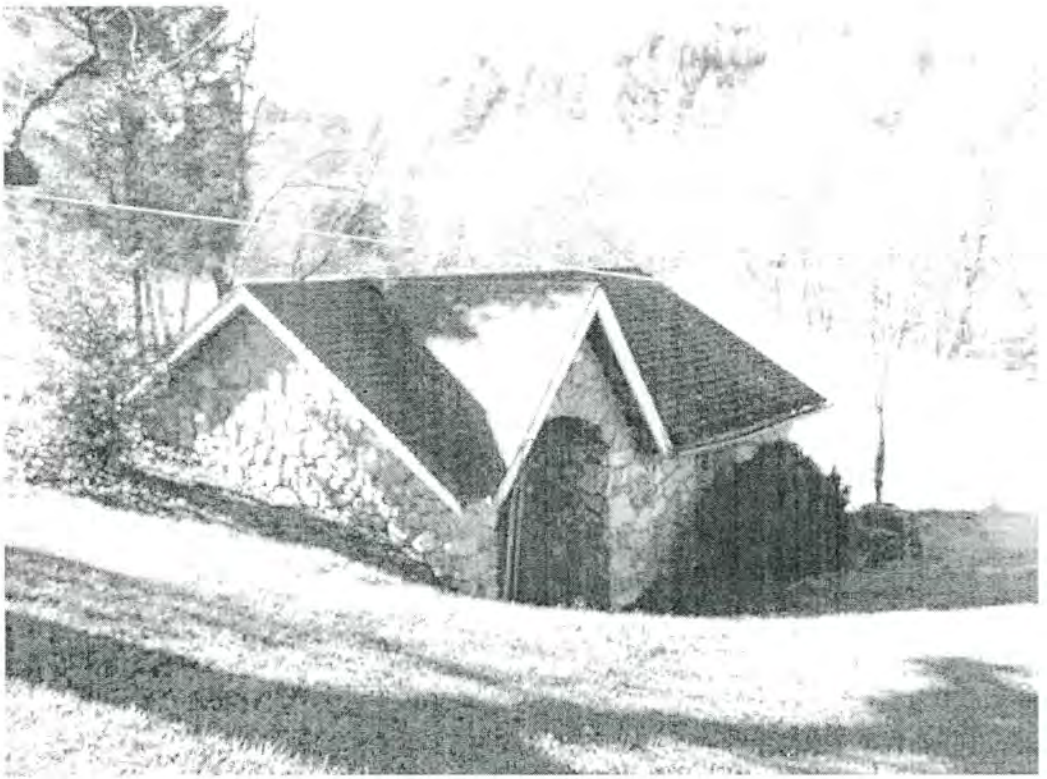
1.4 Bridge #38 (built 1950) on NC 18 over Crab Creek



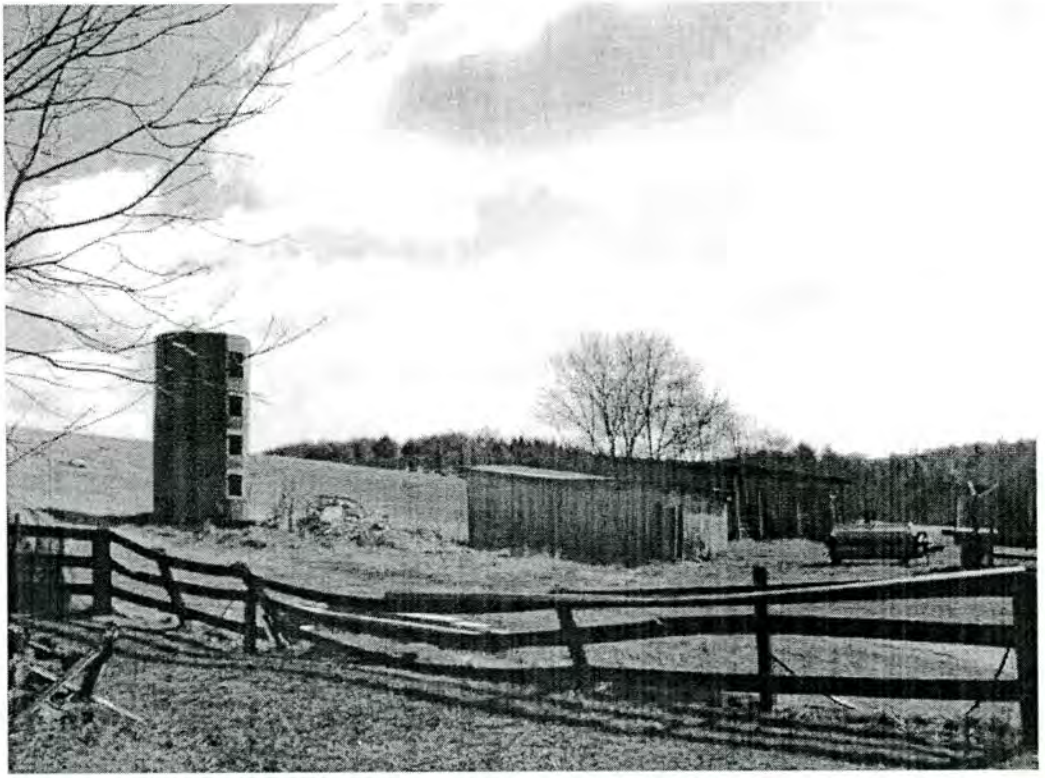
2.1 Eugene Edwards House

2.2 Eugene Edwards House

2.3 Eugene Edwards Property: Outbuilding



2.4 Eugene Edwards Property, Pump House



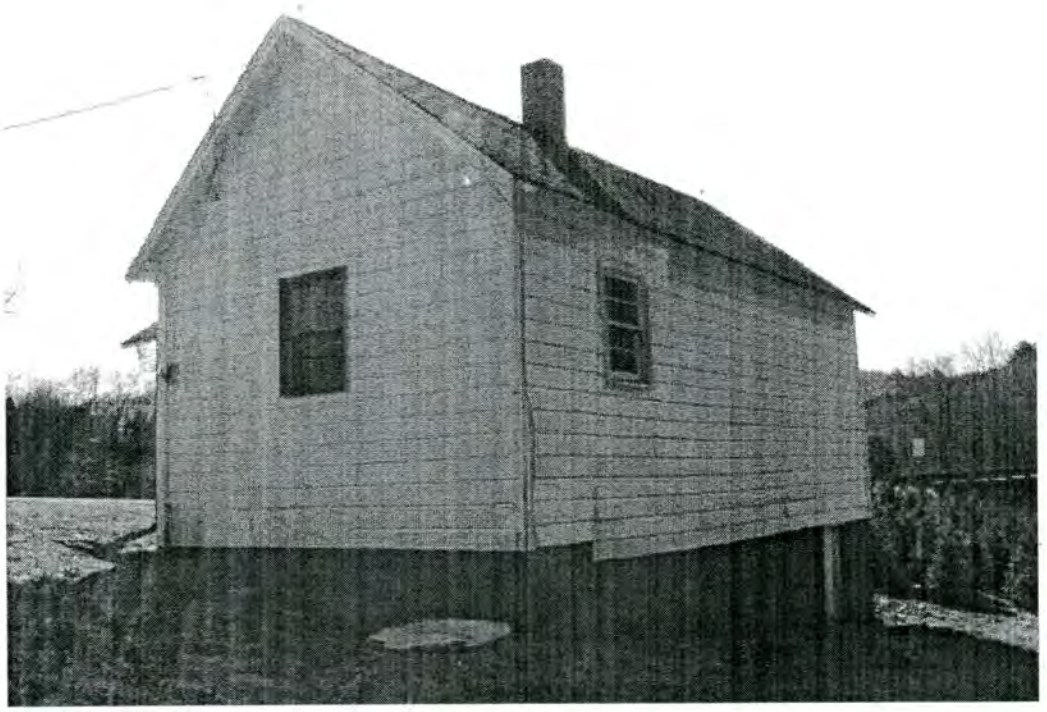
2.5 Eugene Edwards Property: Abandoned silo and outbuildings

2.6 Eugene Edwards Property: woodshed

2.7 Edwards Property: Industrial building

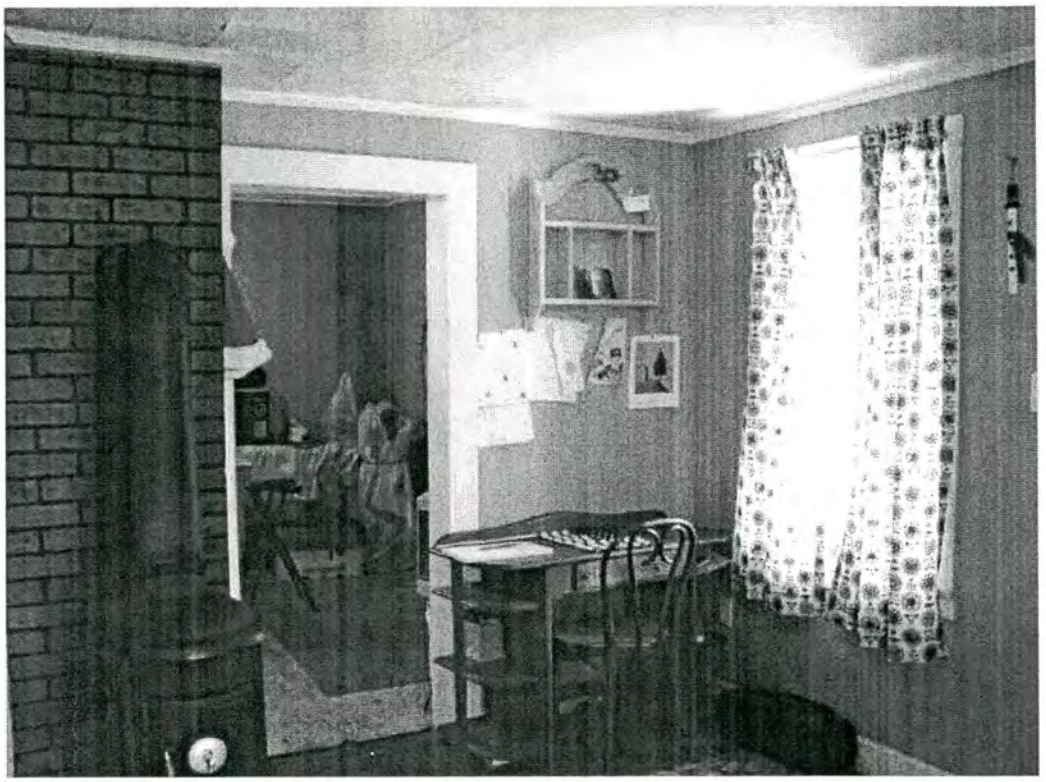
2.8 Edwards Property: Spurling's Gas Station (converted to house)

2.9 Edwards Property: Spurling's Gas Station

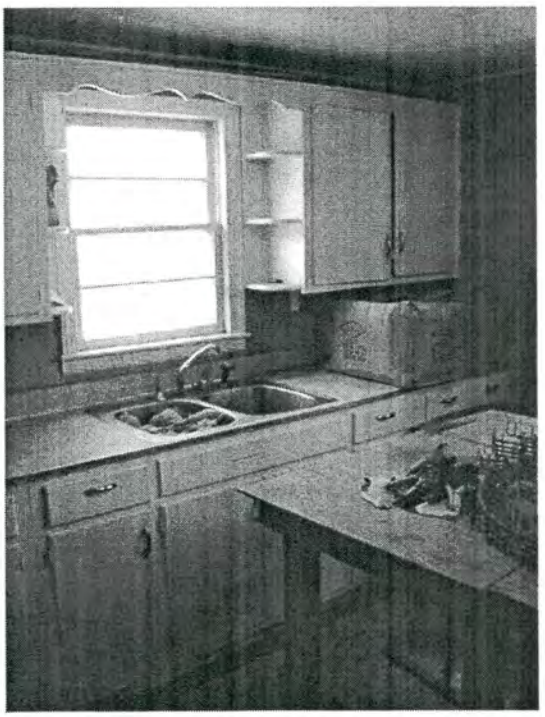


2.10 Edwards Property: Spurling's Gas Station- side and rear elevations

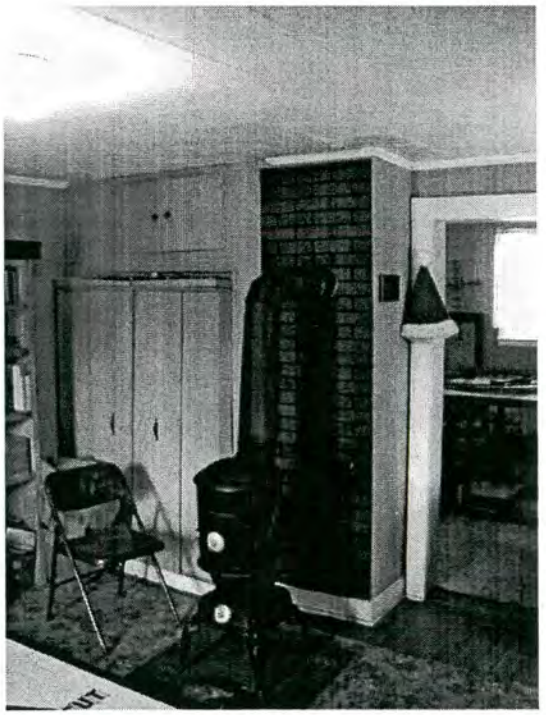
2.11 Edwards Property: Spurling's Gas Station- side and rear elevations



2.12 Spurling's Gas Station interior view



2.13 Spurling's Gas Station with major interior additions/modifications showing kitchen

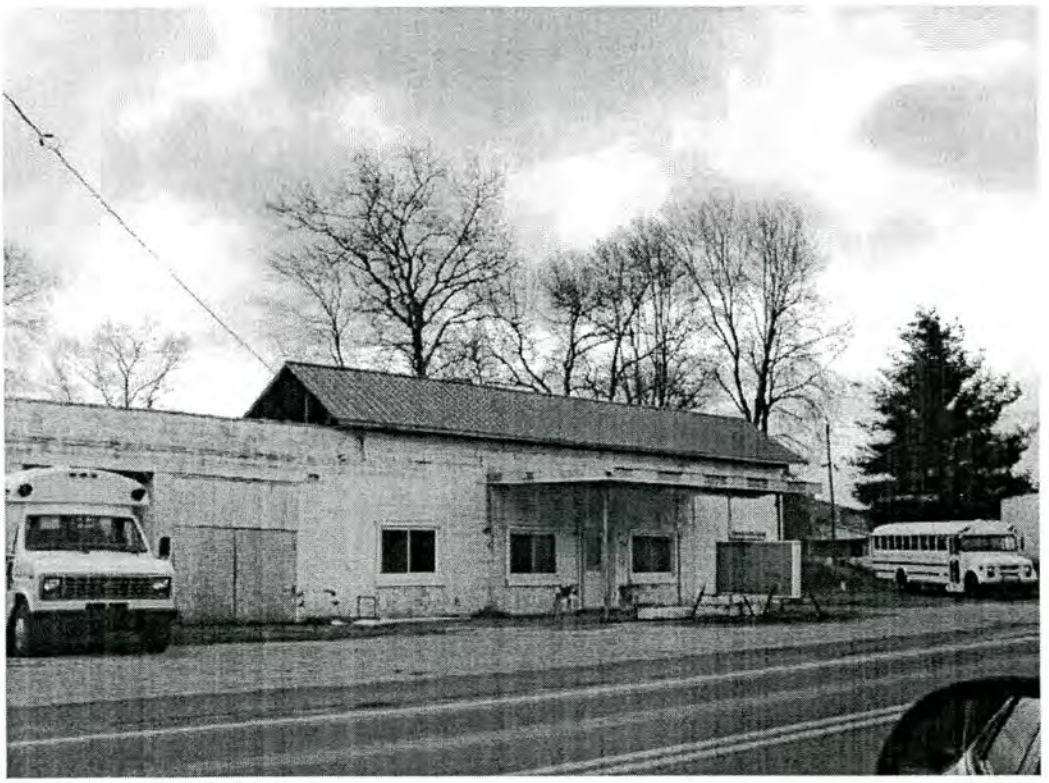


2.14 Spurling's Gas Station with interior additions/modifications showing added casework, non-original stove, and tiled ceiling concealing original materials.

Survey of

Existing Gas Station and Roadside Store Structures in Alleghany County, North Carolina

3.1 Spurling's Grocery (vacant), NC 18 east of SR 1450

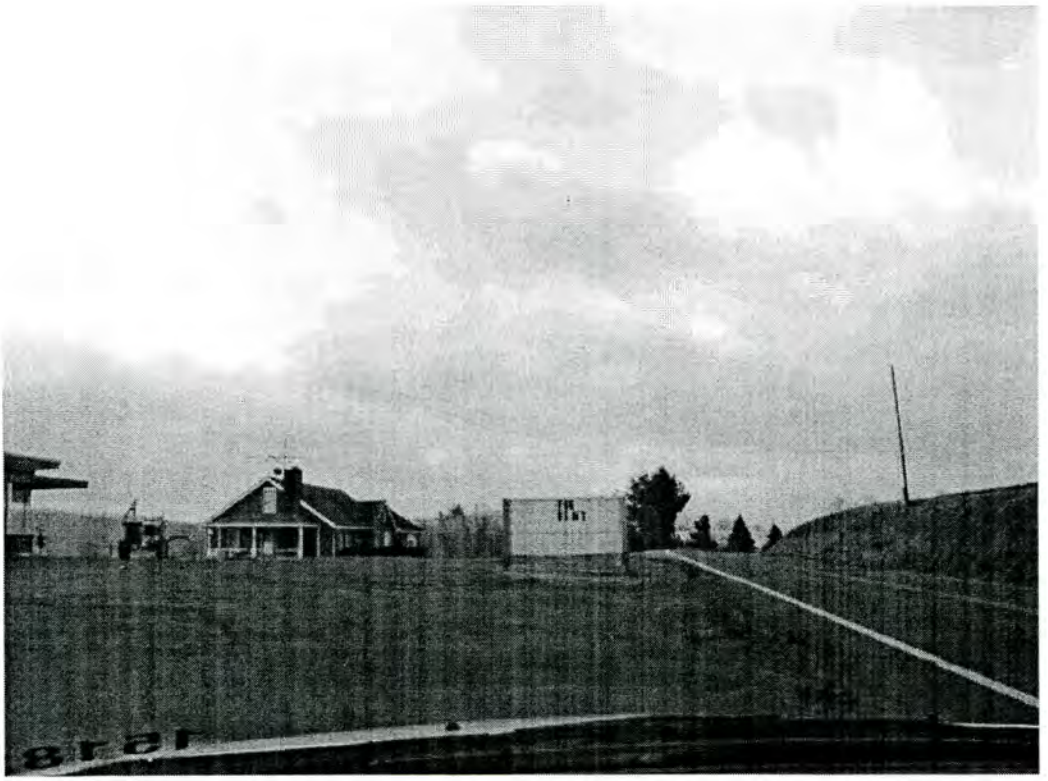


3.2 Spurling's Grocery (vacant), NC 18 east of SR 1450

3.3 Spurling's Grocery sign

3.4 Spurling's Grocery, Service bay and side wall

4.1 Gas Station (vacant), NC 18 east of SR 1433



4.2 Gas Station (vacant), Site

5.1 Gas Station (conversion), US 21, east of SR 1489, Sparta

5.2 Gas Station (conversion), US 21, east of SR 1489, Sparta

6.1 People's Store, US 21 east of SR 1121, Sparta

6.2 People's Store, US 21 east of SR 1121, Sparta

7.1 Gas Station (converted), US 21, north of SR 1106

8.1 Whitehead Store, NC 18 east of SR 1193

9.1 Gas Station (vacant), NC 18 west of SR 1193

10.1 Rental House, NC 18, west of SR 1151

(Not part of gas station survey - see page 27 this report)

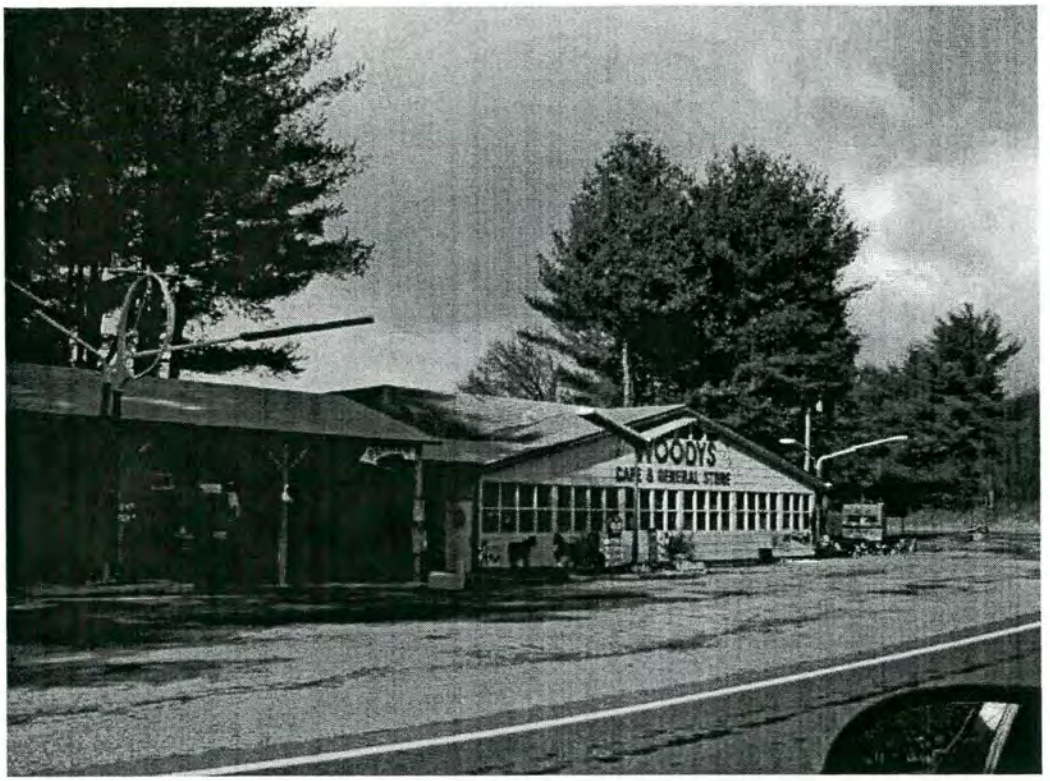
11.1 Finney's Grocery and Service (vacant), NC 18 west of SR 1142

11.2 Finney's Grocery and Service, Sign

12.1 Mabe's Grocery, NC 18 east of SR 1146

12.2 Mabe's Grocery, Setting

12.3 Mabe's Grocery, Setting and Sign



13.1 Woody's Café & General Store, NC 18 north of SR 1145

14.1 Gas Station (vacant), NC 113 north of SR 1153

14.2 Gas Station (vacant), Setting

15.1 J &C Service, NC 113 south of SR 1316

16.1 Pugh's Store, NW corner of NC 93 and SR 1317

17.1 Hill's Grocery, NC 93 east of SR 1320

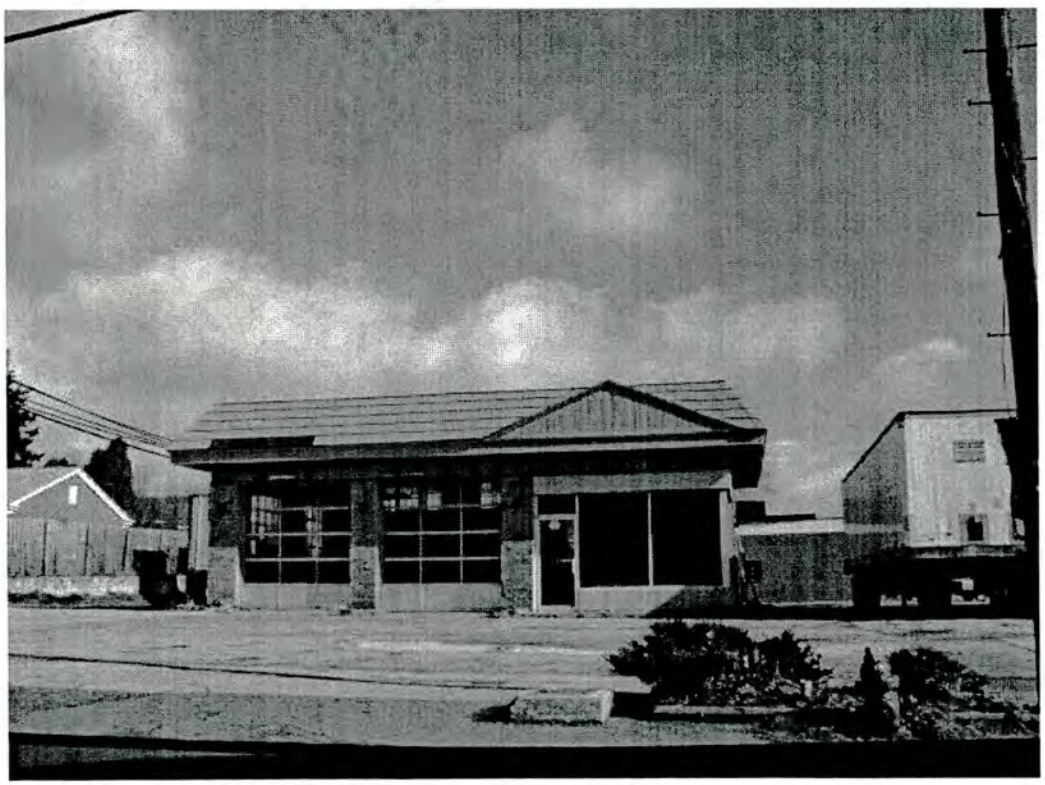
17.2 Hill's Grocery, Setting with residential and outbuildings

17.3 Hill's Grocery vicinity, Setting with agricultural structures

18.1 Stratford Grocery and Service, US 221 east of SR 1333

18.2 Stratford Grocery and Service, Sign

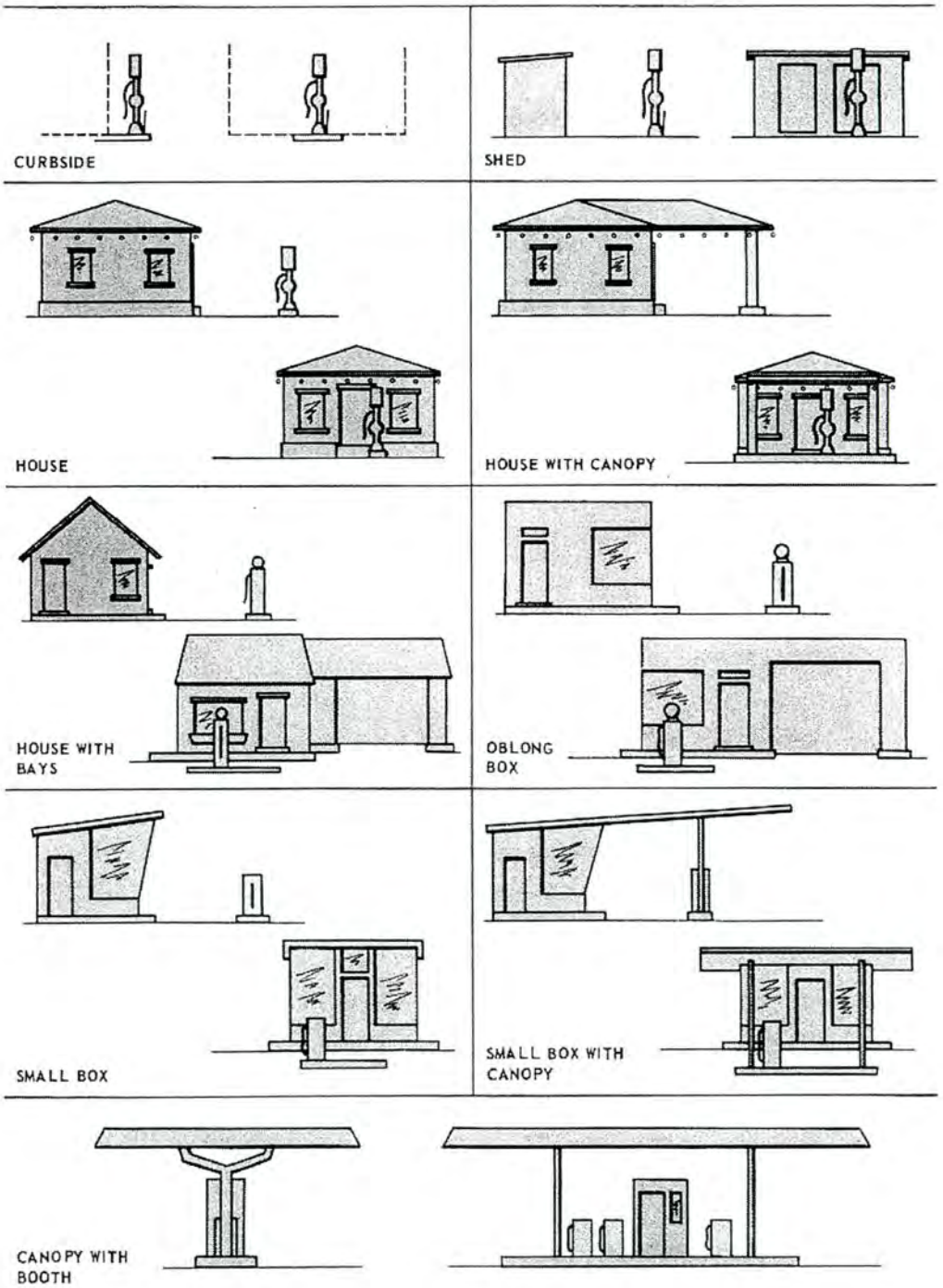
19.1 Gas Station (converted), US 21, downtown Sparta



20.1 Gas Station (vacant), US 21, downtown Sparta

GAS STATION TYPOLOGY

Source: John A Jakle and Keigh A. Sculle, *The Gas Station in America* (Baltimore: The John Hopkins University Press, 1994) p. 134



IX. BIBLIOGRAPHY

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Margolies, John. ***Pump and Circumstance: Glory Days of the Gas Station.*** Boston: Little, Brown, and Company, 1993.

National Register of Historic Places Nomination for Shell Station. Unpublished manuscript in North Carolina Historic Preservation Office survey files, Raleigh, NC.

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Service Station Retailing. Shell Oil Company, 1946.

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Witzel, Michael Karl. ***The American Gas Station.*** Osceola, WI: Motorbooks International, Publishers., 1992.

IX. PROJECT RECORD DOCUMENTS

Elmo Vance
active
create

North Carolina Department of Cultural Resources
State Historic Preservation Office
David L. S. Brook, Administrator

Michael F. Easley, Governor
Lisbeth C. Evans, Secretary

Division of Archives and History
Jeffrey J. Crow, Director

August 27, 2001

MEMORANDUM

To: William D. Gilmore, P.E., Manager
Project Development and Environmental Analysis Branch

From: David Brook RHfor David Brook
Deputy State Historic Preservation Officer

Re: Replace Bridge No. 38 on NC 18 over Crab Creek., B-4007, Alleghany County, ER 02-7219

Thank you for your letter of July 23, 2001, concerning the above project.

There are no recorded archaeological sites within the proposed project area. If the replacement is to be located along the existing alignment,. It is unlikely that significant archaeological resources would be affected and no investigations would be recommended. If, however, the replacement is to be in a new location, please forward a map to this office indicating the location of the new alignment so we may evaluate the potential effects of the replacement upon archaeological resources.

Since there is no architectural survey for the Alleghany County, we recommend that an architectural historian with NCDOT identify and evaluate all properties over fifty years of age within the project area and report the findings to us, including the bridge which was built in 1950.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, Environmental Review Coordinator, at 919/733-4763.

cc: Mary Pope Furr, NCDOT
Thomas Padgett, NCDOT

	Location	Mailing Address	Telephone/Fax
Administration	507 N. Blount St, Raleigh, NC	4617 Mail Service Center, Raleigh 27699-4617	(919) 733-4763 •733-8653
Restoration	515 N. Blount St, Raleigh , NC	4613 Mail Service Center, Raleigh 27699-4613	(919) 733-6547 •715-4801
Survey & Planning	515 N. Blount St, Raleigh, NC	4618 Mail Service Center, Raleigh 27699-4618	(919) 733-4763 •715-4801

IX. PROJECT RECORD DOCUMENTS, CONT'D.

HPO survey status report for Alleghany County indicating the entire county was surveyed in 1981-82

North Carolina Survey Status Report

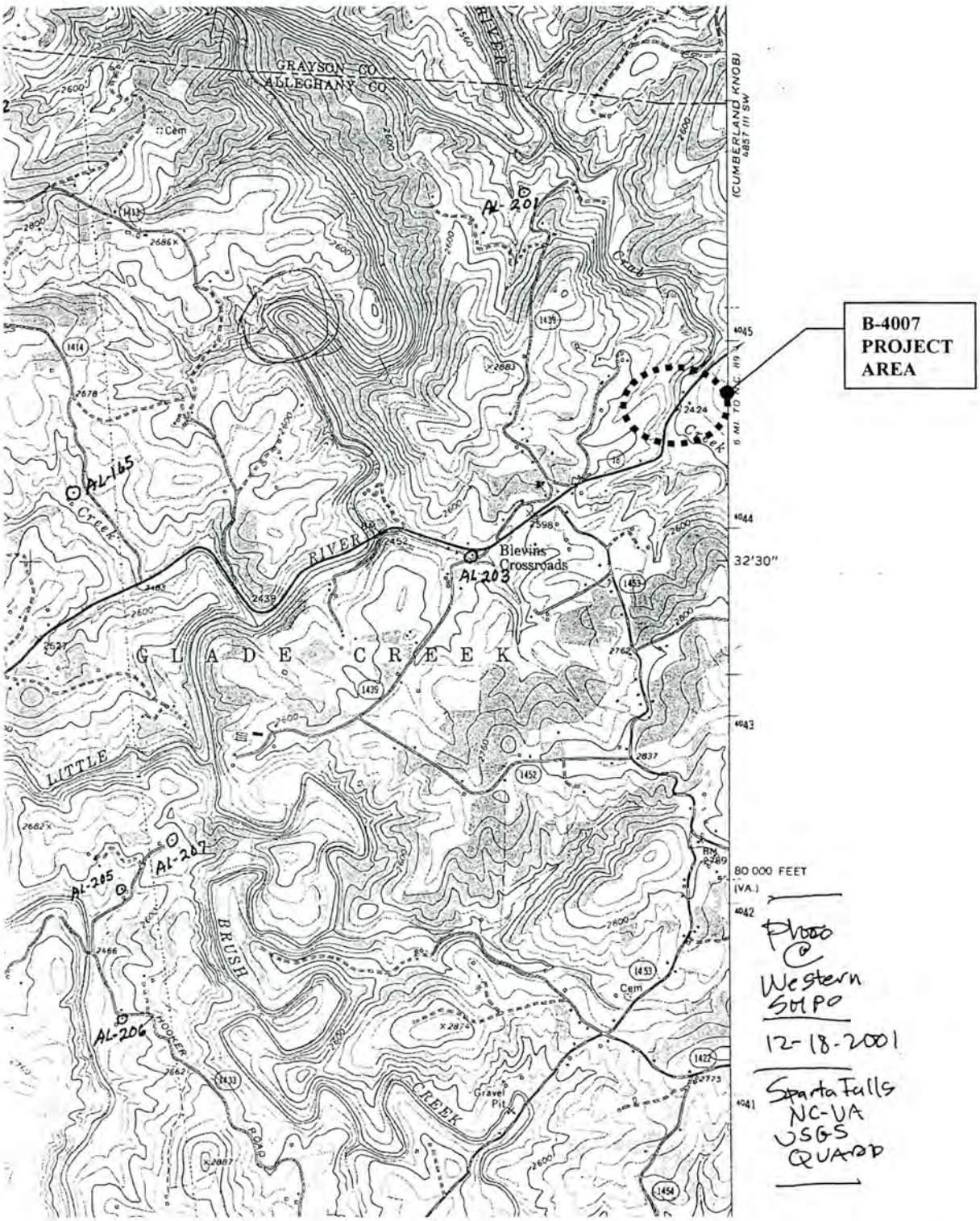
27-Jul-01

Alleghany — Digitized: No Indexed: No

Survey	Year(s) of survey	Survey Map(s) and File Information
New River Inventory	1976	Maps? No Report? No Asheville Office Files? Yes MPDF? No
Surveyor: Davyd Foard Hood & Michael Southern		
Survey Type: Reconnaissance		Publication:
Comments, If any: Article in Carolina Dwelling		
Alleghany County Survey	1981-1982	Maps? Yes Report? No Asheville Office Files? Yes MPDF? No
Surveyor: Jean Sizemore		
Survey Type: Comprehenstive		Publication: Sizemore, Jean. Alleghany Architecture: A Pictorial Survey. 1983
Comments, If any:		

IX. PROJECT RECORD DOCUMENTS, CONT'D.

HPO Survey Map from Asheville Office indicating no properties surveyed in B-4007 project area



IX. PROJECT RECORD DOCUMENTS

Federal Aid # **BRSTP-18(8)** *TIP #* **B-4007** *County:* **Alleghany**

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

Project Description: **Replace Bridge #38 on NC 18 over Crab Creek**

On **11 March 2002** representatives of the

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

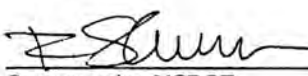
reviewed the subject project at

- ☐ 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 property identified as **#1 (Bridge #38)** is considered not eligible for the National Register and no further evaluation of it is necessary. *(Property #2-Edwards Property to be evaluated in a report)*
- ☒ 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:



11 MAR 2002

Representative, NCDOT — Date

-SIGNATURE PENDING-

FHWA, for the Division Administrator, or other Federal Agency — Date

3-11-02

Representative, SHPO — Date

-SIGNATURE PENDING-

State Historic Preservation Officer — Date

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