



North Carolina Department of Cultural Resources  
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Pat McCrory  
Secretary Susan Kluttz

Office of Archives and History  
Deputy Secretary Kevin Cherry

May 10, 2013

MEMORANDUM

TO: Ryan White  
NCDOT Rail Division  
Environmental and Planning Branch

FROM: Ramona M. Bartos *RMB for Ramona M. Bartos*

SUBJECT: Goldsboro Connector Tracks Project, Historic Structures Report, P-5004, Wayne County, ER 11-2015

Thank you for your letter of April 10, 2013, transmitting the above architectural survey report.

For the purpose of compliance with Section 106 of the National Historic Preservation Act, we concur that the **Goldsboro Union Station** (WY 0004) is currently listed in, and remains eligible for listing in, the National Register of Historic Places under Criterion A for transportation and Criterion C for architecture.

We concur that **Dillard High School** (WY 0060) is eligible for listing in the National Register under Criterion A for education and social history. The proposed period of significance, 1922-1963, is appropriate, but the adjacent vocational annex (the former Johnson Hosiery Mill building) was part of the school during this time, it should be evaluated as a potential contributing resource to the property. The school is potentially eligible under Criterion B for its association with Reverend Clarence Dillard. While Reverend Dillard was a significant individual in Wayne County's history, more information on his direct association with Dillard High School is required before reaching that conclusion. The school is potentially eligible under Criterion C for architecture, but without a full evaluation of its architectural significance and integrity we cannot reach a finding based on the report.

The **Goldsboro Historic District** (WY 0105) is a locally-designated historic district that has been certified by the National Park Service. We concur that an expansion to the historic district is appropriate and eligible for listing in the National Register under Criterion A for commerce, industry, and transportation, Criterion B for association with significant people, and Criterion C for architecture. However, we believe that the proposed expansion is too large, including too many resources that lie outside of the existing district's period of significance. While the Atlantic Coast Line Railroad (now CSX) and the Norfolk-Southern/North Carolina Railroad are clearly important to the development of Goldsboro, the only property directly related to the railroads is Union Station. Thus we do not find that the expansion areas should extend to and include the railroads. Attached please find our proposed expansion boundaries. We believe that the remaining properties within the Area of Potential Effect but outside of these revised boundaries are *not* eligible for listing in the National Register. Although the expansion areas are primarily residential, we find that the **Royall Ice Cream Company** is not out of context and should be considered a contributing resource.

At this time, we cannot concur with the report's recommendations regarding the **Dewey Brothers Foundry**, the **Gulf Oil Buildings**, and **Elmwood Cemetery**.

More information on the historic integrity of the Dewey Brothers Foundry is required—what structures remain from the foundry? The report indicates that the company was a significant industrial enterprise in Goldsboro. If the entire complex is not eligible, is the brick storeroom along George Street individually eligible under Criterion C for architecture?

The Gulf Oil Company is one of three oil refiners listed in the 1930 *Hill's Directory* and one of seven oil dealers in the 1934 edition.<sup>1</sup> Are any of these other facilities extant? How does Gulf compare to these other facilities in terms of size, history, integrity? A similar Gulf Oil facility in Raleigh was recently determined eligible under Criterion A for commerce/industry and Criterion C for architecture and we believe this Goldsboro site is potentially eligible as well.

We believe that the evaluation of the Elmwood Cemetery misinterprets Criteria Consideration D— a cemetery may be eligible for listing in the National Register if it is “associated with historic events including specific important events or general events that illustrate broad patterns.”<sup>2</sup> These historic events must be significant, but need not be transcendent. As the only pre-twentieth century African American cemetery in Goldsboro, Elmwood Cemetery is likely eligible under Criterion A for social history. However, without a full description of the cemetery's history, its layout, notable burials, markers, and features, a proper evaluation of its significance under each of the four criteria and integrity is premature.

We ask that you provide additional information on the above properties, address our questions and concerns, and submit a revised report for our review. In the revised report, please provide citations for specific information and quotes (such as those on page A-72 and A-84) throughout.

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

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or [renee.gledhill-earley@ncdcr.gov](mailto:renee.gledhill-earley@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

Attachment

cc: Mary Pope Furr, NCDOT, [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)  
Geoffrey Henry, TRC Environmental Corporation, [GHenry@trcsolutions.com](mailto:GHenry@trcsolutions.com)

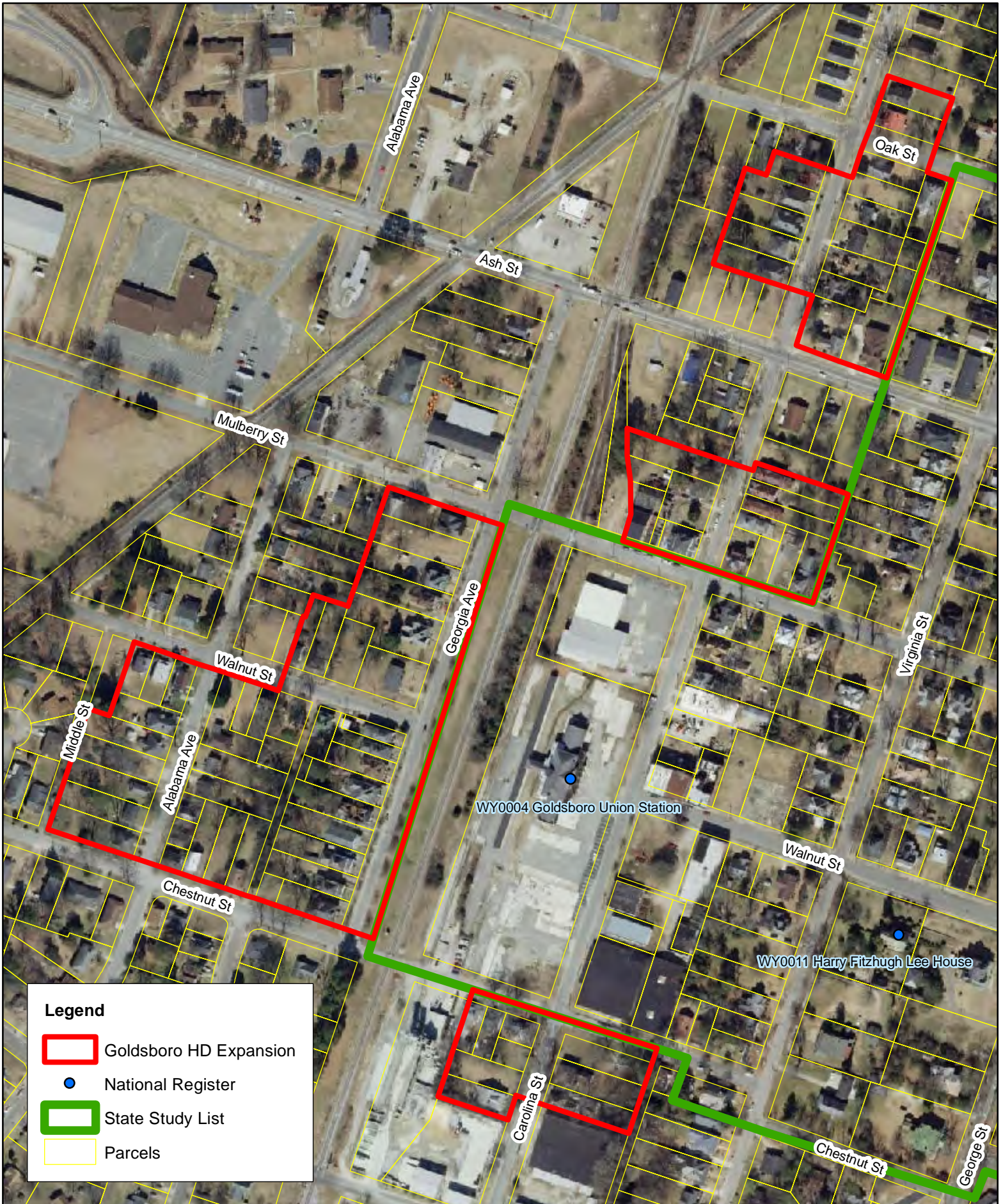
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<sup>1</sup> Hill Directory Co., Inc. *Hill's Goldsboro City Directory*. Vol. XIV. Richmond, 1930.  
—. *Hill's Goldsboro City Directory*. Vol. XV. Richmond, 1934.





<sup>2</sup> Staff of the National Register of Historic Places. *National Register Bulletin: How to Apply the National Register Criteria for Evaluation*. National Park Service, 2002.

# Goldsboro Historic District - Proposed Expansion

SHPO Proposed National Register Boundaries



**Legend**

-  Goldsboro HD Expansion
-  National Register
-  State Study List
-  Parcels



**HISTORIC STRUCTURES REPORT**

**GOLDSBORO CONNECTOR TRACKS PROJECT  
GOLDSBORO, WAYNE COUNTY, NORTH CAROLINA**

**TIP NO. P-5004**

**Prepared for the**

**NORTH CAROLINA DEPARTMENT OF TRANSPORTATION RAIL DIVISION**

**By**

**TRC ENVIRONMENTAL CORPORATION**



North Carolina Department of Cultural Resources  
State Historic Preservation Office

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We believe that the evaluation of the Elmwood Cemetery misinterprets Criteria Consideration D—a cemetery may be eligible for listing in the National Register if it is “associated with historic events including specific important events or general events that illustrate broad patterns.”<sup>2</sup> These historic events must be significant, but need not be transcendent. As the only pre-twentieth century African American cemetery in Goldsboro, Elmwood Cemetery is likely eligible under Criterion A for social history. However, without a full description of the cemetery's history, its layout, notable burials, markers, and features, a proper evaluation of its significance under each of the four criteria and integrity is premature.

We ask that you provide additional information on the above properties, address our questions and concerns, and submit a revised report for our review. In the revised report, please provide citations for specific information and quotes (such as those on page A-72 and A-84) throughout.

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Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-807-6579 or [renee.gledhill-earley@ncdcr.gov](mailto:renee.gledhill-earley@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

Attachment

cc: Mary Pope Furr, NCDOT, [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)  
Geoffrey Henry, TRC Environmental Corporation, [GHenry@trcsolutions.com](mailto:GHenry@trcsolutions.com)

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STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION



PAT MCCRORY  
GOVERNOR

1501 MAIL SERVICE CENTER, RALEIGH, N.C. 27699-1501

ANTHONY J. TATA  
SECRETARY

April 10, 2013

*ER 11-2015*

Mrs. Renee Gledhill-Earley  
State Historic Preservation Office  
NC Department of Cultural Resources  
4617 Mail Service Center  
Raleigh, NC 27699-4716

*S- See Letter  
70K 5/9/13*

Re: Review of Historic Resources Report for TIP Project P-5004, Goldsboro Connector Track, ER 11-2015

Mrs. Gledhill-Earley,

*Dec 5/3/13*

Attached is the Historic Structure Report for the proposed Goldsboro Connector Track Project. The project proposes to construct additional tracks in central Goldsboro, providing direct connections between the North Carolina Railroad, which connects Raleigh with Morehead City and the CSXT Wilmington and Weldon Subdivision which connects Wilson with Wallace. The proposed project will be developed as a federally-funded EA/FONSI. The project is adjacent to the following National Register of Historic Places-listed resources:

- Goldsboro Union Station (WY-0004)
- Dillard High School (WY-0060)
- Goldsboro Historic District (WY-0105)

If you have any questions regarding this project or the attached report, please contact Ryan L. White, P.E., Project Development Engineer at 919-707-4717 or via email at [rlwhite@ncdot.gov](mailto:rlwhite@ncdot.gov).

Sincerely,

Ryan L. White, P.E.  
Project Development Engineer  
NCDOT Rail Division

# Goldsboro Historic District - Proposed Expansion

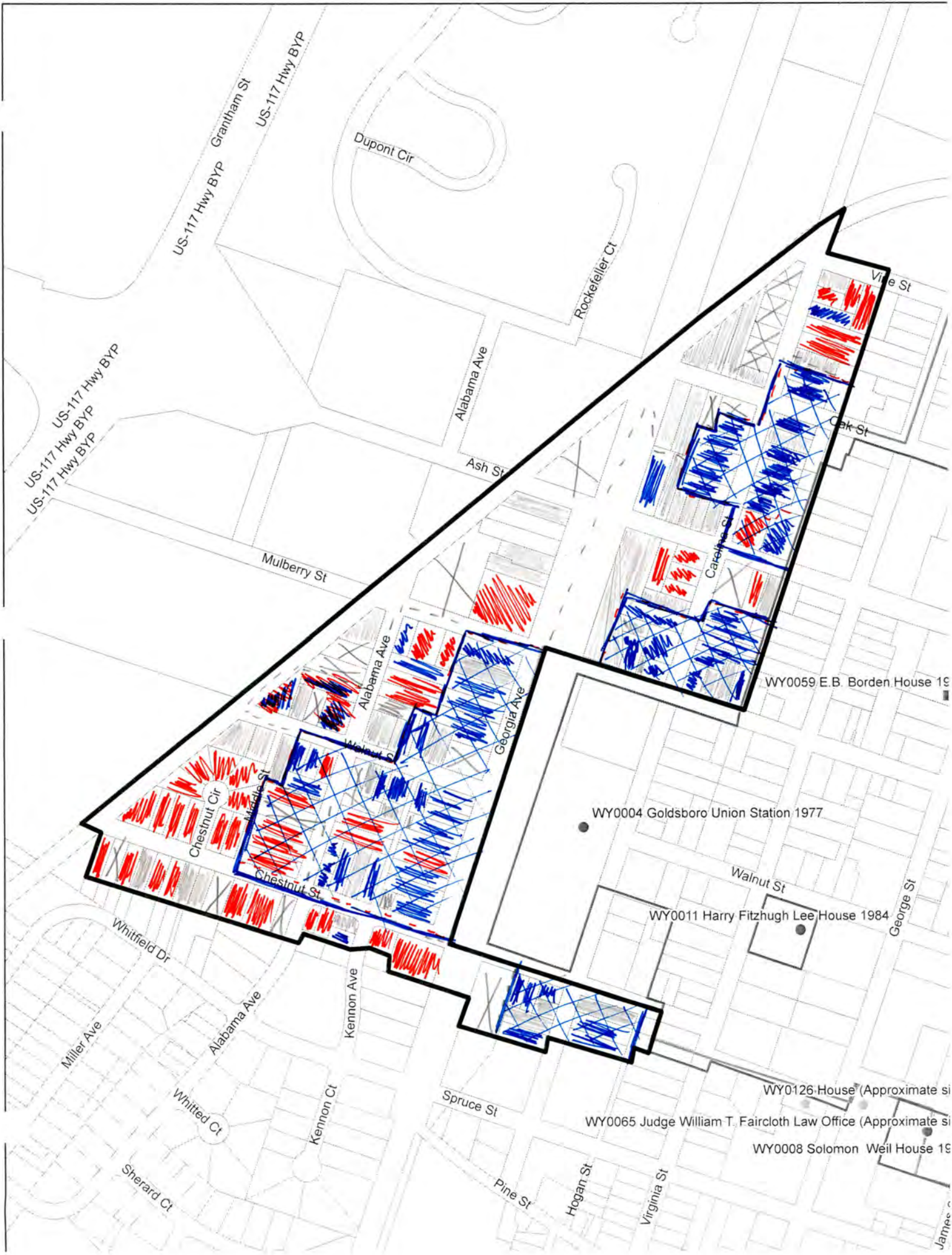
SHPO Proposed National Register Boundaries



**Legend**

-  Goldsboro HD Expansion
-  National Register
-  State Study List
-  Parcels





US-117 Hwy Byp  
US-117 Hwy Byp  
US-117 Hwy Byp

Dupont Cir

Rockeffer Ct

Alabama Ave

Ash St

Mulberry St

Vine St

Oak St

WY0059 E.B. Borden House 19

WY0004 Goldsboro Union Station 1977

WY0011 Harry Fitzhugh Lee House 1984

WY0126 House (Approximate si)

WY0065 Judge William T. Faircloth Law Office (Approximate si)

WY0008 Solomon Weil House 19

Whitfield Dr

Miller Ave

Alabama Ave

Kennon Ave

Spruce St

Pine St

Hogan St

Virginia St

George St

Walnut St

Whitted Ct

Sherard Ct

Kennon Ct

James St

**HISTORIC STRUCTURES REPORT**  
**GOLDSBORO CONNECTOR TRACKS PROJECT**  
**GOLDSBORO, WAYNE COUNTY, NORTH CAROLINA**

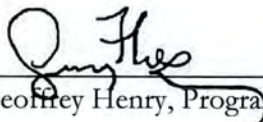
**TIP NO. P-5004**  
**ER 11-2015**

Submitted to:

North Carolina Department of Transportation, Rail Division  
1553 Mail Service Center  
Raleigh, NC 27699

Prepared by:

TRC ENVIRONMENTAL CORPORATION  
50101 Governors Drive, Suite 250  
Chapel Hill, North Carolina 27517

  
Geoffrey Henry, Program Manager—Architectural History

August 2012

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North Carolina Department of Transportation

August 2012

## **MANAGEMENT SUMMARY**

The North Carolina Department of Transportation, Rail Division (NCDOT RD) is studying potential new connections between the existing CSX and North Carolina Railroad (NCRR) tracks in Goldsboro, Wayne County, North Carolina. These track improvements would support plans for possible future passenger rail service from Goldsboro to Wilmington and Morehead City and commuter rail service to the Raleigh area. NCDOT RD has established an area of potential effects (APE) extending approximately one city-block on either side of the two railroad lines (CSX and NCRR) to be connected for assessment of possible effects to historic resources from the proposed undertaking.

On behalf of NCDOT RD and Planning Communities, LLC, TRC Environmental Corporation (TRC) conducted an intensive-level survey in June 2012 of architectural resources 50 years and older within and adjacent to the Project APE, which was expanded as necessary based on field observations to include additional resources associated with a potential historic district expansion and/or located within the project viewshed. Three (3) previously surveyed architectural resources and eighty-three (83) newly surveyed resources were identified, mapped, and photographed during the survey. This survey report describes the proposed undertaking, survey methodology, survey results (with property inventory) and evaluation of the surveyed resources for eligibility for listing in the National Register of Historic Places (NRHP), either individually or as one or more historic districts.

Within the Project APE, the 1909 Goldsboro Union Station (North Carolina HPO # WY-0004) is listed in the NRHP. The 1922 Dillard High School (WY-0060), 504 West Elm Street, has been placed on the North Carolina Historic Preservation Office (NC HPO) Study List. The Goldsboro Historic District (WY-0105) is located immediately to the east of the Project and includes the majority of the city's historic architectural resources. The Goldsboro Historic District has been certified as a locally designated historic district by the National Park Service, although it has not been listed in the NRHP. The NC HPO also has placed the Goldsboro Historic District on the Study List. Both the Dillard High School and the Goldsboro Historic District are recommended eligible for listing in the NRHP.

Seventy-five (75) of the 83 newly surveyed historic resources are located within an approximately five-block-by-five-block neighborhood bounded roughly by West Vine Street on the north, the NCRR tracks on the northwest and west, the rear lot lines of West Chestnut Street on the south, and the west boundary of the locally designated Goldsboro Historic District on the east. This neighborhood was platted and subdivided beginning in 1907 and historically was home to many employees of the two railroads or associated businesses. This neighborhood shares the historical association with the two railroads, along with the existing Goldsboro Historic District, which borders it on the east. Characterized by small-scale one- and two-story frame vernacular houses built in the 1910s and 1920s, the neighborhood retains its original street plan and building scale and has experienced few demolitions. Although most buildings have been altered or added onto over the years, this neighborhood surrounding the Goldsboro Union Station retains the seven aspects of integrity and the historical significance necessary for NRHP listing as an historic district. This neighborhood (63 contributing and 12 non-contributing resources) is recommended for inclusion in

an expanded NRHP-eligible Goldsboro Historic District with revised boundaries. The two railroad lines are considered contributing resources within this district.

The other eight surveyed resources, consisting of a church, a cemetery, a former service station, four industrial complexes, and one house within the Goldsboro Connector Tracks APE are not recommended NRHP eligible.

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## TABLE OF CONTENTS

MANAGEMENT SUMMARY .....	i
TABLE OF CONTENTS .....	iii
FIGURES .....	v
1. PROJECT DESCRIPTION AND ARCHITECTURAL SURVEY .....	1
Project Description .....	1
Project Area Description .....	1
Purpose of Survey and Report .....	4
Survey Methodology .....	4
<i>Area of Potential Effects</i> .....	4
<i>Background Research</i> .....	4
<i>Field Survey</i> .....	5
<i>NRHP Evaluation</i> .....	5
2. HISTORIC CONTEXT STATEMENT .....	9
3. SURVEY RESULTS AND NRHP EVALUATIONS .....	19
Previously Surveyed Resources in the Goldsboro Connector Tracks APE .....	19
<i>Goldsboro Union Station (WY-0004), 101 North Carolina Street, Goldsboro</i> .....	19
<i>Dillard High School, (WY-0060), 504 West Elm Street, Goldsboro</i> .....	20
<i>Goldsboro Historic District (WY-0105), various streets in downtown Goldsboro</i> .....	22
Newly Surveyed Resources in Goldsboro Connector Tracks APE .....	23
REFERENCES CITED .....	29
APPENDIX A– NEWLY SURVEYED RESOURCE DESCRIPTIONS AND PHOTOGRAPHS	
APPENDIX B – GOLDSBORO HISTORIC DISTRICT EXPANSION—DESCRIPTION AND	
NRHP EVALUATION	
APPENDIX C– PROFESSIONAL QUALIFICATIONS	

## FIGURES

1. Goldsboro Connector Tracks Project Location Map, Goldsboro, North Carolina .....	2
2. Location of Project Area of Potential Effects on USGS Topographic Quadrangle maps.....	3
3. Project Area of Potential Effects and Surveyed Historic Resources .....	6
4. North Carolina’s Railroads in 1854 .....	10
5. Early Postcard View of Goldsboro Union Station after its Completion in 1909.....	12
6. “Map of Subdivision of Land of F.K. Borden, Goldsboro, N.C.” (Part 1) .....	14
7. “Map of Subdivision of Land of F.K. Borden, Goldsboro, N.C.” (Part 2) .....	15
8. West End of West Walnut Street at Goldsboro Union Station, ca. 1915. ....	16
9. John O Royall Ice Cream Co., West Mulberry at Carolina St., Goldsboro, ca. 1920. ....	17
10. Goldsboro Union Station following NCDOT Stabilization, East Façade, Facing West. ....	19
11. Dillard High School, 540 W Elm Street, Goldsboro, North Façade, Facing South .....	21
12. Wayne County Courthouse in Goldsboro Historic District, Goldsboro, East Façade, Facing West.....	22
13. Southern Railway (Norfolk/Southern)Bridge over North Carolina Street. ....	A-3
14. 410 North Carolina Street, Goldsboro, Looking East .....	A-3
15. 402 North Carolina Street, Goldsboro, Looking Southeast .....	A-5
16. 400 North Carolina Street, Goldsboro, Looking Southeast .....	A-5
17. 316 North Carolina Street, Goldsboro, Looking Southeast .....	A-7
18. 312 North Carolina Street, Goldsboro, Looking Southeast .....	A-7
19. 308 North Carolina Street, Goldsboro, Looking East .....	A-9
20. 306 North Carolina Street, Goldsboro, Looking Southeast .....	A-9
21. 304 North Carolina Street, Goldsboro, Looking East .....	A-11
22. 305 North Carolina Street, Goldsboro, Looking Northwest.....	A-11
23. 307 North Carolina Street, Goldsboro, Looking Northwest.....	A-13
24. 309 North Carolina Street, Goldsboro, Looking Southwest .....	A-13
25. 311 North Carolina Street, Goldsboro, Looking Northwest.....	A-15
26. 313 North Carolina Street, Goldsboro, Looking West .....	A-15
27. 214 North Carolina Street, Goldsboro, Looking Southeast .....	A-17
28. 210 North Carolina Street, Goldsboro, Looking Southeast .....	A-17
29. 206 North Carolina Street, Goldsboro, Looking Southeast .....	A-19
30. 204 North Carolina Street, Goldsboro, Looking East .....	A-19
31. 200 North Carolina Street, Goldsboro, Looking Northeast.....	A-21
32. 201 North Carolina Street, Goldsboro, Looking Southwest .....	A-21
33. 205 North Carolina Street, Goldsboro, Looking West .....	A-23
34. 110-120 South Carolina Street, Goldsboro, Looking Northeast .....	A-23
35. 202 South Carolina Street, Goldsboro, Looking Southeast.....	A-25
36. 204 South Carolina Street, Goldsboro, Looking East.....	A-25
37. 207 South Carolina Street, Goldsboro, Looking Southwest.....	A-27
38. 201 South Carolina Street, Goldsboro, Looking Northwest.....	A-27
39. 201, 203, and 205 North Georgia Avenue, Goldsboro, Looking Northwest.....	A-29
40. 117 North Georgia Avenue, Goldsboro, Looking Southwest.....	A-29
41. 113 North Georgia Avenue, Goldsboro, Looking Southwest.....	A-31
42. 111 North Georgia Avenue, Goldsboro, Looking Northwest .....	A-31
43. 107 North Georgia Avenue, Goldsboro, Looking Northwest .....	A-33
44. 101 South Georgia Avenue, Goldsboro, Looking Northwest.....	A-33
45. 103 South Georgia Avenue, Goldsboro, Looking Northwest.....	A-35

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46. 105 South Georgia Avenue, Goldsboro, Looking Southwest .....	A-35
47. 107 South Georgia Avenue, Goldsboro, Looking Southwest .....	A-37
48. 111 South Georgia Avenue, Goldsboro, Looking Southwest .....	A-37
49. 113 South Georgia Avenue, Goldsboro, Looking West .....	A-39
50. 117 South Georgia Avenue, Goldsboro, Looking Southwest .....	A-39
51. 119 South Georgia Avenue, Goldsboro, Looking Southwest .....	A-41
52. 606 West Walnut Street, Goldsboro, Looking Southeast.....	A-41
53. 610 West Walnut Street, Goldsboro, Looking Southeast.....	A-43
54. 614 West Walnut Street, Goldsboro, Looking Southeast.....	A-43
55. 611 West Walnut Street, Goldsboro, Looking Northwest .....	A-45
56. 613 West Walnut Street, Goldsboro, Looking Northwest .....	A-45
57. 701 West Walnut Street, Goldsboro, Looking Northwest .....	A-47
58. 703 West Walnut Street, Goldsboro, Looking North .....	A-47
59. 707 West Walnut Street, Goldsboro, Looking Northwest .....	A-49
60. 702 West Walnut Street, Goldsboro, Looking South.....	A-49
61. 504 West Chestnut Street, Goldsboro, Looking Southwest.....	A-51
62. 502 West Chestnut Street, Goldsboro, Looking South.....	A-51
63. 604 West Chestnut Street, Goldsboro, Looking Southwest.....	A-53
64. 203 Kennon Avenue, Goldsboro, Looking Southwest.....	A-53
65. 603 West Chestnut Street, Goldsboro, Looking Northwest .....	A-55
66. 607 West Chestnut Street, Goldsboro, Looking Northwest .....	A-55
67. 702 West Chestnut Street, Goldsboro, Looking Southwest.....	A-57
68. 711 West Chestnut Street, Goldsboro, Looking Northwest .....	A-57
69. 703 West Chestnut Street, Goldsboro, Looking North .....	A-59
70. 724 West Chestnut Street, Goldsboro, Looking Southwest.....	A-59
71. 120 South Alabama Avenue, Goldsboro, Looking Northeast.....	A-61
72. 118 South Alabama Avenue, Goldsboro, Looking Northeast.....	A-61
73. 108 South Alabama Avenue, Goldsboro, Looking Northeast.....	A-63
74. 104 South Alabama Avenue, Goldsboro, Looking Southeast .....	A-63
75. 104 North Alabama Avenue, Goldsboro, Looking Northeast .....	A-65
76. 106 North Alabama Avenue, Goldsboro, Looking East.....	A-65
77. 618 West Mulberry Street, Goldsboro, Looking South.....	A-67
78. 608 West Mulberry Street, Goldsboro, Looking South.....	A-67
79. 602 West Mulberry Street, Goldsboro, Looking South.....	A-69
80. 607 West Mulberry Street, Goldsboro, Looking North .....	A-69
81. 115 South Alabama Avenue, Goldsboro, Looking Northwest.....	A-71
82. 109 South Alabama Avenue, Goldsboro, Looking Northwest.....	A-71
83. 105 South Alabama Avenue, Goldsboro, Looking Northwest.....	A-73
84. Dewey Bros. Foundry, 705 South George Street, Goldsboro, Looking Southwest .....	A-73
85. 706 South George Street, Goldsboro, Looking Northeast.....	A-75
86. Commandment Keeper's Church of Living God, Carver Boulevard, Goldsboro, Looking South .....	A-75
87. Gulf Oil Buildings, 1000 South George Street, Goldsboro, Looking South.....	A-77
88. 800 South George Street, Goldsboro, Looking South .....	A-77
89. Elmwood Cemetery, Brick Street, Goldsboro, Looking North.....	A-79
90. 400 West Elm Street, Goldsboro, Looking Northwest.....	A-81
91. Atlantic Coast Line Railroad (Now CSX), Goldsboro, Looking North from Grade Crossing at West Chestnut Street toward Goldsboro Union Station.....	A-81

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92. North Carolina Railroad, Goldsboro, Looking Southeast from West End of Chestnut Street .....	A-83
93. Eastern Hardwoods Plant on West Elm Street, West of South George Street, Goldsboro, Looking East .....	A-83
94. 505 West Mulberry Street, Royall Ice Cream Company, Goldsboro, Looking Northeast.....	A-85
95. Proposed Goldsboro Historic District Expansion .....	B-4
96. View of Houses along South Georgia Avenue in the Goldsboro Historic District Expansion, Looking Southwest.....	B-5
97. View of Houses along South Georgia Avenue Facing South from West Walnut Street in the Goldsboro Historic District Expansion .....	B-6
98. View of ca. 1913 Houses along 500 Block of West Chestnut Street, Facing East from the CSX Tracks in the Goldsboro Historic District Expansion .....	B-7



## **1. PROJECT DESCRIPTION AND ARCHITECTURAL SURVEY**

### **PROJECT DESCRIPTION**

The NCDOT RD is studying potential new connections between the existing CSX and NCRB rail lines in Goldsboro, Wayne County, North Carolina (Figure 1). These track improvements would support plans for possible future passenger rail service from Goldsboro to Wilmington and Morehead City and commuter rail service to the Raleigh area. In recent years, local efforts have focused on plans to revitalize the historic Goldsboro Union Station and construct a multi-modal transportation center to accommodate buses, trains, and taxis. While the Goldsboro Connector Tracks Project is related to and would support those efforts, it is not directly connected to local plans for re-use of the station.

The Goldsboro Connector Tracks Study is included in the 2012–2018 North Carolina State Transportation Improvement Program (STIP) as TIP Project P-5004. NCDOT RD is working with the City of Goldsboro and Wayne County to conduct the study. The purpose of the Goldsboro Connector Tracks Project is to facilitate future passenger rail service by creating new connections between existing rail lines that will allow for future rail passenger service along the two railroad lines between Goldsboro and destinations such as Wilmington, Morehead City, and Raleigh, using Goldsboro Union Station.

### **PROJECT AREA DESCRIPTION**

The Goldsboro Connector Tracks Project area is located at the western edge of the City of Goldsboro, county seat for Wayne County (Figure 2). It is a triangular area, bounded on the northwest by the single-track railroad line of the NCRB, on the east by the CSX railroad tracks, on the north by the junction of the two railroads north of West Ash Street (US 70 Business), and on the south by an abandoned spur line of the NCRB along Brick Street. The Project area is dominated by the presence of the railroads, with the partially rehabilitated 1909 Goldsboro Union Station (listed in the NRHP since 1977) occupying a large, open two-block square on North Carolina Street. The residential neighborhood that grew up around the train station during the early 1910s continued the grid street pattern of Goldsboro's historic downtown to the east. North-south Alabama and Georgia Avenues and Carolina Street and east-west Ash, Mulberry, Chestnut, and Walnut Streets are lined with one- and two-story frame houses in vernacular variants of the Bungalow and late Queen Anne styles. The historically African-American neighborhood known as Little Washington was located south and southwest of the train station. The Little Washington neighborhood south of West Chestnut Street was cleared and redeveloped in the 1960s and 1970s and no longer contains any historic buildings. The area south of West Elm Street is characterized by a mix of uses, including a former lumber mill, a former hosiery mill, Goldsboro's historically African-American Dillard High School, and the African-American Elmwood Cemetery along Brick Street at the south end of the Project area. The section of South George Street in the Project area is made up of mostly mid- to late 20<sup>th</sup> century commercial buildings. Where the street crosses the NCRB, there is the ca. 1913 Dewey Bros. foundry complex, a 1930s house, a former service station, and two large 1930s oil storage buildings.

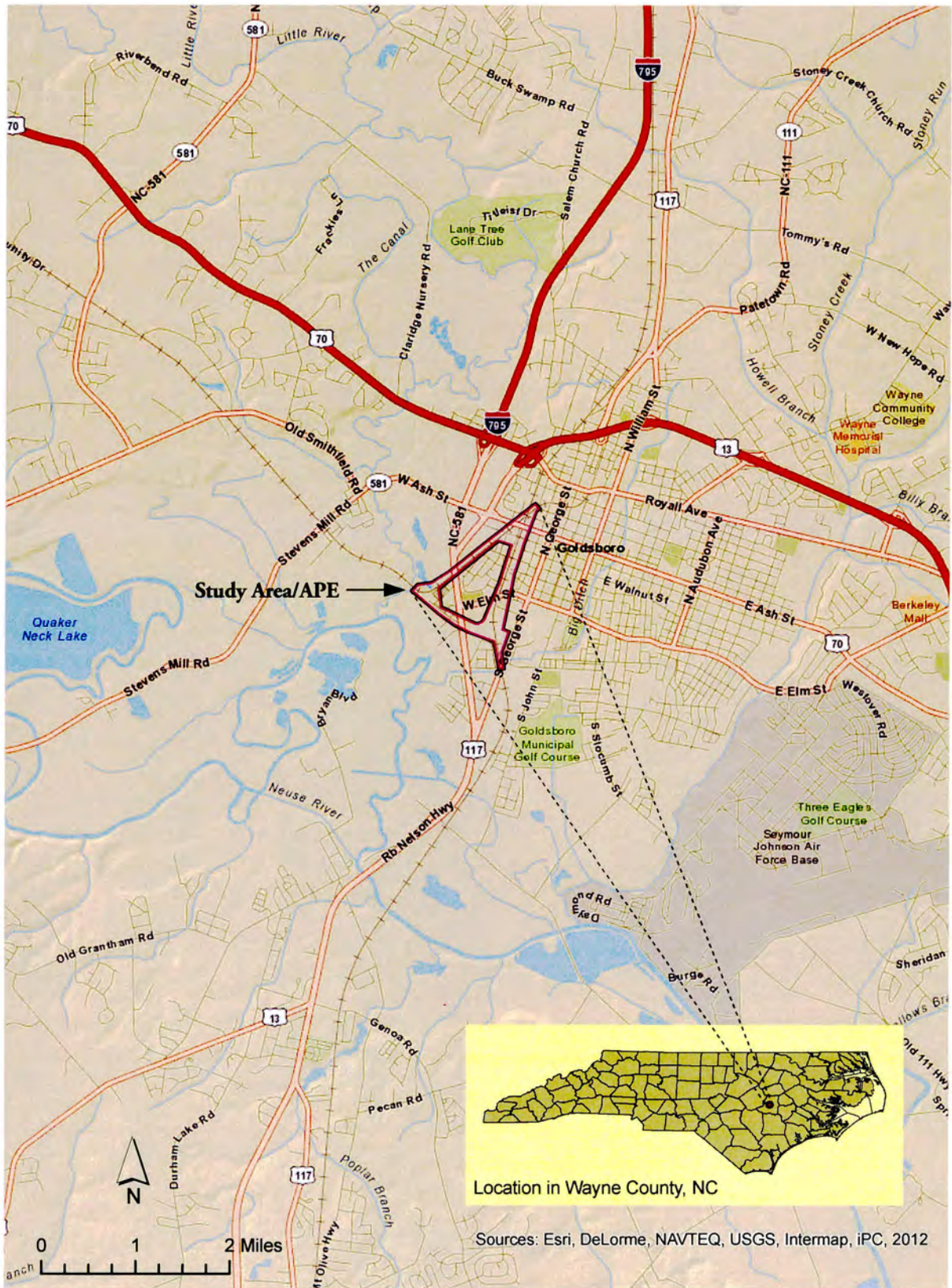


Figure 1. Goldsboro Connector Tracks Project Location Map, Goldsboro, North Carolina.

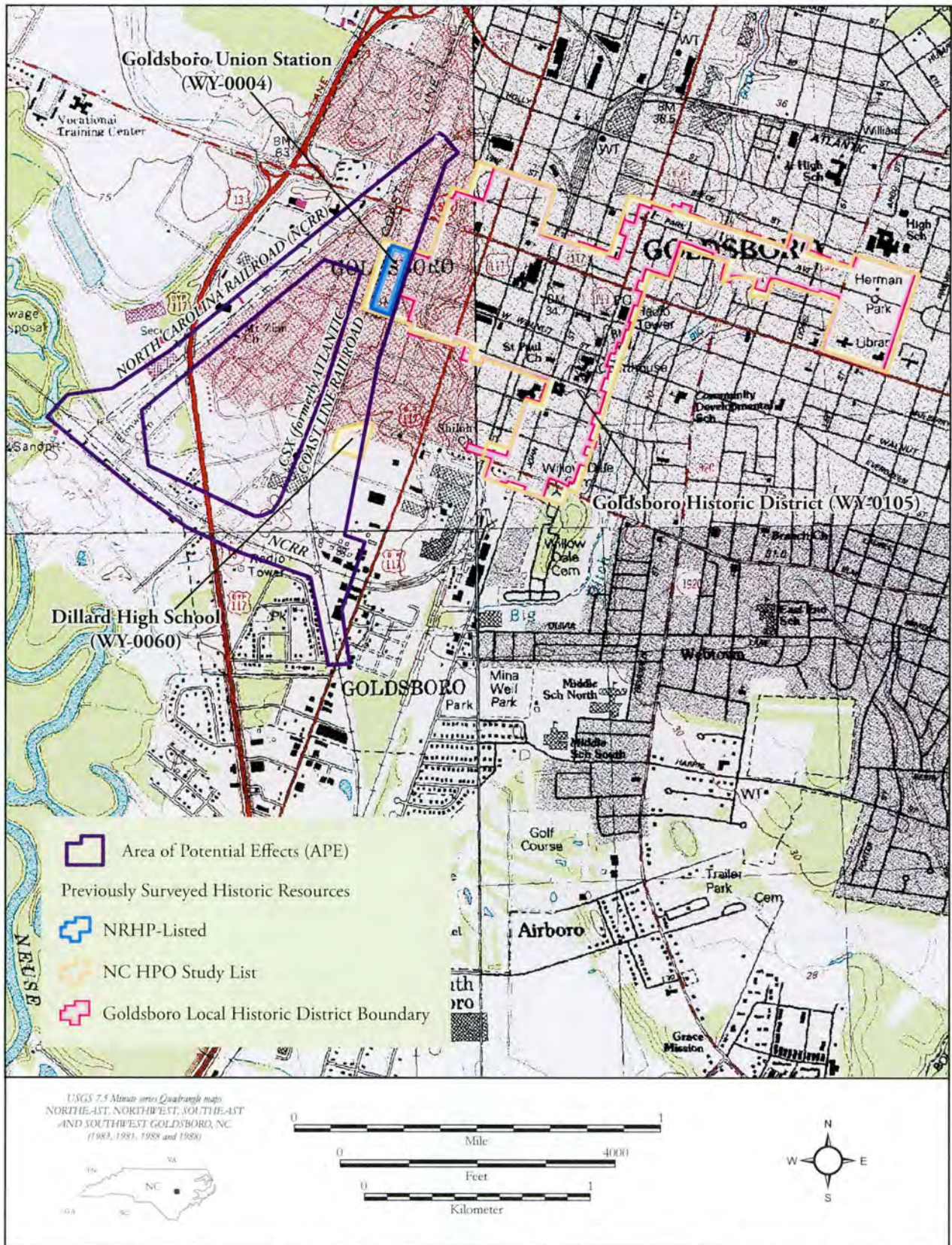


Figure 2. Location of Project Area of Potential Effects on USGS Topographic Quadrangle maps.

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## **PURPOSE OF SURVEY AND REPORT**

The NCDOT RD has conducted a historic architectural survey and compiled this report in order to identify historic resources located within the Project APE, as part of the environmental studies performed by the NCDOT RD. This report is prepared as a technical appendix to the Environmental Assessment (EA) and as part of the documentation in compliance with the State Environmental Policy Act (SEPA) of 1971 and the National Historic Preservation Act (NHPA) of 1966, as amended. The architectural survey was conducted to satisfy the requirements of Section 106 of the NHPA, which mandates that federally funded and permitted undertakings consider potential effects to historic resources listed in or eligible for listing in the NRHP. This report is on file with the NCDOT RD and is available for review by the public.

## **SURVEY METHODOLOGY**

On behalf of NCDOT RD, TRC conducted an architectural and historical survey of the Project APE in June 2012. The survey and this report are in accordance with the provisions of the *Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation* (48 CFR 44716); 36 CFR Part 800; 36 CFR Part 60; and the NCDOT's *Survey Procedures and Report Guidelines for Historic Architectural Resources*.

The purpose of the survey was to identify and map all architectural resources 50 years or older within the Project APE and to provide recommendations for NRHP listing based on their historic significance and integrity. The survey consisted of four tasks: 1) agency consultation and definition of the APE; 2) background research and identification of previously surveyed resources; 3) on-site fieldwork; and 4) evaluation of the surveyed structures and buildings for NRHP eligibility.

### *Area of Potential Effects*

The APE is defined as the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties,<sup>1</sup> if any such properties exist. For assessment of effects to historic architectural resources, the APE would encompass the area within which the Project may cause changes in the character, setting, or use of architectural resources listed in or eligible for listing in the NRHP. The NCDOT RD defined the APE as extending approximately one city-block on either side of the potential project construction limits (Figure 2). During the survey, the APE was expanded as necessary based on field observations to include additional resources associated with a potential historic district expansion and/or located within the project viewshed.

### *Background Research*

The Wayne County Real Estate Assessor's records were consulted for a list of properties within the APE with construction dates of 1962 or earlier. TRC also consulted the NC HPO website and GIS (<http://gis.ncdcr.gov/hpoweb/>) for locations of previously surveyed historic resources in the APE. As a result of previous studies, including an architectural survey of Goldsboro conducted by

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<sup>1</sup> An "historic property" is defined as any building, structure, object, site, or district listed in or eligible for listing in the NRHP.

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architectural historian Barbara Hammond for the City of Goldsboro in 1984, there are three (3) previously identified resources within the Project APE:

- Goldsboro Union Station (WY-004), listed in the NRHP in 1977
- Dillard School (WY-060), 504 West Elm Street, placed on the NC HPO Study List in 1983
- Goldsboro Historic District (WY-105); This district, consisting of the majority of Goldsboro's historic resources in the downtown area, has been certified by the National Park Service (NPS) as a locally designated historic district, although it has not been listed in the NRHP. The Goldsboro Historic District has been placed on the NC HPO Study List.

In-depth historical research on Goldsboro, its neighborhoods, and individual surveyed properties located within the APE was conducted at the Wayne County Courthouse in Goldsboro, the North Carolina State Archives in Raleigh, and at the Wayne County Library (Goldsboro Branch). Informant interviews were conducted with City of Goldsboro officials.

#### *Field Survey*

In June 2012, TRC architectural historian Geoffrey Henry conducted the field survey of architectural resources 50 years and older within the Project APE. Eighty-six (86) resources (including the three previously surveyed resources) were identified, mapped, and photographed during this survey (Figure 3). NCHPO Historic Property Field Data forms were completed for all surveyed resources.

#### *NRHP Evaluation*

The NRHP significance criteria in 36 CFR 60.4 define eligible cultural resources as buildings, structures, objects, sites, and districts that have integrity of location, design, setting, materials, workmanship, feeling, and association and that meet one or more of the following criteria. (Criterion D is most often, but not exclusively, used with archaeological resources.) There are four criteria under which an historic resource (building, object, structure, site, or district) may be listed in the NRHP. These criteria are contained in Chapter VI "How to Identify the Type of Significance of a Property" contained in National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation* (National Park Service 1990, revised for internet 2002):

*"The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects:*

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

*B. That are associated with the lives of significant persons in our past; or*

*C. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

*D. That have yielded or may be likely to yield, information important in history or prehistory.*

*Ordinarily cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic*

*buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:*

- a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or*
- b. A building or structure removed from its original location but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or*
- c. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building associated with his or her productive life; or*
- d. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or*
- e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or*
- f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or*
- g. A property achieving significance within the past 50 years if it is of exceptional importance.”*

In addition to meeting one or more of the NRHP Criteria, a historic resource must also retain its integrity, defined as the ability of the historic resource to convey its significance. The NRHP recognizes seven aspects of integrity, which in combination are essential to conveying its significance. These aspects include integrity of location, design, setting, materials, workmanship, association and feeling, and are further defined in Chapter VIII of Bulletin 15, *How to Evaluate the Integrity of a Property*.

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## **2. HISTORIC CONTEXT STATEMENT**

Formed in 1779 after the partition of Dobbs County, Wayne County was named for Revolutionary War General Anthony Wayne. In 1787, the county seat was established at Waynesborough, located on the west bank of the Neuse River, a short distance to the southeast of present-day Goldsboro (Johnson et al. 1979:123).

When the Wilmington & Raleigh (later renamed Wilmington & Weldon) Railroad was chartered in 1834, this region of North Carolina moved from economic stagnation toward a period of rapid development. On March, 1840, the last spike in the railroad was driven a mile east of Waynesborough, at a place which soon became known as Goldsborough's Depot, named for Major Matthew Goldsborough, assistant chief engineer of the railroad (Bailey 1977:8.1). The name Goldsborough was officially adopted in 1839, and the spelling subsequently changed to Goldsboro about 1860.

Goldsboro had previously been a "halfway house" on the New Bern and Raleigh stage line. Arnold Borden built a hotel, reportedly at the suggestion of Major Goldsborough, at the intersection of the railroad and the New Bern Road. Because of the hotel, the village was made a stopover point for the railroad and began to establish itself as a community (Hammond 1987:2). When the Wilmington & Weldon Railroad was completed, its 161.5 miles made it the longest railroad in the world (Bailey 1977:8.1) (Figure 4).

The railroad made Goldsboro. Between 1840 and 1845, increasing numbers of citizens located from Waynesborough to the new community at Goldsboro, and interest in moving the county seat began to build. In 1847, the vote was cast overwhelmingly in favor of relocating to Goldsboro, where a handsome brick courthouse was completed by 1850 (Johnson et al. 1979:124). A thriving town soon emerged with substantial dwellings and a busy commercial district (Hammond 1987:2).

The 1847 town plan specified Center and Walnut Streets as the nucleus of a grid, with the other streets aligned on the grid. The north-south streets were given men's names and the east-west streets were given the names of trees (Hammond 1987:2). In 1851, Ira Langston contracted to lay out Boundary Street (now Holly Street), which served as the northernmost limits of the city. George Street and the cross streets from James to George were laid out by surveyor W.C. Bryan in 1854 (Johnson et al. 1979:121).

In 1850, the North Carolina Railroad (NCRR) was chartered and construction was begun simultaneously from Goldsboro and Charlotte, its western terminus. Goldsboro's pre-eminence as a transportation center was furthered when the NCRR line was completed in January 1856. By 1858, still another railroad had been chartered, the Atlantic & North Carolina Railroad, which ran from Beaufort, on the coast, to Goldsboro, where it connected with points north, south, and west (Bailey 1977:8.1).



Figure 4. North Carolina's Railroads in 1854

The convergence of the major railroad lines within the region in Goldsboro signaled the beginning of the city's strategic position within the statewide transportation system. Located some 50 miles southeast of Raleigh, and situated in the heart of the eastern North Carolina bright leaf tobacco belt, Goldsboro developed as the transportation center for the region's agricultural industry (Hammond 1987:1). From ca. 1840 until 1886, a railroad station straddled the tracks across Center Street at Walnut Street. Destroyed by fire, it was never reconstructed on the site, probably because the existing Kennon Hotel was utilized as a waiting room and ticket office (Hammond 1987:4).

Lack of commuter transportation vitally affected the location of homes in relation to businesses, with businesses located as close to the railroad as possible (Martin et al. 2009:14). This resulted in a mixed land use that centralized the city's initial development onto a main thoroughfare flanking the tracks on both sides. Three streets, namely South John, South William, and North James, best exemplify the architectural forms of the city's formative years (Hammond 1987:4).

By 1861, the population of Goldsboro was estimated to be between 1,200 and 1,500 inhabitants. At the outbreak of the Civil War, the strategic importance of Goldsboro was obvious, and it became an important supply center for the Confederate forces fighting in Virginia (Bailey 1977:8.1). Although raided by Federal troops from New Bern on December 17, 1862, Goldsboro's direct involvement in the war was avoided until after the Battle of Bentonville in 1865. Goldsboro fortunately escaped the destruction that occurred across most of the surrounding countryside because of General Schofield's arrival from Wilmington two days prior to Sherman's Army (Hammond 1987:2).



By the 1890s, Goldsboro had become the seventh largest city in the state, with a population rapidly approaching 4,000 (Hammond 1987:4). A post-Civil War sense of economic optimism, combined with the onset of the Industrial Revolution throughout the state, contributed to the rapid industrialization and growth of Goldsboro's population (Johnson et al. 1979:133). By the late 19<sup>th</sup> century, the tobacco and furniture industries had established their pre-eminence on a statewide basis, although cotton remained the main local staple crop during the post-war period. Twenty-five to thirty thousand bales of cotton were marketed in Goldsboro before 1880. Corn, rice, tobacco, and truck farming became important during the latter part of the 19<sup>th</sup> century as well.

From 1881 until the eve of World War I, a strong, broad-based industrial community was established in rapid succession by the following businesses: 1881 - J.H. Strauss & Co. Rice Mill (later Carolina Rice Mills); 1882 - Goldsboro Oil Mills; 1884 - Goldsboro Lumber Co.; 1885 - Royall & Borden Mattress Factory, Dewey Brothers, and the Goldsboro Furniture Company (later Kemp Furniture); 1886 - Wayne Agricultural Works; 1887 - The Enterprise Lumber Company; 1909 - Goldsboro Buggy Company, Goldsboro Knitting Mills, and Utility Manufacturing Company; and 1911 - Wayne Hardware Company (Hammond 1987:4).

At the turn of the 20<sup>th</sup> century, Goldsboro experienced the largest boom in residential construction thus far in its history. The population had risen to nearly 5,800 in 1900 and proceeded to double within the next decade. Many civic improvements were instituted in the early decades of the 20<sup>th</sup> century, indicative of an era of progress and prosperity right up until World War I (Johnson et al. 1979:111).

Prior to 1910, Goldsboro's streets were largely unpaved. By 1915, 2.7 miles of concrete were completed and by 1919, the entire city was paved. In addition to street paving, sidewalks and road construction received great emphasis. Goldsboro was ahead of the majority of the state in such civic improvements to the extent that a streetcar system was in operation by 1911 (Hammond 1987:4). As Goldsboro reached the official status of city, it possessed all of the essential characteristics: a school system, fire department, electric and water companies, street lamps, and a sewer system.

The railroad that had been the impetus for the initial development of Goldsboro had begun to represent unfavorable living conditions, particularly in the light of the "City Beautiful" movement (Hammond 1987:4). The railroad tracks running parallel to Center Street, with the continual stream of traffic, noise, and dirt was the antithesis of the "City Beautiful" and Goldsboro's new neo-Classical City Hall. Intense civic pride furthered the demands that the railroad tracks be relocated from Center Street.

On March 2, 1906, the Goldsboro Union Station Company was chartered to build a new train station for Goldsboro. The station was to be built for the joint use of the Norfolk & Southern, Southern, and Atlantic Coast Line Railroads—thus its designation as Union Station (Bailey 1977:8.1). By 1906, the Wilmington & Weldon Railroad had become the Atlantic Coast Line, and the Atlantic & North Carolina and the North Carolina Railroads had been absorbed into the Norfolk & Southern and the Southern Railway lines.

A station site was selected at the western end of Walnut Street on a spur line that circled the city on the west. A large square was set aside for the station, and Walnut, Mulberry, and Chestnut Streets were extended west from the station. In August, 1907, construction was begun on the Goldsboro Union Station. (Figure 5)



Figure 5. Early Postcard View of Goldsboro Union Station after its Completion in 1909.

The design for the new station was developed by the Wilmington architectural firm of Leitner & Hilkins. Joseph F. Leitner, the best known of the partners, was before he settled in Wilmington in 1895, a well-known architect in Augusta, Georgia; Columbia, South Carolina; and Chattanooga, Tennessee (Bailey 1977:8.2). He designed a number of Wilmington buildings before becoming chief architect for the Atlantic Coast Line Railroad. A 1911 publication promoting Wilmington identified Leitner among the businessmen prominent in the city. Leitner was described as the architect of “a very large number of residences here and elsewhere from Virginia to Mississippi,” of the Atlantic Trust Building, and of the forthcoming Union Station in Wilmington (Bailey 1977:8.1). It was noted that as “official architect” for the railroad, he had “erected the largest number of their important buildings and stations in various places during the last four years” (Bailey 1977:8.2).

The new building was completed in June, 1909, at a cost of \$72,000. The Union Station Company acquired ownership of the property in July, 1908. It was not until 1914, after several years of litigation, that the City of Goldsboro was enabled to enforce its rights in the regulation of trains and the shifting of railroad cars on Center Street. It was later still, in 1926, when the railroad tracks were forcibly removed from Center Street in the middle of the night by bands of citizens, and parking areas expanded (Bailey 1977:8.2) (Johnson et al. 1979:145).

As a result of the building of the new station, previously undeveloped land extending north two blocks and south two blocks from the square was laid out and developed by the locally prominent Borden family. In June 1907, surveyor L.J. Schwab produced “Map of Subdivision of Land of F.K. Borden, Goldsboro, N.C.” (Wayne County Land Surveys, Plat Cabinet B, Slide 198) (Figures 6 and 7). Existing Walnut, Chestnut, Ash and Pine Streets were extended to the west, and the addition of north-south Carolina Street and Georgia, Alabama, and Maryland Avenues continued the grid street

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pattern of the older part of Goldsboro. The city limits were expanded in 1909 to include Union Station and about half the newly opened subdivision (Bailey 1977:8.2).

The 1911–1912 City Directory for Goldsboro did not list any addresses for Alabama or Georgia Avenues or Carolina Street, although a few names appeared on West Walnut and Chestnut Streets (Hills City Directory 1911–1912). Lots in the new subdivision sold rapidly during the next few years. In March 1913 alone, Frank Borden sold undeveloped lots to J.C. Coward, W.R. Crow, John R. Rafer, R.R. Dempsey, Sallie Cox, Willima and Ruth Spicer, Charles A. Land, J.W. Bizzell, and Mary Jennett (Wayne County Deed Records). The 1913 Sanborn Insurance Map of Goldsboro was the first to show the new subdivision, with numerous houses built along North Carolina and North Georgia Avenues and on the south side of West Chestnut Street, just south of the station. A ca. 1915 photograph of the Union Station area shows houses along both South Georgia Avenue and West Chestnut Street (Figure 8). The 1918 and 1924 Sanborn insurance maps show the neighborhood as nearly fully developed (Figure 9).

City Directories for Goldsboro from the 1920s give a picture of the professions of the residents of this new subdivision in Goldsboro. Many residents worked for the railroad companies or for associated businesses in Goldsboro. Tim Smith, a clerk for the Atlantic Coast Line Railroad, lived at 618 West Mulberry Street; Cecil Willis, a conductor for the same railroad, lived at 107 South Georgia Avenue; Ruth Haner, a clerk for the Southern Railroad, lived at 113 South Georgia Avenue; Charles Ennis, a railroad clerk, lived at 502 West Chestnut Street; and John Bass, a manager of the Farmers Feed and Exchange, lived at 119 South Georgia Avenue (Hill's City Directory Inc. 1928).

The area immediately to the south of Pine Street, beginning two blocks south of the Union Station (and outside the Borden subdivision), was known as “Little Washington,” historically home to many of Goldsboro’s African-American residents. Sanborn maps from 1913 and 1918 show this area densely developed with small residences, a church, and a graded school. Formerly located outside the city limits, the area was added to the city as a result of the 1909 annexation.

Dillard High School, located on West Elm Street, was the outgrowth of a private school founded in 1866 for African-American students. The Reverend Clarence Dillard came to Goldsboro in 1884 to serve as pastor of the Presbyterian (Shiloh) Church. In 1894, Reverend Dillard became principal of the “Goldsboro Colored School” as it was called then. The building that Reverend Dillard saw erected in 1922 was named Dillard High School in his honor. Reverend Dillard retired in 1924 and was succeeded by Mr. Hugh Victor Brown. Dillard High School was accredited by the North Carolina State Department of Public Instruction in 1926 and by the Southern Association of Colleges and Secondary Schools in 1937.



Figure 6. "Map of Subdivision of Land of F. K. Borden, Goldsboro, N.C." (Part 1).

197

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Plat Cabinet B Slide 198

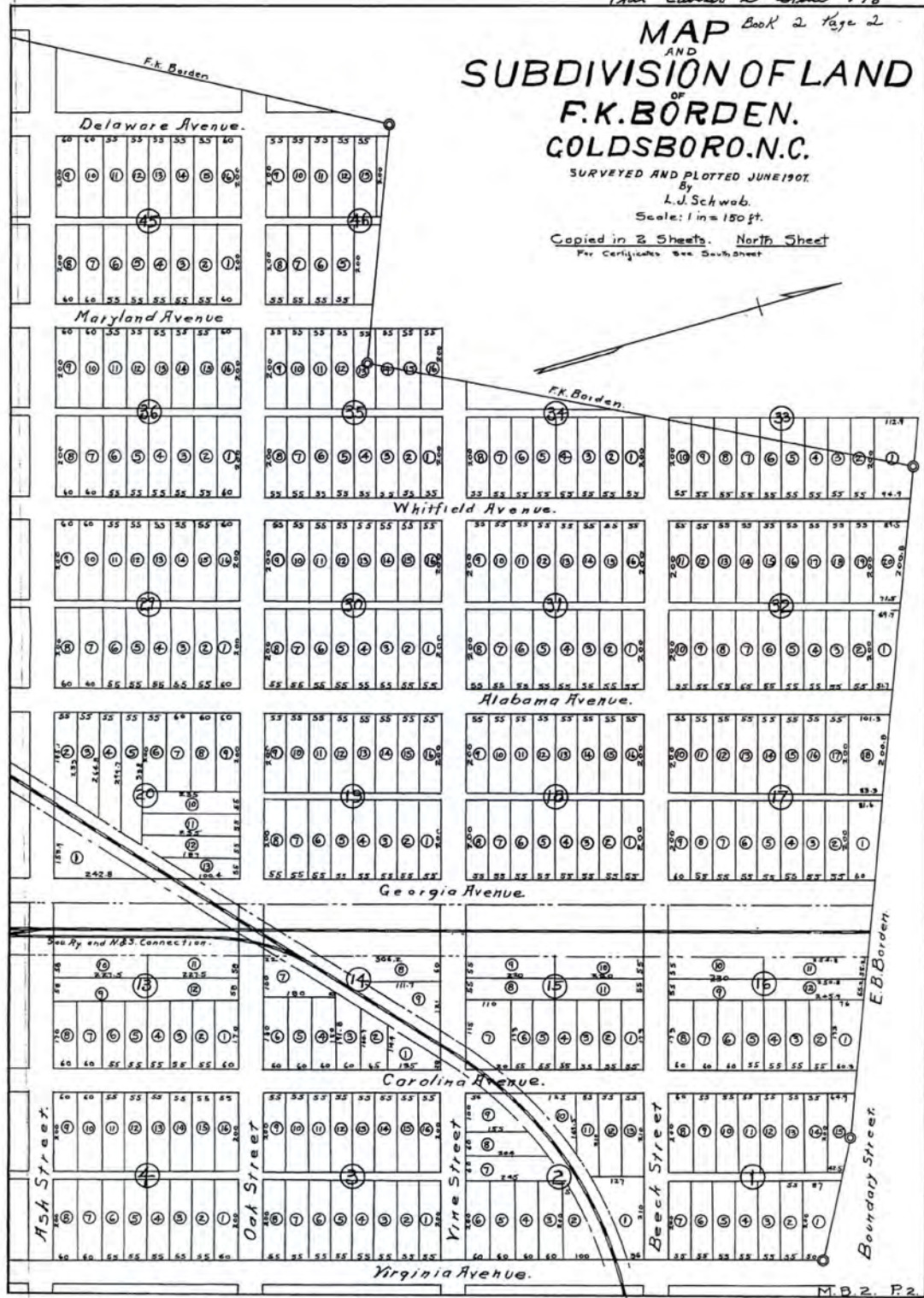


Figure 7. "Map of Subdivision of Land of F. K. Borden, Goldsboro, N.C." (Part 2).



Figure 8. West End of West Walnut Street at Goldsboro Union Station, ca. 1915. Houses Immediately to the Left of the Railroad Station are on South Georgia Street (Still Extant), and to the Left of These are Two Houses (Still Extant) on West Chestnut Street. (Source: Wayne County Public Library, [www.wcpl.org/genealogy/photographcategories.asp](http://www.wcpl.org/genealogy/photographcategories.asp))



Figure 9. John O Royall Ice Cream Co., West Mulberry at Carolina St., Goldsboro, ca. 1920 (Source: Wayne County Public Library, [www.wcpl.org/genealogy/photographcategories.asp](http://www.wcpl.org/genealogy/photographcategories.asp)).

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### 3. SURVEY RESULTS AND NRHP EVALUATIONS

#### PREVIOUSLY SURVEYED RESOURCES IN THE GOLDSBORO CONNECTOR TRACKS APE

As a result of the background research and fieldwork phases, TRC identified three previously surveyed resources—Goldsboro Union Station, Dillard High School, and Goldsboro Historic District—within the Goldsboro Connector Tracks Project APE. The three previously surveyed resources are described below and are evaluated for NRHP eligibility.

*Goldsboro Union Station (WY-0004), 101 North Carolina Street, Goldsboro*

The Goldsboro Union Station was designed by Wilmington, North Carolina architect J.F. Leitner and constructed between 1907 and 1909, and stands on a large square in southwestern Goldsboro (Figure 10). The two-story, seven-bay Flemish bond brick building with hipped roof is flanked by one-story, four-bay gable roofed brick wings. In the center of the main (east) facade is a three-story tower which projects slightly from the main block. At the rear, the center four bays project slightly as a pavilion, surmounted by a curved parapet. Parapeted gables terminate the gable ends of the wings. One-story porches extend across the front and rear elevations of the main block and around the corners to the wings. The shed porch roofs are supported by heavy yellow brick posts, with molded stone belt courses, capitals, and brick and stone caps projecting approximately two feet above the roofline. From the center bay of the front porch, a three-bay-long extension serves as a covered passageway between the station and the train shed.



Figure 10. Goldsboro Union Station following NCDOT Stabilization, East Façade, Facing West (TRC 2012).



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*NRHP Evaluation:* After rail passenger service ended in Goldsboro in the late 1960s, the station was converted for use as a lumber supply store and warehouse. In 2010, NCDOT RD completed a partial rehabilitation of the station and it awaits ultimate re-use as a multi-modal transportation center in Goldsboro. The Goldsboro Union Station was listed in the NRHP in 1977, and although not currently in use as a station, the building retains the historical/architectural significance and integrity for listing in the NRHP.

*Dillard High School, (WY-0060), 504 West Elm Street, Goldsboro*

The two-story, eight-bay Dillard High School Building was constructed in 1922 as Goldsboro's African-American High School at a cost of \$168,000. The brick veneer structure with central entrance on the north façade has approximately 23,000 square feet in the main building, with an additional 1,500 feet in the attached brick veneer structure built in 1954 as the school's cafeteria (Figure 11).

Dillard High School was named for Reverend Clarence Dillard (1864–1932), a pastor and educator who served as principal of Goldsboro's black schools for 30 years. Originally named simply "The Colored School" the school was renamed at the urging of Dillard's successor, Professor H.Y. Brown (Hamilton 1983). The adjacent Johnson Hosiery Mill building at 400 W Elm Street was acquired by the school and used as a vocational training annex. The cafeteria wing was added in 1954. Dillard High School was closed in 1963 following the end of legal segregation in Goldsboro's public schools. Left vacant for many years, it is presently used by a charter school association.

*NRHP Evaluation:* The Dillard High School has been placed on the NC HPO Study List. The Dillard High School is NRHP eligible under Criterion A on the local level in the area of education for its association with the history of Goldsboro's African-American residents. The period of significance is 1922–1963. The school is also potentially NRHP eligible under Criterion B for its association with its first principal, the well-known North Carolina educator Reverend Clarence Dillard.



Figure 11. Dillard High School, 540 W Elm Street, Goldsboro, North Façade, Facing South (TRC 2012).

*Goldsboro Historic District (WY-0105), various streets in downtown Goldsboro*

The Goldsboro Historic District is a 46-block district containing approximately 535 buildings, with 379 buildings considered contributing at the time of the 1984 survey report (Goldsboro Department of Planning and Redevelopment 1984). The district is bounded on the north by Ash Street, on the west by the Goldsboro Union Station and the rear lot line of the east side of Carolina Street, and on the east by Herman Park and the Park Avenue residential neighborhood. The district includes six structures listed individually in the NRHP, including the Wayne County Courthouse (Figure 12), Goldsboro Union Station, and the Goldsboro City Hall. The historic district includes the majority of Goldsboro's historic architecture from the mid-19<sup>th</sup> century to the early 20<sup>th</sup> century period, and contains examples of several nationally popular architectural styles as well as examples of vernacular architecture. Goldsboro's historic commercial core along Center Street and surrounding side streets is also included.

*On 10-01-01  
Property boundaries*

*NRHP Evaluation:* The Goldsboro Historic District has been certified as a locally designated historic district by the NPS, but has not been listed in the NRHP. The historic district has been placed on the NC HPO Study List. The Goldsboro Historic District is NRHP eligible under Criterion A on the local level for its association with the history of Goldsboro as the political, commercial, transportation, and cultural center of Wayne County. It became the Wayne County seat in 1847, taking over this role from the older settlement at Waynesborough. Established as Goldsborough Junction at the crossing of the Wilmington & Weldon and North Carolina Railroads, Goldsboro grew dramatically during the 19<sup>th</sup> century as a transportation center for this entire region of North Carolina. The Goldsboro Historic District is potentially NRHP eligible under Criterion B for containing the homes and businesses of numerous politically and socially prominent citizens of Goldsboro, in particular the Borden family. The Goldsboro Historic District is NRHP eligible under Criterion C for its collection of high-style and vernacular residential, commercial, religious, and governmental architecture, with some buildings designed by architects of statewide reknown.



Figure 12. Wayne County Courthouse in Goldsboro Historic District, Goldsboro, East Façade, Facing West (TRC 2012).

2014 Nov 8 P. 577

**NEWLY SURVEYED RESOURCES IN GOLDSBORO CONNECTOR TRACKS APE**

The June 2012 architectural survey by TRC identified 83 resources over 50 years of age in and adjacent to the APE that had not been previously surveyed. Those 83 resources include residences, commercial buildings, a railroad trestle, the CSX and NCRR tracks within the APE, a cemetery, a church, and several industrial buildings. The surveyed buildings were mapped, photographed, and recorded on NC HPO field survey forms. Table 1 lists the 86 surveyed resources (including the three previously surveyed resources) in the Goldsboro Connector Tracks APE by PIN number, field survey number or NC HPO-assigned number, and address. Individual building descriptions and accompanying photographs for the newly surveyed resources are in Appendix A. A description and NRHP evaluation of a potential expansion of the Goldsboro Historic District is in Appendix B.

**Table 1: Surveyed Sites in Goldsboro Connector Tracks APE**

<b>PIN Number</b>	<b>Field No./NC HPO No.</b>	<b>Address</b>	<b>Comment</b>	<b>NRHP Evaluation and Recommendation</b>
2599668494	WY-0004	Goldsboro Union Station, 101 N Carolina St	Located within Goldsboro Historic District	NRHP listed
2599643264	WY-0060	Dillard School, 504 W Elm St	1922 African-American High School	NC HPO Study List NRHP eligible, Criterion A
Multiple	WY-0105	Goldsboro Historic District, various streets in downtown Goldsboro	Includes Goldsboro Union Station	NC HPO Study List NRHP eligible, Criteria A and C
N/A	1	Southern RR Bridge over N Carolina St, N of Vine St	North Carolina RR	NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599787281	2	410 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599777919	3	402 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599777904	4	400 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599776853	5	316 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599776724	6	312 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C

*Historic Structures Report for  
 Goldsboro Connector Tracks Project,  
 Wayne County, North Carolina  
 TIP No. P-5004*

2599776608	7	308 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599775683	8	306 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599775548	9	304 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599773654	10	305 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599773669	11	307 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599773784	12	309 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599774709	13	311 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599774844	14	313 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599774351	15	214 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599774155	16	210 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599774038	17	206 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599773076	18	204 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599773020	19	200 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599771083	20	201 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599772101	21	205 N Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C

*Historic Structures Report for  
Goldsboro Connector Tracks Project,  
Wayne County, North Carolina  
TIP No. P-5004*

2599761203	22	110-120 S Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599750803	23	202 S Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599659798	24	204 S Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599657841	25	207 S Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599658935	26	201 S Carolina St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599677206	27	201-203-205 N Georgia Ave		Non-contributing resource in Goldsboro Historic District
2599676022	28	117 N Georgia Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599666907	29	113 N Georgia Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599665981	30	111 N Georgia Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599665873	31	107 N Georgia Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599665611	32	101 S Georgia Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599665508	33	103 S Georgia Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599664584	34	105 S Georgia Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599664469	35	107 S Georgia Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599664410	36	111 S Georgia Ave		Non-contributing resource in Goldsboro Historic District Expansion
2599663395	37	113 S Georgia Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C

*Historic Structures Report for  
Goldsboro Connector Tracks Project,  
Wayne County, North Carolina  
TIP No. P-5004*

2599663370	38	117 S Georgia Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599663293	39	119 S Georgia Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599664600	40	606 W Walnut St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599663633	41	610 W Walnut St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599662675	42	614 W Walnut St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599664801	43	611 W Walnut St		Non-contributing resource in Goldsboro Historic District Expansion
2599663872	44	613 W Walnut St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599661828	45	701 W Walnut St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599660951	46	703 W Walnut St		Non-contributing resource in Goldsboro Historic District Expansion
2599569955	47	707 W Walnut St		Non-contributing resource in Goldsboro Historic District Expansion
2599660742	48	702 W Walnut St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599657936	49	500 W Chestnut St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599657974	50	502 W Chestnut St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599662173	51	604 W Chestnut St		Non-contributing resource in Goldsboro Historic District Expansion
2599661134	52	203 Kennon Avenue		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599662344	53	603 W Chestnut St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C

*Historic Structures Report for  
Goldsboro Connector Tracks Project,  
Wayne County, North Carolina  
TIP No. P-5004*

2599661357	54	607 W Chestnut St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599568273	55	702 W Chestnut St		Non-contributing resource in Goldsboro Historic District Expansion ✓
2599564587	56	711 W Chestnut St		Non-contributing resource in Goldsboro Historic District Expansion ✓
2599567530	57	703 W Chestnut St		Non-contributing resource in Goldsboro Historic District Expansion
2599563431	58	724 W Chestnut St		Non-contributing resource in Goldsboro Historic District Expansion
2599660383	59	120 S Alabama Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599661309	60	118 S Alabama Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599662417	61	108 S Alabama Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599661670	62	104 S Alabama Ave		Non-contributing resource in Goldsboro Historic District Expansion
2599663965	63	104 N Alabama Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C ✓
2599663979	64	106 N Alabama Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599673154	65	618 W Mulberry St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599674122	66	608 W Mulberry St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599675171	67	602 W Mulberry St		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599675303	68	607 W Mulberry St		Non-contributing resource in Goldsboro Historic District Expansion
2599569309	69	115 S Alabama Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C
2599569540	70	109 S Alabama Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C

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*Historic Structures Report for  
Goldsboro Connector Tracks Project,  
Wayne County, North Carolina  
TIP No. P-5004*

2599569670	71	105 S Alabama Ave		NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C	7
2599622687	72	705 S George St	Dewey Bros. Foundry	Not NRHP eligible	
2599627362	73	706 S George St	Flowers Service Sta./ Griffin Barbecue	Not NRHP eligible	
2599516080	74	S side Carver Blvd, west of S George St	Commandment Keeper's Church	Not NRHP eligible	
2599601519 and 2599601820	75	1000 S George St	Gulf Oil Buildings	Not NRHP eligible	7
2599626006	76	800 S George St		Not NRHP eligible	
2599342316	77	Elmwood Cemetery, N side Brick St, west of US 117 Bypass	African-American cemetery	Not NRHP eligible	7
2599648302	78	400 W Elm Street	Johnson Hosiery Mill	Not NRHP eligible	7
N/A	79	Atlantic Coast Line Railroad (CSX)	Former Wilmington & Weldon RR	NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C	
N/A	80	Southern Railroad (Norfolk/Southern)	North Carolina RR	NRHP eligible, Goldsboro Historic District Expansion, Criteria A and C	
2599534851	81	Eastern Hardwoods, W Elm Street, west of S George St		Not NRHP eligible	
2599771019	82	505 W Mulberry St	Royall Ice Cream Company	Non-contributing resource in Goldsboro Historic District Expansion	7
Multiple	83	Goldsboro Historic District Expansion	"F.K Borden Subdivision" (1907)	NRHP eligible, Criteria A and C	

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**APPENDIX A**

**RESOURCE DESCRIPTIONS AND PHOTOGRAPHS**

## **NEWLY SURVEYED RESOURCES IN THE GOLDSBORO CONNECTOR TRACKS APE: DESCRIPTIONS AND PHOTOGRAPHS**

### **Survey No. 1, Figure 13**

#### **North Carolina Railroad (Southern Railway) Bridge over North Carolina Street, North of Vine Street, Goldsboro**

This single-span, metal, deck-girder railroad trestle with metal beam supports carries the single track of the North Carolina Railroad over North Carolina Street, northeast of the Goldsboro Union Station. The NCRR built tracks through this area in the early 1900s as part of the overall plan by the City of Goldsboro to reroute rail traffic from Center Street and build a new Union Station in the western section of Goldsboro. This trestle bridge was built ca. 1905–1908 to carry traffic above North Carolina Street and avoid a grade crossing. The trestle is shown on the 1913, 1918, and 1924 Sanborn insurance maps of Goldsboro.

*NRHP Evaluation:* Built as part of the relocation of rail traffic to west Goldsboro in the early 1900s, the North Carolina Railroad trestle is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

### **Survey No. 2, Figure 14**

#### **410 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-story, three-bay frame house has a pyramidal roof and a front-gable roof on the west that overhangs to form a three-bay wide porch with tapered posts on brick bases. The house has a brick foundation and is clad with vinyl siding. The 6/6 metal windows are replacements, although the fixed-sash attic window on the gable end is original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1924 Sanborn map of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 13. NCRR (Norfolk/Southern) Bridge over North Carolina Street, North of Vine Street, Goldsboro, Looking South along North Carolina Street (TRC June 2012).



Figure 14. 410 North Carolina Street, Goldsboro, Looking East (TRC June 2012).

**Survey No. 3, Figure 15**

**402 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-story, three-bay frame house has a front-gable roof with exposed rafter tails, knee braces, and a front-gable, three-bay wide porch with tapered posts on brick bases. The house has a brick foundation and is clad with weatherboard siding. The 6/6 metal windows are replacements, although the wood louver on the gable end is original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1924 Sanborn map of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 4 Figure 16**

**400 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-story, three-bay frame house has a side-gable roof and a shed roof on the west that overhangs to form a one-bay wide porch with clustered, tapered posts on brick bases. The house has a brick foundation and is clad with vinyl siding. The 6/6 metal windows and doors are replacements.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1924 Sanborn map of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 15. 402 North Carolina Street, Goldsboro, Looking Southeast (TRC June 2012).



Figure 16. 400 North Carolina Street, Goldsboro, Looking Southeast (TRC June 2012).

**Survey No. 5, Figure 17**

**316 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-story, three-bay frame house has a front-gable roof and a front-gabled, three-bay-wide front porch with replaced wrought iron metal posts. The house has a brick foundation and is clad with vinyl siding. The 6/6 wood windows are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1930 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 6, Figure 18**

**312 North Carolina Street, Goldsboro**

This Minimal Traditional house stands on a level, grassy lot on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-story, three-bay frame house has a side-gable roof and a front-gabled projecting ell in the center of the west façade. The house has a brick foundation and is clad with vinyl siding. The 6/1 metal windows and metal door are replacements.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1935 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.





Figure 17. 316 North Carolina Street, Goldsboro, Looking Southeast (TRC June 2012).



Figure 18. 312 North Carolina Street, Goldsboro, Looking Southeast (TRC June 2012).

**Survey No. 7, Figure 19**

**308 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-story, three-bay frame house has a side-gable roof and a front-gable roof with knee braces on the west that overhangs to shelter a stoop with replaced balustrade. The house has a brick foundation and is clad with vinyl siding. The 1/1 metal windows are replacements, and the one-story, two-bay ell on the south also is not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1925 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 8, Figure 20**

**306 North Carolina Street, Goldsboro**

This Cape Cod house stands on a level, grassy lot on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-and-one-half-story, three-bay frame house has a side-gable roof, gable-roofed dormers, and a side-gabled, one-story north ell. The center front door has a Colonial Revival-style surround. The house has a block foundation and is clad with vinyl siding. The 1/1 metal windows and door are replacements.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1935 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 19. 308 North Carolina Street, Goldsboro, Looking East (TRC June 2012).



Figure 20. 306 North Carolina Street, Goldsboro, Looking Southeast (TRC June 2012).

### **Survey No. 9, Figure 21**

#### **304 North Carolina Street, Goldsboro**

This Colonial Revival house stands on a level, grassy lot with mature landscaping on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-story, three-bay frame house with brick veneer has a side-gable roof and a clipped-gable roof on the west that overhangs to form a porch with paired Tuscan columns. The house has a brick foundation. The 6/1 metal windows are replacements, although the front door appears original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1930–1935 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

### **Survey No. 10, Figure 22**

#### **305 North Carolina Street, Goldsboro**

This Bungalow stands on a level, grassy lot on the west side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-and-one-half-story, three-bay frame house has a hipped roof that overhangs to form a three-bay-wide porch with Tuscan posts on brick bases. There is a hipped roof dormer on the east facade. The house has a brick foundation and is clad with wood siding. The 1/1 metal windows are replacements, although the fixed-pane sidelights and transom that surround the front door are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1924 Sanborn map of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 21. 304 North Carolina Street, Goldsboro, Looking East (TRC June 2012).



Figure 22. 305 North Carolina Street, Goldsboro, Looking Northwest (TRC June 2012).

### **Survey No. 11, Figure 23**

#### **307 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the west side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The two-story, three-bay frame house has a hipped roof and a shed roof on the east façade that overhangs to form a three-bay wide porch with tapered paneled posts on brick bases and a wood balustrade. The house has a brick foundation and is clad with vinyl siding. The 6/6 and 9/9 metal windows are replacements, and the porch has been screened in.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1924 Sanborn map of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

### **Survey No. 12, Figure 24**

#### **309 North Carolina Street, Goldsboro**

This Bungalow stands on a level, grassy lot on the west side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-story, three-bay frame house has a front-gable roof with knee braces and exposed rafter tails and a cross-gable roof on the east that overhangs to form a three-bay wide porch with tapered brick posts on brick bases. The house has a brick foundation and is clad with vinyl siding. The 6/1 wood windows and multi-pane sidelights are original, although the front door is a replacement.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1924 Sanborn map of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 23. 307 North Carolina Street, Goldsboro, Looking Northwest (TRC June 2012).



Figure 24. 309 North Carolina Street, Goldsboro, Looking Southwest (TRC June 2012).

**Survey No. 13, Figure 25**

**311 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the west side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-and-one-half-story, three-bay frame house has a hipped roof that overhangs to form a three-bay wide porch with replaced metal posts. The house has a brick foundation and is clad with vinyl siding. The 16/1 sash windows and fixed-sash dormer windows are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1924 Sanborn map of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 14, Figure 26**

**313 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the west side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-story, three-bay frame house has a side-gabled front section, a side-gabled rear section, and a shed-roofed, three-bay-wide porch with replaced metal posts. The house has a brick foundation and is clad with vinyl siding. The windows have been boarded up and are thus not visible. The house is vacant.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.





Figure 25. 311 North Carolina Street, Goldsboro, Looking Northwest (TRC June 2012).



Figure 26. 313 North Carolina Street, Goldsboro, Looking West (TRC June 2012).

**Survey No. 15, Figure 27**

**214 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the west side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The large two-story, three-bay frame house has a hipped roof with standing seam metal and cross gables on the west and north, a two-story rear section with gable roof, and a one-story rear ell. The three-bay wide porch has a hipped roof with replaced wood posts. The house has a brick foundation and is clad with vinyl siding. The 9/1 and 2/1 metal windows are replacements.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 16, Figure 28**

**210 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-and-one-half-story, three-bay frame house has a side-gable roof that overhangs to form a three-bay wide porch with wood posts. The central gable-roofed dormer has a fixed-sash window. The house has a brick foundation and is clad with vinyl siding. There is a one-story, three-bay gable-roofed rear wing. The 9/1 and fixed sash dormer windows are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 27. 214 North Carolina Street, Goldsboro, Looking Southeast (TRC June 2012).



Figure 28. 210 North Carolina Street, Goldsboro, Looking Southeast (TRC June 2012).

**Survey No. 17, Figure 29**

**206 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The two-story, three-bay frame house has a hipped roof and cross gables on the west and east and a half-hipped, three-bay-wide porch with replaced wood posts. The house has a brick-and-block foundation and is clad with vinyl siding. The 6/6 windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 18, Figure 30**

**204 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The two-story, two-bay frame house has a hipped roof and a half-hipped, two-bay-wide porch with replaced wrought iron metal posts on brick bases. The house has a brick-and-block foundation and is clad with wood siding. The 6/6 windows and doors are not original, although the transom and sidelights of the front entrance are.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 29. 206 North Carolina Street, Goldsboro, Looking Southeast (TRC June 2012).



Figure 30. 204 North Carolina Street, Goldsboro, Looking East (TRC June 2012).

**Survey No. 19, Figure 31**

**200 North Carolina Street, Goldsboro**

This vernacular Queen Anne-style double house stands on a level, grassy corner lot on the east side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The two-story, three-bay frame house has a hipped roof and cross gables on the polygonal bay on the west and also on the south and a half-hipped, wrap-around porch with paired Tuscan posts on brick bases. The house has a brick foundation and is clad with wood siding. The 1/1 windows and doors are not original and most windows have been boarded up.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 20, Figure 32**

**201 North Carolina Street, Goldsboro**

This vernacular Queen Anne-style house stands on a level, grassy corner lot on the west side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The two-story, three-bay frame house has a hipped roof and polygonal bay on the north and a half-hipped, wrap-around porch with Tuscan columns and wood balustrade. The house has a brick foundation and is clad with wood siding. The 1/1 windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 31. 200 North Carolina Street, Goldsboro, Looking Northeast (TRC June 2012).



Figure 32. 201 North Carolina Street, Goldsboro, Looking Southwest (TRC June 2012).

**Survey No. 21, Figure 33**

**205 North Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the west side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The two-story, two-bay frame house has a hipped roof and cross gables on the south and east and a half-hipped, two-bay-wide porch with replaced wood posts. The house has a brick foundation and is clad with vinyl siding. The 1/1 windows and doors are not original. There is a modern exterior stairway on the south elevation.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 22, Figure 34**

**110-120 South Carolina Street, Goldsboro**

This building stands on the east side of South Carolina Street, across the street from the Goldsboro Union Station. The one-story three-bay stucco brick building has a flat roof with stepped parapets on the north and south. Three entrances on the west have been sealed. Sash windows with 1/1 lights and segmental heads are on the north and south. The building is vacant and in fair condition. Built in the early 1920s, this building is shown on the 1924 Sanborn map as owned by the Atlantic Coast Line Railroad, although its use is not known.

*NRHP Evaluation:* This building is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.





Figure 33. 205 North Carolina Street, Goldsboro, Looking West (TRC June 2012).



Figure 34. 110-120 South Carolina Street, Goldsboro, Looking Northeast (TRC June 2012).

**Survey No. 23, Figure 35**

**202 South Carolina Street, Goldsboro**

This house with Italianate features stands on a level, grassy lot on the east side of South Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The two-story, three-bay frame house has a hipped roof and a half-hipped, three-bay wide porch with replaced wood posts. There is a one-story, three-bay gable-roofed rear wing with half-hipped porch on the north. The house has a parged brick foundation and is clad with wood siding. The 6/6 windows and doors are original although some have been boarded up.

*NRHP Evaluation:* Appearing to date from the 1880s or even earlier, this house when built was outside the Goldsboro City limits. The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood surrounding this house developed rapidly thereafter. The 1930 *Hill's Directory* for Goldsboro lists this as the home of W. Rowland Crow, who owned a coal and wood supply business on Pine Street. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 24, Figure 36**

**204 South Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the east side of South Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The two-story, two-bay frame house has a hipped roof and cross gable on the north and a half-hipped, three-bay-wide porch with Tuscan posts on brick bases. The house has a brick foundation and is clad with wood siding. The 6/6 windows, entrance with transom/sidelights, and doors are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 35. 202 South Carolina Street, Goldsboro, Looking Southeast (TRC June 2012).



Figure 36. 204 South Carolina Street, Goldsboro, Looking East (TRC June 2012).

**Survey No. 25, Figure 37**

**207 South Carolina Street, Goldsboro**

This Bungalow stands on a level, grassy lot on the west side of North Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-and-one-half-story, three-bay frame house has a side-gable roof with decorative knee braces that overhangs on the east to shelter a three-bay-wide porch with wood posts on brick bases. The house has a brick-and-block foundation and is clad with vinyl siding. The 3/1 windows and doors are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1924 Sanborn map of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 26, Figure 38**

**201 South Carolina Street, Goldsboro**

This house stands on a level, grassy lot on the west side of South Carolina Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses. The one-story, three-bay frame house has a hipped roof and cross gable on the east and a half-hipped, three-bay-wide porch with replaced wrought iron metal posts. The house has a brick foundation and is clad with asbestos shingle siding. The 1/1 windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 37. 207 South Carolina Street, Goldsboro, Looking Southwest (TRC June 2012).



Figure 38. 201 South Carolina Street, Goldsboro, Looking Northwest (TRC June 2012).

**Survey No. 27, Figure 39**

**201-203-205 North Georgia Avenue, Goldsboro**

This building stands on a corner lot at North Georgia Avenue and West Mulberry Street, across from the Goldsboro Union Station. Built in the early 1920s as an auto repair shop, the three-bay-wide and fifteen-bay-long brick building has a front gable roof with a metal-clad parapet along the façade. The three entrances on the east gable end are replacements and most of the window openings have been resized.

*NRHP Evaluation:* Built ca. 1920, this building is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, due to its loss of integrity. It is not NRHP eligible as an individual resource.

**Survey No. 28, Figure 40**

**117 North Georgia Avenue, Goldsboro**

This house stands on a level, grassy lot on the west side of North Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. The one-story, three-bay frame house has a hipped roof and cross gables on the north and east and a half-hipped, three-bay-wide porch with replaced wood posts. The house has a block foundation and is clad with vinyl siding. The 6/6 windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 39. 201, 203, and 205 North Georgia Avenue, Goldsboro, Looking Northwest (TRC June 2012).



Figure 40. 117 North Georgia Avenue, Goldsboro, Looking Southwest (TRC June 2012).

**Survey No. 29, Figure 41**

**113 North Georgia Avenue, Goldsboro**

This house stands on a level, grassy lot on the west side of North Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. The two-story, three-bay frame house has a hipped roof and cross gables on the north and east and a half-hipped, three-bay-wide wrap-around porch with balustrade and Tuscan columns on brick bases. The house has a block foundation and is clad with vinyl siding. The sash windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 30, Figure 42**

**111 North Georgia Avenue, Goldsboro**

This house stands on a level, grassy lot on the west side of North Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. The two-and-one-half-story, two-bay frame house has a hipped roof, gable-roofed central dormer and evidence of a one-story, full-width porch, now removed. There is a one-story, two-bay gable-roofed rear wing. The house has a parged brick foundation and is clad with vinyl siding. The 1/1 windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.





Figure 41. 113 North Georgia Avenue, Goldsboro, Looking Southwest (TRC June 2012).



Figure 42. 111 North Georgia Avenue, Goldsboro, Looking Northwest (TRC June 2012).

**Survey No. 31, Figure 43**

**107 North Georgia Avenue, Goldsboro**

This house stands on a level, grassy lot on the west side of North Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. The one-story, three-bay frame house has a hipped roof and cross gabled ells on the west and east and a half-hipped, two-bay wide porch with Tuscan columns and a wood balustrade. The house has a parged brick foundation and is clad with vinyl siding. The sash windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 32, Figure 44**

**101 South Georgia Avenue, Goldsboro**

This house stands on a level, grassy corner lot on the west side of South Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. The two-story, two-bay frame house has a hipped roof, two-story rear ell and a gable-roofed, one-bay wide porch with replaced wood posts. The house has a block foundation and is clad with vinyl siding. The windows and doors are not original. The property retains its decorative metal fence.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 43. 107 North Georgia Avenue, Goldsboro, Looking Northwest (TRC June 2012).



Figure 44. 101 South Georgia Avenue, Goldsboro, Looking Northwest (TRC June 2012).

**Survey No. 33, Figure 45**

**103 South Georgia Avenue, Goldsboro**

This house stands on a level, grassy lot on the west side of South Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. The two-story, two-bay frame house has a hipped roof, one-story rear ell and a hip-roofed, one-bay-wide porch with replaced wood posts. The house has a brick foundation and is clad with vinyl siding. The 2/2 windows and the transom/sidelights around the entrance and doors are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 34, Figure 46**

**105 South Georgia Avenue, Goldsboro**

This house stands on a level, grassy lot on the west side of South Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. The one-and-one-half-story, three-bay frame house has a hipped roof and a flat-roofed, three-bay-wide porch with replaced wood posts. The house has a brick foundation and is clad with vinyl siding. The windows and doors are not original although the transom/sidelights around the entrance are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 45. 103 South Georgia Avenue, Goldsboro, Looking Northwest (TRC June 2012).



Figure 46. 105 South Georgia Avenue, Goldsboro, Looking Southwest (TRC June 2012).

**Survey No. 35, Figure 47**

**107 South Georgia Avenue, Goldsboro**

This house stands on a level, grassy lot on the west side of South Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. The one-and-one-half-story, three-bay frame house has a hipped roof and a flat-roofed, three-bay-wide porch with Tuscan columns on brick bases. The house has a brick foundation and is clad with wood siding. The windows and doors are not original although the transom/sidelights around the entrance are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 36, Figure 48**

**111 South Georgia Avenue, Goldsboro**

This house stands on a level, grassy lot on the west side of South Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. Built in 1976, the one-story, four-bay frame duplex has a front-gable roof and hipped roof, two-bay-wide porch with replaced wood posts. The house has a slab foundation and is clad with vinyl siding. The windows and doors are not original.

*NRHP Evaluation:* Due to its 1976 construction date, this is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.



Figure 47. 107 South Georgia Avenue, Goldsboro, Looking Southwest (TRC June 2012).



Figure 48. 111 South Georgia Avenue, Goldsboro, Looking Southwest (TRC June 2012).

**Survey No. 37, Figure 49**

**113 South Georgia Avenue, Goldsboro**

This house stands on a level, grassy lot on the west side of South Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. The two-story, three-bay frame house has a hipped roof and a flat-roofed, three-bay wide porch (partially screened in) with Tuscan columns on brick bases and wood balustrade. The house has a parged brick foundation and is clad with vinyl siding. The windows and doors are not original although the transom/sidelights around the entrance are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 38, Figure 50**

**117 South Georgia Avenue, Goldsboro**

This house stands on a level, grassy lot on the west side of South Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. The two-story, three-bay frame house has a hipped roof and a flat-roofed, three-bay wide porch (partially screened in) with replaced metal posts and a wood handicap ramp. The house has a brick foundation and is clad with vinyl siding. The windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.





Figure 49. 113 South Georgia Avenue, Goldsboro, Looking West (TRC June 2012).



Figure 50. 117 South Georgia Avenue, Goldsboro, Looking Southwest (TRC June 2012).

**Survey No. 39, Figure 51**

**119 South Georgia Avenue, Goldsboro**

This house stands on a level, grassy corner lot with mature landscaping on the west side of South Georgia Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses across from the Goldsboro Union Station. The one-and-one-half-story, three-bay frame house with brick veneer has a hipped roof that extends in the front to shelter a three-bay porch with brick posts with corbelled caps. The porch entrance is beneath a brick segmental arch and is reached by a flight of concrete steps with brick wing walls. There is a polygonal bay on the north. The hip-roofed dormers have paired 6-light windows. Most of the window and door openings have been sealed and/or resized. The house is vacant, but in fair condition.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 40, Figure 52**

**606 West Walnut Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Walnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-and-one-half-story, three-bay frame house has a hipped roof with cross gable and a flat-roofed, three-bay-wide porch with Tuscan columns on brick bases and metal balustrade. The house has a parged brick foundation and is clad with vinyl siding. The windows and doors are not original although the transom/sidelights around the entrance are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 51. 119 South Georgia Avenue, Goldsboro, Looking Southwest (TRC June 2012).



Figure 52. 606 West Walnut Street, Goldsboro, Looking Southeast (TRC June 2012).

**Survey No. 41, Figure 53**

**610 West Walnut Street, Goldsboro**

This Bungalow stands on a level, grassy lot on the south side of West Walnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-and-one-half-story, three-bay frame house has a side-gable roof with knee braces that overhangs to form a three-bay-wide porch with replaced metal posts. There is a shed roofed central dormer. The house has a parged brick foundation and is clad with vinyl siding. The windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 42, Figure 54**

**614 West Walnut Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Walnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The two-story, three-bay frame house has a hipped roof with cross gable and a half-hipped-roofed, three-bay wide porch with replaced metal posts. There is a one-story, two-bay, gable-roofed rear wing. The house has a parged brick foundation and is clad with vinyl siding. The windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 53. 610 West Walnut Street, Goldsboro, Looking Southeast (TRC June 2012).



Figure 54. 614 West Walnut Street, Goldsboro, Looking Southeast (TRC June 2012).

**Survey No. 43, Figure 55**

**611 West Walnut Street, Goldsboro**

This house stands on a level, grassy lot on the north side of West Walnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. Built in 1956, the one-story, three-bay frame house with brick veneer has a hipped roof that overhangs to shelter a two-bay wide porch with replaced metal posts on brick bases. The house has a brick foundation and is partially clad with vertical wood. The windows and doors are not original.

*NRHP Evaluation:* This house is incompatible in age, style, and building materials with the majority of the early 20<sup>th</sup> century residences that make up the character of this neighborhood and is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.

**Survey No. 44, Figure 56**

**613 West Walnut Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Walnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The two-and-one-half-story, two-bay frame house has a hipped roof with a cross-gable dormer and a half-hipped, three-bay wide porch with replaced wood posts and balustrade. There is an exterior wood stairway on the west elevation. The house has a brick foundation and is covered with vinyl siding. The windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 55. 611 West Walnut Street, Goldsboro, Looking Northwest (TRC June 2012).



Figure 56. 613 West Walnut Street, Goldsboro, Looking Northwest (TRC June 2012).

**Survey No. 45, Figure 57**

**701 West Walnut Street, Goldsboro**

This Bungalow stands on a level, grassy corner lot on the south side of West Walnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-story, three-bay frame house has a side-gable roof with cross gable and overhanging eaves to shelter a two-bay wide porch with wood posts on tapered bases. The house has a parged brick foundation and is covered with vinyl siding. The windows and doors are not original although the transom/sidelights around the entrance are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1918 and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 46, Figure 58**

**703 West Walnut Street, Goldsboro**

This house stands on a level, grassy lot on the north side of West Walnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. Built in 1960, the one-story, three-bay frame house with brick veneer has a front-gable roof. There is a modern carport on the west end. The windows and doors are not original.

*NRHP Evaluation:* This house is incompatible in age, style, and building materials with the majority of the early 20<sup>th</sup> century residences that make up the character of this neighborhood and is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.





Figure 57. 701 West Walnut Street, Goldsboro, Looking Northwest (TRC June 2012).



Figure 58. 703 West Walnut Street, Goldsboro, Looking North (TRC June 2012).

**Survey No. 47, Figure 59**

**707 West Walnut Street, Goldsboro**

This house stands on a level, grassy lot on the north side of West Walnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. Built in 1961, the one-story, three-bay frame house with brick veneer has a gable-on-hipped roof with a flat-roofed porch with replaced metal posts. There is a gable-roofed rear wing. The house has a brick foundation. The windows and doors are original.

*NRHP Evaluation:* This house is incompatible in age, style, and building materials with the majority of the early 20<sup>th</sup> century residences that make up the character of this neighborhood and is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.

**Survey No. 48, Figure 60**

**702 West Walnut Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Walnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-story, three-bay frame house has a front-gable roof with exposed rafter tails and a half-hipped roof on the north that shelters a three-bay wide porch with wood posts and balustrade. The house has a brick foundation partially covered with pressed metal siding and the house is clad with wood siding. The windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1918 and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 59. 707 West Walnut Street, Goldsboro, Looking Northwest (TRC June 2012).



Figure 60. 702 West Walnut Street, Goldsboro, Looking South (TRC June 2012).

**Survey No. 49, Figure 61**

**504 West Chestnut Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Chestnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-story, three-bay frame house has a hipped roof with central front gable on the facade and a flat-roof on the north that shelters a three-bay wide porch with replaced metal posts. The house has a brick foundation and is clad with vinyl siding. The windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 50, Figure 62**

**502 West Chestnut Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Chestnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-story, three-bay frame house has a hipped roof with a central front gable on the facade and a flat-roof on the north that shelters a three-bay wide porch with replaced metal posts. The house has a brick foundation and is clad with vinyl siding. The windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 61. 504 West Chestnut Street, Goldsboro, Looking Southwest (TRC June 2012).



Figure 62. 502 West Chestnut Street, Goldsboro, Looking South (TRC June 2012).

**Survey No. 51, Figure 63**

**604 West Chestnut Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Chestnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. Built in 1963, the one-story, four-bay frame house with brick veneer has a hipped roof extending on the north to form a two-bay porch with metal posts and metal balustrade. The house has a brick foundation. The windows and doors are original.

*NRHP Evaluation:* This house is incompatible in age, style, and building materials with the majority of the early 20<sup>th</sup> century residences that make up the character of this neighborhood and is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.

**Survey No. 52, Figure 64**

**203 Kennon Avenue, Goldsboro**

This house stands on a level, grassy lot on the south side of West Chestnut Street at the corner of Kennon Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-story, three-bay house has a hipped roof with a flat-roofed porch with replaced block posts. The house is clad with vinyl siding obscuring the original building material. There is a hip-roofed rear wing with a small shed-roofed porch. The house has a parged block foundation. The paired 6/6 and 3/1 windows and doors are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1930 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 63. 604 West Chestnut Street, Goldsboro, Looking Southwest (TRC June 2012).



Figure 64. 203 Kennon Avenue, Goldsboro, Looking Southwest (TRC June 2012).

**Survey No. 53, Figure 65**

**603 West Chestnut Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Chestnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-story, three-bay frame house with brick veneer has a front-gable roof and a half-hipped three-bay porch with metal posts. The house has a brick foundation and the gable end is clad with vinyl siding. The windows and doors are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1940 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 54, Figure 66**

**607 West Chestnut Street, Goldsboro**

This house stands on a level, grassy lot on the north side of West Chestnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-story, three-bay frame house has a front-gable roof with exposed rafter tails and knee braces. A half-hipped roof extends on the south to form a three-bay porch with metal posts. The house has a block foundation and is clad with painted weatherboard siding. The windows and doors are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.





Figure 65. 603 West Chestnut Street, Goldsboro, Looking Northwest (TRC June 2012).



Figure 66. 607 West Chestnut Street, Goldsboro, Looking Northwest (TRC June 2012).

**Survey No. 55, Figure 67**

**702 West Chestnut Street, Goldsboro**

This Ranch house stands on a large, level, grassy lot on the south side of West Chestnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. Built in 1956, the one-story, four-bay-with-garage frame house with brick veneer has a hipped roof with eaves extending on the front to shelter an inset porch with metal balustrade. The house has a brick foundation and the garage wing façade is partially clad with vinyl siding. The windows and doors are original.

*NRHP Evaluation:* This house is incompatible in age, style, and building materials with the majority of the early 20<sup>th</sup> century residences that make up the character of this neighborhood and is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.

**Survey No. 56, Figure 68**

**711 West Chestnut Street, Goldsboro**

This house stands on a level, grassy lot on the north side of West Chestnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. Built in 1960, the one-story, four-bay frame house with brick veneer has a side-gable roof and a metal awning/porch with metal posts. The house has a brick foundation. The windows and doors are original.

*NRHP Evaluation:* This house is incompatible in age, style, and building materials with the majority of the early 20<sup>th</sup> century residences that make up the character of this neighborhood and is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.



Figure 67. 702 West Chestnut Street, Goldsboro, Looking Southwest (TRC June 2012).



Figure 68. 711 West Chestnut Street, Goldsboro, Looking Northwest (TRC June 2012).

**Survey No. 57, Figure 69**

**703 West Chestnut Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Chestnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. Built in 1964, the one-story, three-bay frame house with brick veneer has a hipped roof and a hipped one-bay porch with metal posts. The house has a brick foundation. The windows and doors are original.

*NRHP Evaluation:* This house is incompatible in age, style, and building materials with the majority of the early 20<sup>th</sup> century residences that make up the character of this neighborhood and is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.

**Survey No. 58, Figure 70**

**724 West Chestnut Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Chestnut Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station and the Southern Railroad track. Built in 1960, the one-story, three-bay frame house with brick veneer has a front-gable roof and a front-gable-roofed, one-bay porch with metal posts and vinyl cladding. The house has a brick foundation. The windows and doors are original.

*NRHP Evaluation:* This house is incompatible in age, style, and building materials with the majority of the early 20<sup>th</sup> century residences that make up the character of this neighborhood and is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.



Figure 69. 703 West Chestnut Street, Goldsboro, Looking North (TRC June 2012).



Figure 70. 724 West Chestnut Street, Goldsboro, Looking Southwest (TRC June 2012).

**Survey No. 59, Figure 71**

**120 South Alabama Avenue, Goldsboro**

This house stands on a level, grassy lot on the east side of South Alabama Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station and Southern Railroad track. The one-story, three-bay frame house has a front-gable roof with tiny clipped gable on the west, exposed rafter tails, and knee braces. A shallow-pitched half-hipped roof extends on the west to form a three-bay porch with metal posts. The house has a brick foundation and is clad with painted weatherboard siding. The windows and doors are not original except for the attic window.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1925 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 60, Figure 72**

**118 South Alabama Avenue, Goldsboro**

This house stands on a level, grassy lot on the east side of South Alabama Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station and Southern Railroad track. The one-story, three-bay frame house has a front-gable roof with tiny clipped gable on the west, exposed rafter tails, and knee braces. A shallow-pitched half-hipped roof extends on the west to form a three-bay porch with replaced wood posts. The house has a brick foundation and is clad with painted weatherboard siding. The windows and doors are not original except for the attic window.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1925 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 71. 120 South Alabama Avenue, Goldsboro, Looking Northeast (TRC June 2012).



Figure 72. 118 South Alabama Avenue, Goldsboro, Looking Northeast (TRC June 2012).

**Survey No. 61, Figure 73**

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**114 South Alabama Avenue, Goldsboro**

This house stands on a level, grassy lot on the east side of South Alabama Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station and Southern Railroad track. The one-story, three-bay frame house has a front-gable roof with tiny clipped gable on the west, exposed rafter tails, and knee braces. A shallow-pitched half-hipped roof extends on the west to form a three-bay porch with replaced metal posts. The house has a brick foundation and is clad with painted weatherboard siding. The windows and doors are not original and a metal louver has replaced the original attic window.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1925 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 62, Figure 74**

**104 South Alabama Avenue, Goldsboro**

This house stands on a level, grassy lot on the east side of South Alabama Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. Built in 1960, the one-story, two-bay frame house with brick veneer has a hipped roof and an inset porch. The flat-roofed carport is screened by a two-bay brick wall with blind windows. There is a polygonal bay window on the west façade. The house has a brick foundation and the windows and doors are original.

*NRHP Evaluation:* This house is incompatible in age, style, and building materials with the majority of the early 20<sup>th</sup> century residences that make up the character of this neighborhood and is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.





Figure 73. 108 South Alabama Avenue, Goldsboro, Looking Northeast (TRC June 2012).



Figure 74. 104 South Alabama Avenue, Goldsboro, Looking Southeast (TRC June 2012).

Survey No. 63, Figure 75

*NRHP*  
104 South Alabama Avenue, Goldsboro

*date ?*  
This house stands on a level, grassy lot on the east side of South Alabama Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The *NRHP* one-story, three-bay frame house with brick veneer has a side-gable roof and a projecting gable roof on the west is supported on knee braces to shelter a stoop with metal railings. The house has a brick foundation and the gable roof is trimmed with a vinyl siding-clad cornice. The windows and doors are original.

*NRHP Evaluation:* This house is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

Survey No. 64, Figure 76

106 South Alabama Avenue, Goldsboro

This house stands on a level, grassy lot on the east side of South Alabama Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-story, three-bay frame house with vinyl siding has a side-gable roof and a projecting gable roof on the west is supported on knee braces to shelter a stoop with metal railings. The house has a brick foundation and the windows and doors are original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1925 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 75. 104 North Alabama Avenue, Goldsboro, Looking Northeast (TRC June 2012).



Figure 76. 106 North Alabama Avenue, Goldsboro, Looking East (TRC June 2012).

**Survey No. 65, Figure 77**

**618 West Mulberry Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Mulberry Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-story, three-bay frame house has a complex hipped roof with exposed rafter tails and there are ells on the north and east with their own hipped roofs. A projecting gable roof on the north forms a porch supported on wood posts on brick bases and has a metal balustrade. The house has a brick foundation and is clad with vinyl siding. The windows and doors are not original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 66, Figure 78**

**608 West Mulberry Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Mulberry Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-story, three-bay frame house has a side-gable roof and a replacement porch with flat roof and metal posts. The house has a block foundation and is clad with vinyl siding. The multi-pane windows and doors are unusual, but may not be original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1930 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.



Figure 77. 618 West Mulberry Street, Goldsboro, Looking South (TRC June 2012).



Figure 78. 608 West Mulberry Street, Goldsboro, Looking South (TRC June 2012).

**Survey No. 67, Figure 79**

**602 West Mulberry Street, Goldsboro**

This house stands on a level, grassy lot on the south side of West Mulberry Street in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station. The one-story, three-bay frame house has a front-gable roof with tiny clipped gable on the west. A half-hipped roof extends on the north to form a three-bay porch with replaced wood posts. The house has a parged block foundation and is clad with vinyl. The windows are not original, but the glass and paneled door appears original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1925 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 68, Figure 80**

**607 West Mulberry Street, Goldsboro**

This one-story concrete block structure with a brick veneer façade is set back from the north side of West Mulberry Street, bordering the NCRR tracks on its west. The building has been heavily altered and is vacant. The 1924 Sanborn map shows a laundry at this location, although set closer to the street, so this building probably post-dates that.

*NRHP Evaluation:* This building is incompatible in age, style, and building materials with the majority of the early 20<sup>th</sup> century residences that make up the character of this neighborhood and is a non-contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.

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Figure 79. 602 West Mulberry Street, Goldsboro, Looking South (TRC June 2012).



Figure 80. 607 West Mulberry Street, Goldsboro, Looking North (TRC June 2012).

**Survey No. 69, Figure 81**

**115 South Alabama Avenue, Goldsboro**

This American Four Square house stands on a level, grassy lot on the west side of South Alabama Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station and Southern Railroad track. The two-story, three-bay frame house with brick running bond veneer has a hipped roof. A half-hipped roof extends on the east to form a three-bay porch with brick piers and turned wood balustrade. The house has a raised, partially exposed brick foundation. The windows and doors are mostly original.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This house appears on the 1913, 1918, and 1924 Sanborn maps of Goldsboro and is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

**Survey No. 70, Figure 82**

**109 South Alabama Avenue, Goldsboro**

This house stands on a level, grassy lot on the west side of South Alabama Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station and Southern Railroad track. The one-story, three-bay frame house has a front-gable roof with exposed rafter tails, and knee braces. A gable roof extends on the east to form a one-bay porch with replaced wood posts. The house has a block foundation and is clad with painted German siding. The windows are original, but the door is a replacement.

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1925 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.





Figure 81. 115 South Alabama Avenue, Goldsboro, Looking Northwest (TRC June 2012).



Figure 82. 109 South Alabama Avenue, Goldsboro, Looking Northwest (TRC June 2012).

Survey No. 71, Figure 83

105 South Alabama Avenue, Goldsboro

This house stands on a level, grassy lot on the west side of South Alabama Avenue in a residential neighborhood in Goldsboro of mostly early 20<sup>th</sup> century houses within sight of the Goldsboro Union Station and Southern Railroad track. The one-story, three-bay frame house with stuccoed exterior has a hipped roof. A half-hipped roof extends on the east to form a three-bay porch with replaced turned wood posts. The house has a parged block. The paired windows and doors are not original, although the door sidelights are.

PAINTED  
CONCRETE  
BLOCK

*NRHP Evaluation:* The F.K. Borden Subdivision was platted in 1907 in response to the planned building of Goldsboro's Union Station, and the neighborhood developed rapidly thereafter. This ca. 1935 house is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C. It is not NRHP eligible as an individual resource.

Survey No. 72, Figure 84

Dewey Bros. Foundry, 705 South George Street, Goldsboro

**NOTE:** *The Dewey Bros. Foundry complex was not accessible for close-in inspection or photography.* The most intact structure on the property is the one-story, six-bay-wide, steel-framed brick structure with a stepped parapet gable on the south. Across the top of the building façade is the painted letters "Dewey Bros Inc.". The building retains its metal framed multi-light windows. Other visible structures still standing are an erection crane and two large metal clad, gable roofed sheds.

*NRHP Evaluation:* The Dewey Bros. firm dates from 1885. From a 1914 description of Goldsboro's businesses: "DEWEY BROTHERS, Incorporated. - Founders and Machinists, Dealers in Machinery, and Machinery supplies of all kinds. This concern has been in successful existence for the past thirty-five years and has always been a substantial support of the Manufacturing and Commercial Interests of Goldsboro. It is one of the largest concerns in the State devoted to this special branch of industry, and so great is the business that upwards of fifty people are constantly employed in the various departments. They have a modern plant and are at the present time greatly enlarging their facilities by the erection of additional plants south of the city, in the suburbs. The business is incorporated and the Board of Directors is composed of the following prominent gentlemen: Messrs. Chas. Dewey, Geo. W. Dewey, George S. Dewey, Thomas A. Dewey and Ernest M. Dewey." The Dewey Bros. Foundry complex is now used for a scrap metal operation. The complex does not retain integrity for NRHP listing. The building is not associated with an event or events significant in the history of Goldsboro and is not NRHP eligible under Criterion A. It is not known to be associated with a significant individual and is not NRHP eligible under Criterion B. The building is not significant architecturally and is not NRHP eligible under Criterion C.

1012  
705



Figure 83. 105 South Alabama Avenue, Goldsboro, Looking Northwest (TRC June 2012).

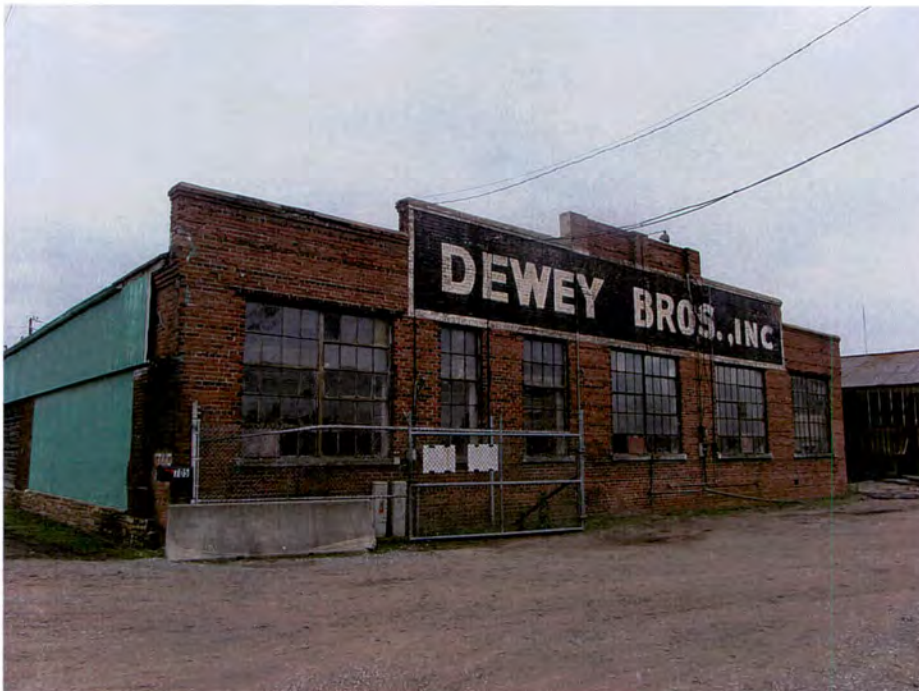


Figure 84. Dewey Bros. Foundry, 705 South George Street, Goldsboro, Looking Southwest (TRC June 2012).

77 - Church 77  
**Survey No. 73, Figure 85**

**706 South George Street, Goldsboro**

Built as a service station in the 1930s and remodeled for use as a drive-in restaurant in the late 1940s, this one-story frame structure with brick veneer consists of a central gable-roofed section flanked by long gable-roofed wings. The entire structure is united by a flat-roofed porch that runs along the front of the building and is supported on metal posts set at various angles on brick bases. The porch roof deliberately dips in some sections.

*NRHP Evaluation:* The building is listed as Paul Flowers Service Station in the 1938 *Hill's Directory* for Goldsboro and as the Griffin Barbecue in the 1948 and 1949 directories. The building is not associated with an event or events significant in the history of Goldsboro and is not NRHP eligible under Criterion A. It is not known to be associated with a significant individual and is not NRHP eligible under Criterion B. The building is not significant architecturally and is not NRHP eligible under Criterion C.

**Survey No. 74, Figure 86**

**Commandment Keeper's Church of Living God, Carver Boulevard, Goldsboro**

This church is located on the south side of Carver Boulevard, to the west of South George Street and within sight of the NCR tracks. Built in the 1950s, it is one-story frame building with brick veneer siding. The front gable-roofed building has a projecting gable-roofed bay on the north with a double-leaf entrance flanked by triangular headed fixed-sash windows. There is a later gable-roofed brick wing on the rear.

*NRHP Evaluation:* The building is not associated with an event or events significant in the history of Goldsboro and is not NRHP eligible under Criterion A. It is not known to be associated with a significant individual and is not NRHP eligible under Criterion B. The building is not significant architecturally and is not NRHP eligible under Criterion C.



Figure 85. 706 South George Street, Goldsboro, Looking Northeast (TRC June 2012).



Figure 86. Commandment Keeper's Church of Living God, Carver Boulevard, Goldsboro, Looking South (TRC June 2012).

7-52 in Red  
**Survey No. 75, Figure 87**

**Gulf Oil Buildings, 1000 South George Street, Goldsboro**

These two industrial buildings stand on the east side of South George Street, south of the grade crossing of the NCRP in south Goldsboro. The surrounding area is made up of light industrial buildings. Dating from the early 1930s, these two one-story buildings share an identical design. Built of metal framing with brick veneer, the two buildings have a segmental arch roof with a metal cornice. There are nine-pane metal windows on the first story, and six-pane on the attic story. A metal sign lettered "Gulf Oil Corporation" is on the north gable end of both buildings. The two buildings appear vacant, but are otherwise in good condition.

*NRHP Evaluation:* Buildings at this address are listed in the 1938 Hills Directory of Goldsboro as "Gulf Oil, Office and Bulk Storage." The Gulf Oil Buildings are not associated with an event or events significant in the history of Goldsboro and are not NRHP eligible under Criterion A. They are not known to be associated with a significant individual and are not NRHP eligible under Criterion B. The buildings are not significant architecturally and the plant is not NRHP eligible under Criterion C.

**Survey No. 76, Figure 88**

**800 South George Street, Goldsboro**

This house stands on a level, grassy lot with mature landscaping on the east side of South George Street, just south of the grade crossing with the NCRP tracks in south Goldsboro. Built ca. 1935, it is a one-story, three-bay, frame house with brick veneer and a front-gable roof with a cross gable on the north. The west façade features a one-story porch with replaced metal posts, a smaller one-bay porch is on the north side of the house. Windows and doors are replacements. There is a one-story, three-bay gable roofed ell on the east. A two-bay brick garage with front gable roof stands to the east of the house.

*NRHP Evaluation:* This house first appears in the 1938 Hill's Directory of Goldsboro as the home of Mrs. Ethel Vaughan. The house is not associated with an event or events significant in the history of Goldsboro and is not NRHP eligible under Criterion A. It is not known to be associated with a significant individual and is not NRHP eligible under Criterion B. The buildings are not significant architecturally and the plant is not NRHP eligible under Criterion C.



Figure 87. Gulf Oil Buildings, 1000 South George Street, Goldsboro, Looking South (TRC June 2012).



Figure 88. 800 South George Street, Goldsboro, Looking South (TRC June 2012).

**Survey No. 77, Figure 89**

**Elmwood Cemetery, Brick Street and US 117 Bypass, Goldsboro**

7

The 23-acre Elmwood Cemetery is located in southwest Goldsboro and has entrances on Brick Street and from the US 70/117 Bypass. Surrounded by a metal fence with brick gate posts, the cemetery contains approximately 500 graves, with markers dating from the late 1920s through the present. It traces its origins to 1874, when the City of Goldsboro purchased two and a half acres for a “Negro Cemetery” from E.E. Faircloth and J.E. Peterson for \$200 (Hammond 1984:129). The land was the former burial plot of local plantation owner General James Rhodes. Operated as Goldsboro’s African-American cemetery, it is now open to all races and is one of two cemeteries still owned and maintained by the city.

*NRHP Evaluation:* According to Criteria Consideration D: “A cemetery is eligible if it derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events.” Although the cemetery is associated with the history of Goldsboro’s African-American population, the burials do not reach the level of “transcendent importance.” There are no distinctive design features or grave markers with artistic merit. The Elmwood Cemetery is not NRHP eligible.





Figure 89. Elmwood Cemetery, Brick Street, Goldsboro, Looking North (TRC June 2012).

### **Survey No. 78, Figure 90**

#### **400 West Elm Street**

This building consists of three clearly identifiable sections, a two-story, four-bay brick center section with gable roof (probably the original building), a two-story, side-gable-roofed brick section facing West Elm Street, and a ca. 1950 two-story, side-gable-roofed brick section. The center section is identified as Johnson Hosiery Mill on the 1924 Sanborn map of Goldsboro. In the 1940s, the building was used by the adjacent Dillard High School as a vocational training facility. The building is vacant and in poor condition.

*NRHP Evaluation:* The building is not associated with an event or events significant in the history of Goldsboro and is not NRHP eligible under Criterion A. It is not known to be associated with a significant individual and is not NRHP eligible under Criterion B. The building is not significant architecturally and is not NRHP eligible under Criterion C.

### **Survey No. 79, Figure 91**

#### **Atlantic Coast Line Railroad (now CSX)**

This section of CSX (formerly the Atlantic Coast Line Railroad) is part of the railroad line that runs north-south between Wilson/Rocky Mount and Wilmington, North Carolina. In Goldsboro, the main line enters the city from the south, following a northwest route, intersecting with the northwest-southwest NCR track just north of Goldsboro Union Station, before continuing due north through the city. The single-track line is still in active use for freight rail traffic, principally by CSX. A spur line that formerly served several Goldsboro industries runs due east from the point where the main line enters the city on the west, running parallel to Brick Street before crossing the US 117 Bypass.

*NRHP Evaluation:* Railroads have played a vital role in the history of Goldsboro since the city's founding in the 1840s and its rise to prominence as a major transportation center in the 19<sup>th</sup> century. In the early 1900s, the city moved to locate rail traffic off of Center Street and to a location in the as-yet undeveloped western part of Goldsboro. The Wilmington & Weldon (later Atlantic Coast Line), Norfolk & Southern, and NCR were persuaded to move their freight and passenger operations to newly built rail lines that would serve the new Goldsboro Union Station, completed in 1909. The Atlantic Coast Line (CSX) is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.



Figure 90. 400 West Elm Street, Goldsboro, Looking Northwest (TRC June 2012).



Figure 91. Atlantic Coast Line Railroad (Now CSX), Goldsboro, Looking North from Grade Crossing at West Chestnut Street toward Goldsboro Union Station (TRC June 2012).

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**Survey No. 80, Figure 92**

**North Carolina Railroad (NCR) Also Variousy Leased by Southern Railroad, Norfolk & Southern and Norfolk/Southern, Goldsboro**

This section of the NCR is part of the railroad line that runs between Raleigh and Morehead City, North Carolina. In Goldsboro, the main line enters the city from the southwest, following a northwest route, intersecting with the north-south CSX track just north of Goldsboro Union Station, then crossing North Carolina Street via a trestle before continuing due east through the city. The single-track line is still in active use for freight rail traffic, principally by Norfolk/Southern. A spur line that formerly served several Goldsboro industries runs due east from the point where the main line enters the city on the west, running parallel to Brick Street before crossing the US 117 Bypass.

*NRHP Evaluation:* Railroads have played a vital role in the history of Goldsboro since the city's founding in the 1840s and its rise to prominence as a major transportation center in the 19<sup>th</sup> century. In the early 1900s, the city moved to locate rail traffic off of Center Street and to a location in the as-yet undeveloped western part of Goldsboro. The Wilmington & Weldon (later Atlantic Coast Line), Norfolk & Southern, and NCR were persuaded to move their freight and passenger operations to newly built rail lines that would serve the new Goldsboro Union Station, completed in 1909. The NCR is a contributing resource in the NRHP-eligible Goldsboro Historic District Expansion, eligible on the local level under Criteria A and C.

**Survey No. 81, Figure 93**

**Eastern Hardwoods Plant on West Elm Street, West of South George Street, Goldsboro**

*Note:* *This facility was not accessible for close-up inspection or photography.* The Eastern Hardwood Plant on West Elm Street is located along a spur line of the NCR, in the southwest part of Goldsboro. Standing on an approximately seven-acre tract, the plant consists of several large connected one- and two-story brick veneer buildings with flat and gable roofs. Several open metal sheds stand to the southwest. A tall water tower stands at the northwest corner of the complex. The gable-roofed brick building is probably the "planing mill and wood working" structure shown on the 1924 Sanborn map of Goldsboro, although the other buildings appear to date from the mid-20<sup>th</sup> century. The plant is vacant and abandoned.

*NRHP Evaluation:* The Eastern Hardwoods Plant is not associated with an event or events significant in the history of Goldsboro and is not NRHP eligible under Criterion A. It is not known to be associated with a significant individual and is not NRHP eligible under Criterion B. The buildings are not significant architecturally, and the plant is not NRHP eligible under Criterion C.



Figure 92. North Carolina Railroad (NCRR), Goldsboro, Looking Southeast from West End of Chestnut Street (TRC June 2012).



Figure 93. Eastern Hardwoods Plant on West Elm Street, West of South George Street, Goldsboro, Looking East (TRC June 2012).

**Survey No. 82, Figure 94**

**505 West Mulberry Street, Royall Ice Cream Company, Goldsboro**

This two-story, three-bay brick veneer building, built ca. 1911, is located on the north side of West Mulberry Street, within sight of the Goldsboro Union Station. The building has a shed roof and stepped side parapet. There are two entrances on the south and a larger entrance on the west. Windows are largely replacements and several have been sealed. The west elevation retains the lettering "Royall Ice Cream Co." The building is used as a junk shop and is in derelict condition.

From a description of Goldsboro's businesses in 1914: "JNO. O. ROYALL & SONS - Wholesale Manufacturers of Royall's High Grade Ice Cream and Dealers in Groceries, Fruits and Confections. - This is one of the city's most prominent enterprises. Mr. John O. Royall has been in business for many years and is also proprietor of Royall's Fruit Store on Center Street, which is unquestionably the finest enterprise of its kind in the city. It has a handsome Soda fountain and all the popular drinks of the season are served, and the finest makes of candies are handled. The members of this firm are Messrs. John O. Royall and two Sons, W. S. Royall and John O. Royall, Jr. They have been operating their store on West Mulberry Street for about three years and carry a very choice stock of everything good to eat. The place is perfectly clean and sanitary and the products which are turned out from the ice cream plant are unsurpassed as regards purity, high quality and general excellence."

*NRHP Evaluation:* The F.K. Borden subdivision was platted and subdivided in 1907 as a response to the relocation of the railroad lines to the west side of Goldsboro and construction of the new Goldsboro Union Station. The area developed rapidly in the 10 years thereafter, with most houses built by 1920. This is one of only a few non-residential buildings in the neighborhood, and although it dates from the same historic time period, the building is incompatible in scale, use, and materials from the rest of the neighborhood. It is a non-contributing resource in the NRHP-eligible Goldsboro Historic District expansion.

*Included  
Neighborhood*



Figure 94. 505 West Mulberry Street, Royall Ice Cream Company, Goldsboro, Looking Northeast (TRC June 2012).

**APPENDIX B**

**GOLDSBORO HISTORIC DISTRICT EXPANSION—  
DESCRIPTION AND NRHP EVALUATION**



## **GOLDSBORO HISTORIC DISTRICT EXPANSION— DESCRIPTION AND NRHP EVALUATION**

*Description:* Seventy-five (75) of the 83 newly surveyed historic resources in the Goldsboro Connector Tracks Project APE are located within an approximately five-block-by-five-block neighborhood bounded roughly by West Vine Street on the north, the NCRR tracks on the northwest and west, the rear lot lines of West Chestnut Street on the south, and the west boundary of the locally designated Goldsboro Historic District on the east (Figure 95). The neighborhood is characterized by small-scale one- and two-story frame vernacular houses, most dating from between 1911, when the first houses were built in the newly platted subdivision and the early 1930s (Figures 96 and 97). Examples of the nationally popular Bungalow Style include the houses at 305 and 309 North Carolina Street and 207 South Carolina Street, all three dating from the early 1920s. Examples of vernacular Queen Anne-style residences include the two large early 1900s houses that stand across from each other at 200 and 201 North Carolina Street at the crossing with West Mulberry Street. The majority of houses have few stylistic aspirations and are simple one-story frame dwellings with a hipped or gable front roof and prominent front porch. Simple Ranch-influenced houses, mostly frame with brick veneer and dating from the late 1950s and early 1960s, stand along West Chestnut Street and South Alabama Avenue.

### *NRHP Evaluation:*

As a result of the building of the new Goldsboro Union Station between 1907 and 1909, previously undeveloped land extending north two blocks and south two blocks from the square was laid out and developed by the locally prominent Borden family beginning in 1907. The grid street plan of this new subdivision continued the pattern of the older part of Goldsboro. The Goldsboro city limits were expanded in 1909 to include Union Station and about half the newly opened subdivision (Bailey 1977:8.2).

Lots in the new subdivision sold rapidly during the next few years. In March 1913 alone, Frank Borden sold undeveloped residential lots to 10 new residents (Wayne County Deed Records). A few lots were developed for commercial purposes, including the Royall Ice Cream Company, which relocated its plant to West Mulberry Street around 1913. The 1913 Sanborn insurance map of Goldsboro was the first to show the new subdivision, with numerous houses built along North Carolina and North Georgia Avenues and on the south side of West Chestnut Street, just south of Union Station. The 1918 and 1924 Sanborn insurance maps show the neighborhood as nearly fully developed.

When boundaries for a Goldsboro Historic District were established in 1984, they were drawn west to the east side of North Carolina Street between Walnut and Mulberry Street, and also included the Goldsboro Union Station. The neighborhood around the station was not included at that time, even though the neighborhood was platted and subdivided beginning in 1907 and historically was home to many employees of the two railroads or associated businesses. This neighborhood shares the historical association with the two railroads, along with the existing Goldsboro Historic District, which borders it on the east.

This neighborhood retains its original street plan and building scale and has experienced few demolitions. Although most buildings have been altered or added onto over the years, this neighborhood surrounding the Goldsboro Union Station retains the seven aspects of integrity and the historical significance necessary for NRHP listing as an historic district. This neighborhood is recommended for inclusion in an expanded NRHP-eligible Goldsboro Historic District with revised boundaries.

whats in box  
not  
surveyed??

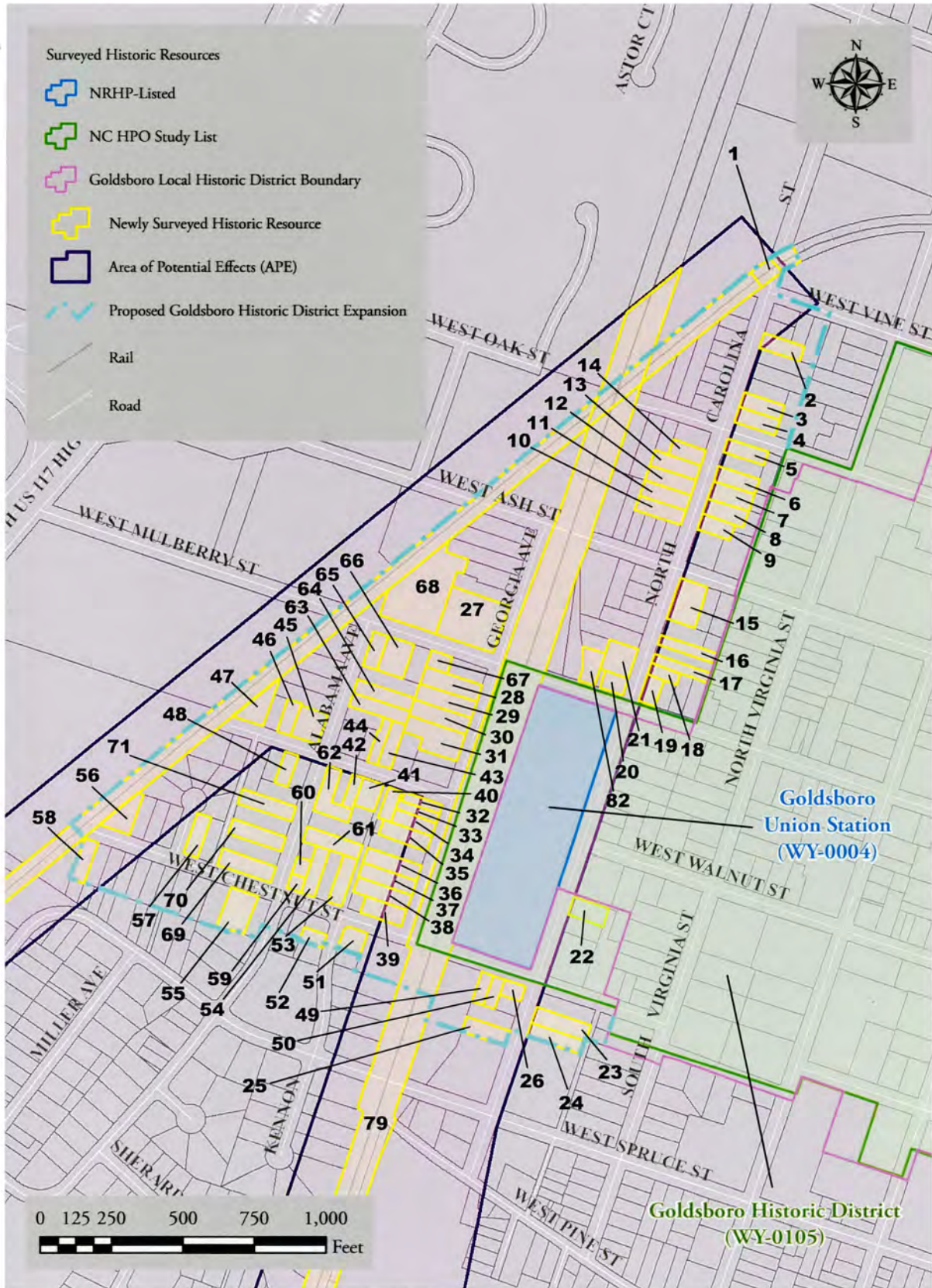


Figure 95. Proposed Goldsboro Historic District Expansion.



Figure 96. View of Houses along South Georgia Avenue in the Goldsboro Historic District Expansion, Facing Southwest (TRC, June 2012).



Figure 97. View of Houses along South Georgia Avenue Facing South from West Walnut Street in the Goldsboro Historic District Expansion (TRC, June 2012).



Figure 98. View of ca. 1913 Houses along 500 Block of West Chestnut Street, Facing East from the CSX Tracks in the Goldsboro Historic District Expansion (TRC, June 2012).



Data Courtesy of Wayne County GIS and NC OneMap  
Figure 3. Project Area of Potential Effects and Surveyed Historic Resources.