

**North Carolina Department of Natural and Cultural Resources  
State Historic Preservation Office**

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May 6, 2020

**MEMORANDUM**

TO: Mary Pope Furr, Senior Architectural Historian [mfurr@ncdot.gov](mailto:mfurr@ncdot.gov)  
NCDOT/EAU/Historic Architecture Group

FROM:   
Renee Gledhill-Earley  
Environmental Review Coordinator

SUBJECT: Historic Structures Survey Report, R-5777C, US 70 Improvements from SR 1116 (Thurman Road) to the Havelock Bypass, Craven County, ER 20-0790

Thank you for your March 30, 2020, memorandum transmitting the above-referenced report. We have reviewed the submittal and offer the following comments.

We concur that the following properties are not eligible for listing in the National Register of Historic Places due to the loss of historic integrity and not possessing the level of significance necessary to meet the National Register Criteria for Evaluation.

- Tom Haywood Store, 6241 East US 70 Highway (CV1044)
- Croatan Presbyterian Church, 6375 East US 70 Highway (CV1385)

All other identified resources, listed in the Appendix, do not warrant further evaluation due to lack of historic significance and/or integrity.

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 919-814-6579 or [environmental.review@ncdcr.gov](mailto:environmental.review@ncdcr.gov). In all future communication concerning this project, please cite the above referenced tracking number.

# Historic Structures Survey Report

US 70 Improvements from SR 1116 (Thurman Road)  
to the Havelock Bypass

Craven County, North Carolina

TIP No. R-5777C  
WBS No. 44648.1.1  
PA. No. 19-03-0022



## Historic Architecture

North Carolina Department of Transportation  
Cultural Resources, Environmental Analysis Unit  
Report Prepared by Kate Husband

March 2020

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Kate Husband, Principle Investigator  
Architectural Historian, Environmental Analysis Unit  
North Carolina Department of Transportation

Date

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Mary Pope Furr, Supervisor  
Historic Architecture Team Lead, Environmental Analysis Unit  
North Carolina Department of Transportation

Date

## **Management Summary**

The North Carolina Department of Transportation (NCDOT) proposes to improve US 70 from SR 1116 (Thurman Road) to the Havelock Bypass. The 6.5-mile project begins east of the E. Thurman Road intersection and extends to the proposed Havelock Bypass, and will upgrade roadway to freeway and construct service roads.

This project is subject to review under the Section 106 Programmatic Agreement for Minor Transportation Projects between the NCDOT, the North Carolina Historic Preservation Office (NCHPO), the Federal Highway Administration (FHWA) and the United States Forest Service (USFS) of 2015. An NCDOT architectural historian defined an Area of Potential Effects (APE), which follows the boundary of the Study Area. NCDOT architectural historians contracted Cardno in 2019 to conduct a reconnaissance-level survey to identify and assess all resources approximately 50 years of age or more within the APE. The architectural historian identified 123 resources over 50 years of age, the results of which were presented to NCDOT staff. Two resources, which were previously Study Listed in 1989, were identified as warranting an intensive evaluation of eligibility for the National Register of Historic Places (NRHP). NCDOT architectural historians determined that all other resources do not warrant further evaluation due to lack of historical significance and/or integrity. These properties can be found in the appendix. This report contains the evaluation of the two resources identified in the table below and recommends that both resources are not eligible for listing in the National Register of Historic Places.

<b>Resource Name</b>	<b>Inventory Number</b>	<b>Survey Site Number</b>	<b>NRHP Eligibility Recommendation</b>
Tom Haywood Store	106	CV1044 (Study Listed)	Not Eligible
Croatan Presbyterian Church	108	CV1385 (Study Listed)	Not Eligible

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## **Project Description and Methodology**

NCDOT proposes to improve US 70 from SR 1116 (Thurman Road) to the Havelock Bypass. The 6.5-mile project begins east of the E. Thurman Road intersection and extends to the proposed Havelock Bypass, and will upgrade roadway to freeway and construct service roads (Figure 3). The project is intended to improve regional mobility, assist economic development in primarily rural areas of eastern NC, provide a closer interstate connection to the Port of Morehead City, benefit military interconnectivity, and make the corridor safer by reducing intersections. In May 2016, the US 70 Corridor was designated the Future I-42 between I-40 and Morehead City.

This project is subject to review under the Section 106 Programmatic Agreement for Minor Transportation Projects between NCDOT, the North Carolina Historic Preservation Office (NCHPO), the Federal Highway Administration (FHWA) and the United States Forest Service (USFS) of 2015. An NCDOT architectural historian defined and Area of Potential Effects (APE), which follows the boundary of the Study Area (Figures 2, 3, 4). NCDOT architectural historians contracted Cardno in 2019 to conduct a reconnaissance-level survey to identify and assess all resources approximately 50 years of age or more within the APE. The architectural historian identified 123 resources over 50 years of age, the results of which were presented to NCDOT staff. Two resources, which were previously Study Listed in 1989, were identified as warranting an intensive evaluation of eligibility for the National Register of Historic Places (NRHP). NCDOT architectural historians determined that all other resources do not warrant further evaluation due to lack of historical significance and/or integrity.

In addition, the reconnaissance survey and a subsequent site visit by NCDOT architectural historians did not identify any potential historic districts. There was one previous multiple structures survey, identified as CV1160 Riverdale, within the APE. The 1980s survey listed five buildings that formed a small crossroads community. Since its original survey, two have experienced extensive alterations, while one was demolished in the late 1980s. The remaining two are in a poor deteriorated condition. A site visit to the area confirmed that the remaining structures do not present as a cohesive or intact community or district due to building loss, infill, and major material changes to individual structures. Therefore, the remaining resources do not warrant further evaluation as a district or individually (please see Appendix for photos of these individual properties). There are no potential historic districts within the APE.



**Figure 1:** Riverdale Community (CV1160).



**Figure 2:** Riverdale Community (CV1160).

In March 2020 NCDOT architectural historian Kate Husband conducted an intensive-level survey of the two properties identified, which included visiting, documenting, photographing and mapping the resources and conducting background research. The report was compiled in compliance with the requirements of Section 106 of the National Historic Preservation Act of 1966, as amended, other state and federal regulations, and NCDOT's current Historic Architecture Group Procedures and Work Products and the NCHPO Report Standards for Historic Structure Survey Reports/Determinations of Eligibility/Section 106/110 Compliance Reports in North Carolina. As a result of this analysis, it is recommended that the Tom Haywood Store (CV1044) and Croatan Presbyterian Church (CV1385) are not eligible for NRHP listing. For properties that do not warrant further evaluation, please see the appendix.

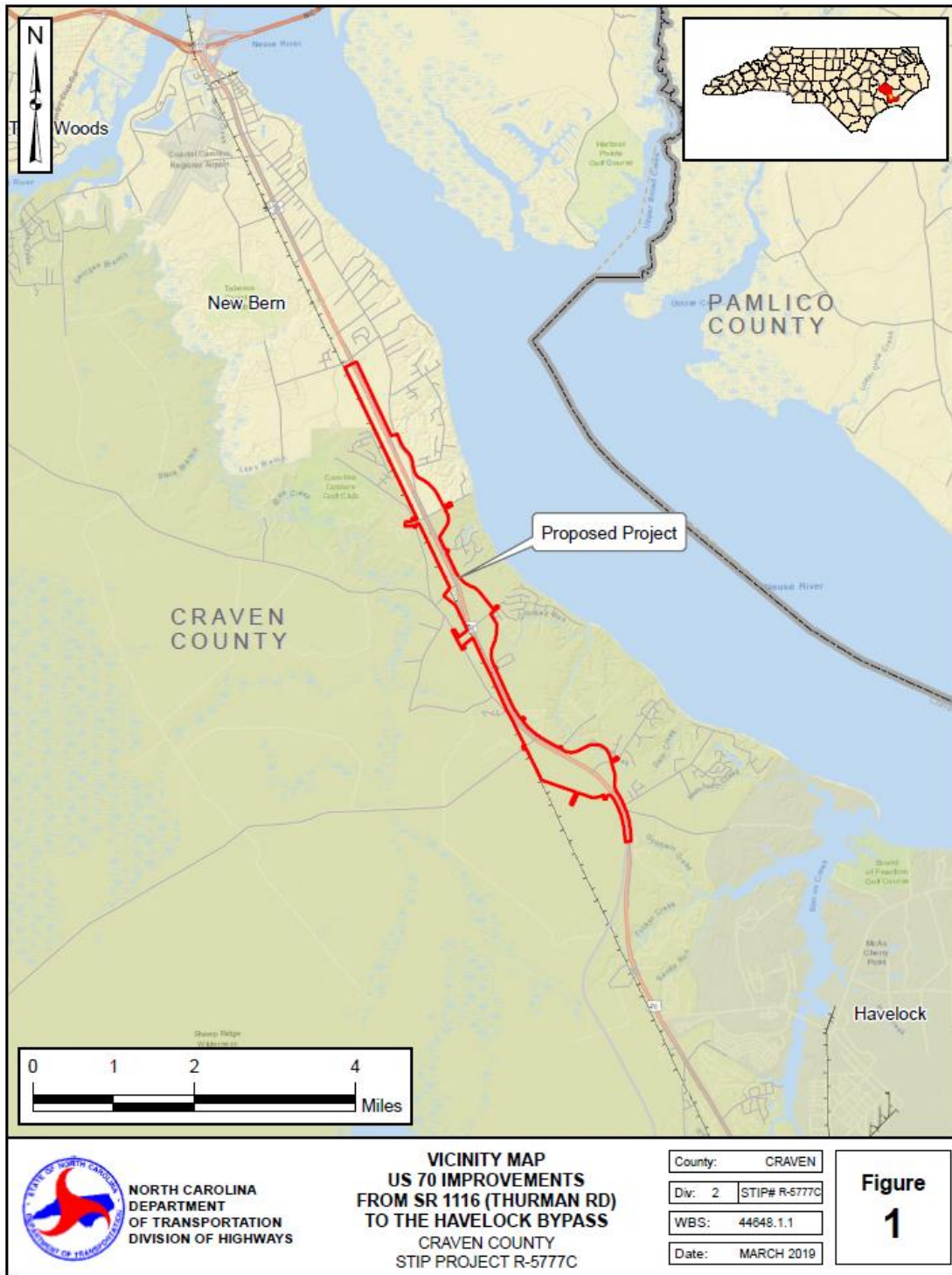


Figure 3: Project Vicinity Map.



Figure 4: Detail of Area of Potential Effects.





Figure 5: Detail of Area of Potential Effects.



Figure 6: Detail of Area of Potential Effects.

<b>Resource Name</b>	Tom Haywood Store
<b>Survey Site Number</b>	Inventory Number 106, CV1044 (Study Listed 1989)
<b>Location</b>	6241 E. US 70 Hwy
<b>Parcel ID</b>	6-207-009
<b>Construction Date</b>	c. 1885
<b>Recommendation</b>	Not Eligible



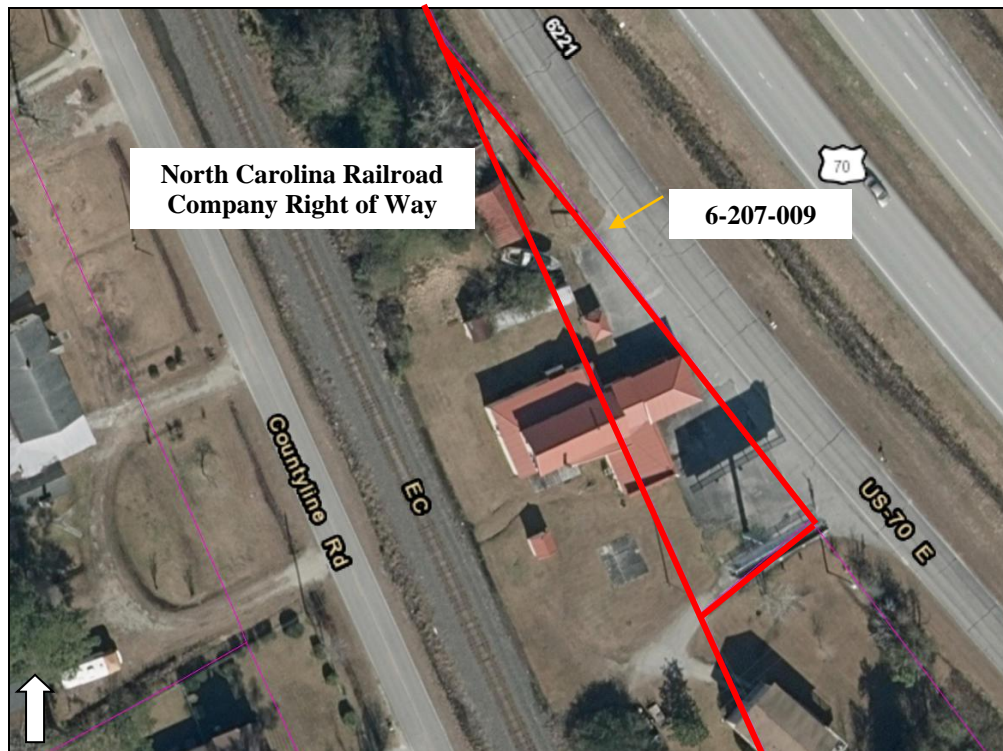
**Figure 7:** Tom Haywood Store (CV1044), looking southwest.

### **Location and Physical Description**

The Tom Haywood Store is located on a parcel of land between a service road (original US 70) and the North Carolina Railroad tracks. Three outbuildings are located north of the structure and one outbuilding and a concrete pad on which bathrooms once stood is located to the south. Once oriented towards the railroad, the store now faces towards the service road and a parking lot flanks the entrance. A large billboard is directly south of the parking lot. While some of the property lies on Parcel Number 6-207-009, a majority appears to be located within the North Carolina Railroad Company Right of Way.



Figure 8: Tom Haywood Store Site Plan.



**Figure 9:** Parcel Number 6-207-009 and North Carolina Railroad Company Right of Way.

The Tom Haywood Store consists of an original two-story frame structure on a continuous brick foundation and clad in weatherboard. The front gable roof of the original portion is clad in standing-seam metal and features cornice returns. An exterior brick chimney is located on the south elevation of this original portion of the store. Multiple one-story additions extend off the north, west, south, and east elevations and are clad in the same materials as the original structure. The one-story addition on the east elevation, constructed to accommodate a restaurant, reorients the building east towards US 70 and features a flat roof with an exterior brick chimney on the south elevation that terminates at the roofline. From that addition extends a slightly taller hip-roofed canopy with exposed end brackets, which is clad in standing-seam metal and supported by round metal posts. The canopy once covered gas pumps that are no longer extant.



**Figure 10:** East elevation of Tom Haywood Store, looking northwest.



**Figure 11:** Detail of recessed entrance.

Windows on the first floor of the east elevation are paired one-over-one wood sash windows, two of which flank the recessed one-light, two-panel wood entry door. On the second story are two three-over-three wood sash windows. Six-over-six wood sash windows are present on the other three elevations of both the original store and its additions, however three of the six-over-six windows on the second story of the north elevation are vinyl sash replacements. Entry doors on the north elevation are replacements.



**Figure 12:** Tom Haywood Store, north elevation.

This window pattern differs on the one-story addition extending off the west elevation, which has two four-light, wood casement windows, while the second story of the original store features one three-over-three wood sash window and three six-over-six wood sash windows.



**Figure 13:** Tom Haywood Store, west elevation.

An exterior covered stairwell providing access to the second story is located on the south elevation, behind the restaurant addition, and contains one two-over-one wood sash window. It was most likely constructed when the second floor was converted to a residence. The door is no longer extant, and plywood covers the entrance.



**Figure 14:** Tom Haywood Store, south elevation.

On the interior, the store appears to be undergoing renovation and is stripped of most of the flooring, some of the ceiling finishes, and other fixtures. New framing for interior walls has been added, and the floors within the original store and its additions have been removed and are exposed to dirt. Built in shelving and novelty board on the ceiling of the restaurant addition is still present, as are hanging light fixtures. Photographs from the 1981 survey documenting the interior prior to this ongoing renovation can be found in the History section of this report on page 21. The second floor was not accessible.





**Figure 15:** Interior looking west from the one-story restaurant addition into the original portion of the store.



**Figure 16:** Interior, detail of original shelving on the north wall of the one-story restaurant addition, looking west.



**Figure 17:** Interior of original two-story store portion, looking northeast.



**Figure 18:** Comparable view from 1981 Site Survey, State Historic Preservation Office Survey Site files.



**Figure 19:** Interior of restaurant addition, looking north.



**Figure 20:** Interior on one-story addition on the northwest side of the original store, looking east. Entry to the left of the photo leads to another one-story addition, entry to the right leads to the original store.



**Figure 21:** Exterior stairwell to second floor on south elevation, looking east.

A wood frame gazebo with a hipped roof clad in standing-seam metal is located directly north of the store. This gazebo appears to be a replacement of the original gazebo, which featured unhewn logs as posts and railings, that once sheltered a “Self Kicking Machine.” The Self Kicking Machine is now located in the North Carolina Museum of History in Raleigh; it was replaced with a replica and it is unknown where the replica of the machine is located.



**Figure 22:** Replica gazebo which once housed the Self Kicking Machine, looking southwest.

A one-car garage with vertical wood siding that is capped by a front-gable roof clad in standing-seam metal is directly north of the gazebo. Paired wood garage doors and pedestrian doors are located on the south elevation.



**Figure 23:** Garage, looking north.

Immediately north of the garage is a gable-roofed frame shed with paired wood doors on the east elevation. A gable-roofed porch with wood posts extends off the east elevation sheltering the doors. The exterior is clad in what appears to be reused standing-seam metal roofing. This building appears to have been relocated sometimes after a 1981 survey of the property.



**Figure 24:** Shed, looking northwest.

South of the store is a brick and concrete block pump house capped by a gable roof clad in standing-seam metal. A wood paneled door is located on the east elevation. A concrete pad, which was once the foundation for restrooms, also lies south of the store.



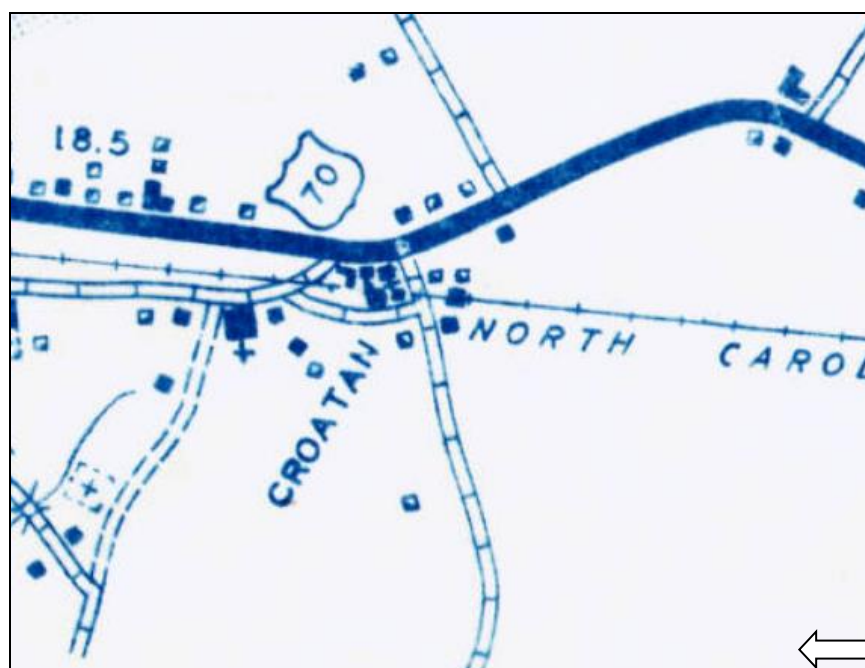
**Figure 25:** Pumphouse looking northwest.



**Figure 26:** Concrete pad which was former location of restrooms, looking south.

## History

The Tom Haywood Store is located in the community of Croatan, situated ten miles south of New Bern. Croatan was one of many small rural farming communities that developed along the Atlantic and North Carolina Railroad rail corridor, which was completed in 1858. Running from Morehead City to Goldsboro, with New Bern as a midway point, Croatan became a small community around the tracks by 1861 and a stop along the line in 1874.<sup>1</sup> The neighboring community of Riverdale to the north became a stop in 1877. The tracks allowed many farmers and producers of naval stores to transport goods to New Bern or cities westward by linking with other rail lines.<sup>2</sup> The original two-story gable front mercantile store was built c. 1885 by Burnett Hardison, facing the railroad tracks on which the community was oriented.



**Figure 27:** State-Wide Highway Planning Survey, Craven County, North Carolina State Highway and Public Works Commission. 1938. North Carolina Maps UNC

Hardison operated the store into the early 20<sup>th</sup> century until Hardison's sister and husband, Tom and Julia Haywood, took ownership in 1919. The Haywoods added a kitchen and dining room to the second floor for living. Croatan remained a farming community centered around the rail line during this time, and at the beginning of World War II the construction of the Cherry Point Marine Air Station to the south placed Croatan directly in between the base and New Bern. In the 1940s US 70 was widened to connect New Bern and the base, leading to Tom Haywood to flip the orientation of the

<sup>1</sup> J.D. Lewis, "North Carolina Railroads, Atlantic and North Carolina Railroad," [https://www.carolana.com/NC/Transportation/railroads/nc\\_rrs\\_atlantic\\_nc.html](https://www.carolana.com/NC/Transportation/railroads/nc_rrs_atlantic_nc.html).

<sup>2</sup> Peter B. Sandbeck, *The Historic Architecture of New Bern and Craven County* (New Bern, NC: The Tryon Palace Commission, 1988), 464.



building towards the highway with the addition of a one-story restaurant and gas pumps and canopy. Old letterhead from the business, date unknown, describes the store as “Tom Haywood’s Stopping Place” that offered “General Merchandise, Gasoline, Oils and Greases, Camp and Picnic Grounds.”<sup>3</sup>

The store became a famous roadside stop when Tom Haywood, along with his friend Wilbur Herring, built and installed “The Self Kicking Machine” in front of the store on July 27, 1937. US 70 had become known as “North Carolina’s Broadway,”<sup>4</sup> and tourists going to and from the beach would stop at his store and roadside curiosity to kick themselves with the contraption. The machine soon became a national attraction, with Tom Haywood and the Self Kicking Machine touring the country, and Universal News Reel Co. filmed a segment about the machine for broadcast. It even led to the formation of the nationwide group known as “The Self-Kicking Club of America.”<sup>5</sup>

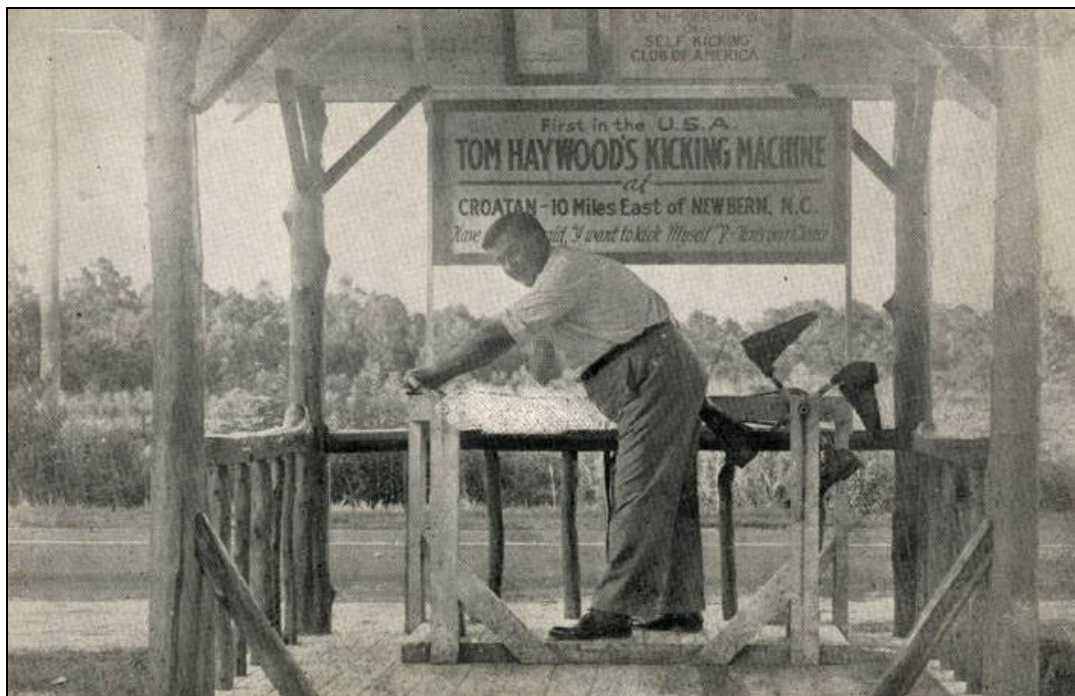


Figure 28: *The New Bern Mirror*, July 7, 1967

<sup>3</sup> Catherine W. Bishir and Michael T. Southern, *A Guide to the Historic Architecture of Eastern North Carolina* (Chapel Hill, NC: The University of North Carolina Press, 1996), 209.

<sup>4</sup> “Self Kicking Machine Gets Plenty of Action,” *The Daily Times-News* (Burlington, NC), August 2, 1940.

<sup>5</sup> Lynn Nisbet, “Around Capitol Square,” *The Daily Times-News* (Burlington, NC), June 17, 1958.



**Figure 29:** c. 1940 postcard for Tom Haywood's Kicking Machine, featuring Tom Haywood. North Carolina Postcards of the North Carolina Collection, UNC Chapel Hill. [https://dc.lib.unc.edu/cdm/singleitem/collection/nc\\_post/id/311/rec/164](https://dc.lib.unc.edu/cdm/singleitem/collection/nc_post/id/311/rec/164)

Besides running his general store and roadside attraction, Tom Haywood was also active in the community and served as County Commissioner. After his death in 1955 his niece and her husband continued to run the store and machine. Ownership changed hands several times over the years, and at one point the store was converted to an antiques store.<sup>6</sup> In the 1970s a bathroom was added on the second floor of the original store. The Self Kicking Machine was donated to the North Carolina Museum of History in 1993, and a replica was placed in its original location.<sup>7</sup> It appears that the replica was removed sometime in 2017 based on a user contribution on the comment page for the machine on [roadsideamerica.com](http://roadsideamerica.com). Survey site photos and diagrams also show that the original Self Kicking Machine and gazebo were located south of the store, where a billboard now stands. It is uncertain when the new gazebo was moved to its current location north of the store. The exterior bathroom building was also demolished sometime after 1981.

<sup>6</sup> CV1044 (Tom Haywood Store) Survey site file, State Historic Preservation Office, 1981.

<sup>7</sup> RoAnn, Bishop, "One Kicker of a Contraption," *Tar Heel Junior Historian*, Fall 2008, Reprinted on NCPEDIA <https://www.ncpedia.org/industry/kicking-machine>



**Figure 30:** Survey Site Photograph, Tom Haywood Store, January 1981.



**Figure 31:** Survey Site Photograph, east and north elevation of store, January 1981.



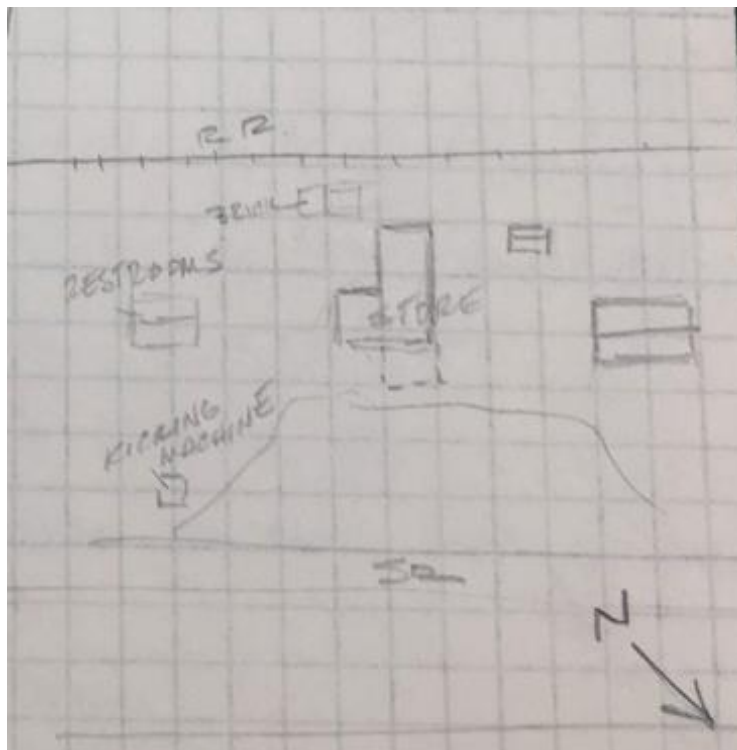
**Figure 32:** Survey Site Photograph, south elevation of the store with original bathroom building to the right of the photograph, January 1981.



**Figure 33:** Survey Site Photograph, interior of Tom Haywood Store, January 1981.



**Figure 34:** Survey Site Photograph, original location of the self kicking machine and original gazebo, January 1981.



**Figure 35:** Sketch taken during 1981 site survey. The Self Kicking Machine was southeast of the building, and the small shed was originally located between the store and the garage.

## Architectural Context

The Tom Haywood Store retains a low level of integrity. The overall form of the original building and its historic additions remain, however most of the interior has been removed, new framing for walls has been added, and some windows and doors have been replaced throughout the building diminishing design, materials, and workmanship. In addition, both the original Self Kicking machine and its replica are no longer on the property, neither is the original unhewn log gazebo, lost sometime after 1981. The outdoor bathroom structure, once used by those visiting the store and roadside attraction, are no longer extant nor are the camping grounds mentioned in Tom Haywood's stationary. It has therefore lost integrity of setting, and more importantly association and feeling with the loss of the Self Kicking Machine roadside attraction so closely associated with the store.

Driving around Craven county, there are quite a few remaining country stores that served small communities similar to Croatan, however most are in deteriorated condition due to the disappearance of the need for rural community stores. Most are one-story, built of frame or cinderblock construction, and a few feature gas pumps or shelters that once housed gas pumps from the rise of the popularity of automobiles. The two-story frame version appears to have been less common.

Chaney's General Store (CV0977), built 1915, is comparable to Tom Haywood's Store for its design and use. The two-story frame store once served the community of Ernul and retains a high degree of integrity.



**Figure 36:** Chaney's General Store, 3231 Old Brick Road, Ernul, looking west.

Although in a deteriorated condition, Gaskin's General Store (CV0975, Study Listed) is located 340 feet west of Chaney's General Store in Ernul and also represents the two-story type. It has lost its exterior stair up to the second story, its porch, and its roof recently.



**Figure 37:** Chaney's General Store, 3231 Old Brick Road, Ernul, looking east.

Leslie Sermon's Store (CV1010) located in Fort Barnwell, Craven County, is a two-story general store with a recessed front entrance, gas canopy, and living quarters. Although now vinyl sided, the store retains a moderate amount of integrity.



**Figure 38:** Leslie Sermon's Store, 9463 NC 55, Dover, looking south.

Although one-story, the frame store at James Bryant Garner Store (CV1018) is also representative of the rural store type. Stores similar to this one were observed throughout the county.



**Figure 39:** James Bryant Garner Store, 9955 River Road, Grifton, looking west.

### National Register Evaluation

For National Register significance, the Tom Haywood Store is **not eligible** under Criterion A. To merit eligibility under Criterion A, *a district or property* must retain integrity and must be associated with a specific event marking an important moment in American history, or a pattern of events or historic trend that made a significant contribution to social history.<sup>8</sup> The Tom Haywood Store has lost sufficient integrity to convey its importance as a popular tourist stop in the mid-20<sup>th</sup> century. It no longer retains the association and feel of Tom Haywood's Stopping Place, and the Self Kicking Machine is no longer extant.

The Tom Haywood Store is **not eligible** under Criterion B, a category for individuals whose specific contributions to history can be identified and documented. Although Tom Haywood was a prominent member of the community, the Tom Haywood Store does not retain sufficient integrity to convey association.

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<sup>8</sup> *National Register Bulletin 15* (Washington, DC: U. S. Department of the Interior, 1991), 12.



The Tom Haywood Store is **not eligible** under Criterion C for Design and Construction. To be eligible under Criterion C, a property must meet one of the following requirements:

- Embody distinctive characteristics of a type, period, or method of construction;
- Represent the work of a master;
- Possess high artistic value;
- Represent a significant and distinguishable entity whose components may lack individual distinction.<sup>9</sup>

The Tom Haywood Store does not retain sufficient integrity for National Register listing under Criterion C. Its feeling and association as a popular and renowned tourist stop in the mid-20<sup>th</sup> century has been lost, as has its materials, workmanship, and association as a general store and gas station.

Finally, under the scope given for this report, which specifically addresses above-ground resources, the Tom Haywood Store is **not eligible** for the National Register under Criterion D. For properties to be eligible under Criterion D they must, first, have or have had information contributing to our understanding of human history or prehistory. Second, this information must be considered important.<sup>10</sup> No additional above ground information specific to Criterion D was discovered during fieldwork or research.

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<sup>9</sup> *National Register Bulletin 15*, 17-20.

<sup>10</sup> *National Register Bulletin 15*, 15.

<b>Resource Name</b>	Croatan Presbyterian Church
<b>Survey Site Number</b>	Inventory Number 108, CV1385 (Study Listed 1989)
<b>Location</b>	6375 E. US 70 Hwy
<b>Parcel ID</b>	6-011-002
<b>Construction Date</b>	1884
<b>Recommendation</b>	Not Eligible



**Figure 40:** Croatan Presbyterian Church (CV1385) looking west.

### **Location and Physical Description**

Croatan Presbyterian Church is situated on a 1.32-acre parcel at the intersection of Catfish Lake Road and US 70. The building faces northeast and fronts the original US 70, which is now a service road. A wide concrete walkway leads to concrete entry steps on the northeast elevation, and two concrete sidewalks run parallel and perpendicular to the Sunday school addition on the northwest elevation to connect to the main walkway and parking areas. A gravel parking lot is situated south of the church with an entrance off Catfish Lake Road. A playground fenced in by chain link fence sits north of the church, and a modern sign fronts the service road. The rest of the area is maintained grass, which extends to a parcel to the north on which a school stood until 1975. The grass is now used by the church for additional parking. Trees surround both open parcels.



**Figure 41:** Croatan Presbyterian Church Site Plan.

Croatan Presbyterian Church is a one-story frame Gothic Revival church clad in aluminum siding. The church sits on a continuous concrete foundation and its front-gable roof is sheathed in composite shingles. Two six-panel wood doors flank a central window on the northeast elevation. Decorative triangular hoods cap both the window and doors of the entry. An open portico supported by square wood columns features a gable roof with cornice returns and a decorative vergeboard. A circular louvered gable vent is located within the gable end, and an octagonal bell tower caps the gable. Poured concrete steps and metal railings lead up to the entrance.



**Figure 42:** Northeast elevation of church looking southwest.

The church is distinctly ornamented with decorative corner boards, vergeboard, and a frieze that incorporates a circle and arrow motif separated by brackets. The windows are six-over-six, double-hung wood sash windows protected by exterior storm windows. Decorative triangular hoods featured on the front elevation are continued on the southeast and northwest elevations.



**Figure 43:** Detail of decorative sawn work on northeast elevation.



**Figure 44:** Detail of decorative triangular hoods over doors and windows on sanctuary.



**Figure 45:** Detail of frieze with circle and arrow motif, southeast elevation.

A one-story, one-room frame addition with a gable roof was added 1948-49 to the southwest elevation of the sanctuary. The addition is clad in aluminum siding and contains six-over-six sash vinyl windows. A one-story brick veneered Sunday school and fellowship hall addition, constructed 1966, extends from the northwest elevation of both the original church and its one-story addition. The Sunday school and fellowship hall addition features a side-gable roof clad in composite shingles. An inset porch supported by wrought-iron posts is situated on the northeast elevation, which shelters two entrances featuring six-panel fiberglass doors. Six-over-six sash vinyl windows both singular and paired are on all three elevations. A covered wood deck with a shed roof and square wood columns is located on the southwest elevation, and a wooden handicap access ramp leads to the deck.



**Figure 46:** One-story addition, southwest elevation, looking northeast.



**Figure 47:** Church and Sunday school and fellowship hall addition, north oblique looking south.



**Figure 48:** Sunday school and fellowship hall addition, looking east.

Within the interior of the sanctuary, the decorative window and door surrounds are continued from the exterior in a more reserved style. Interior louvered wood shutters cover the windows. A modest raised chancel with a slightly recessed wall displaying the cross is flanked by two paneled wood doors that lead to the one-story addition. The addition contains a small vestibule between the meeting room within the addition, the sanctuary, and the fellowship hall. When the Sunday school and fellowship hall were added, a large opening was created between the sanctuary and the fellowship hall, separated by a folding wall screen in what was originally a window. Several natural disasters have altered the original interior, and the sanctuary now contains new plaster walls, pews, pulpit furniture, carpeting, and ceiling.





**Figure 49:** Sanctuary Interior, looking southwest. Open door leads to small vestibule to the one room addition, the folding wall screen opening to the fellowship hall is located to the far right.



**Figure 50:** Sanctuary Interior, looking northeast.

A small kitchen is located within the fellowship hall and shares a wall with the one-room addition. Within the north end of the fellowship hall addition a hallway leads to bathrooms, Sunday school rooms, and a church office. The hallway also connects to the door on the northeast elevation within the inset porch.



**Figure 51:** Opening between church sanctuary and fellowship hall.



**Figure 52:** Fellowship hall interior, looking south towards sanctuary. Door to right least to one-story room addition on the back of main church while the large folding wall screen opens to the sanctuary.



**Figure 53:** Fellowship hall, looking north.



**Figure 54:** Fellowship hall kitchen, looking south. Open door leads to vestibule within one-story addition.



**Figures 55 and 56:** Vestibule and meeting room within one-story addition looking south, and hallway leading to Sunday school rooms, office, and bathrooms within fellowship hall addition, looking north.



**Figure 57:** Sunday school room.

A playground, fire pit, brick grill, and a mobile woodshed are located northwest of the church. A small portion of the parking lot directly behind the Sunday school and fellowship hall addition is paved.



**Figure 58:** Playground, looking west.



**Figures 59 and 60:** Mobile shed and firepit, as well as brick grill, looking south.

## History

The congregation for the Croatan Presbyterian Church was founded in 1883 when the residents of Croatan along with the community of Riverdale (just north of Croatan) saw the need to establish churches in the area. Both communities were recently formed around the Atlantic and North Carolina Railroad rail corridor, which was completed in 1858. Running from Morehead City to Goldsboro, with New Bern as a midway point, Croatan became a small community by 1861, and a stop along the line in 1874.<sup>11</sup> The neighboring community of Riverdale to the north became a stop in 1877. Croatan Presbyterian Church, the Riverdale United Methodist Church and the Croatan Original Free Will Baptist Church were all established to serve these communities, and all three congregations shared a small meetinghouse on County Line Road in the formative years. In 1884, the Croatan Presbyterian congregation constructed a frame meetinghouse in the approximate location of where the Church is now located. The church, both then and now, features some of the most ornate woodwork found in rural Craven county. The Wilmington Presbytery registered the church, and it was the only Presbyterian congregation in Rural Craven county.<sup>12</sup> Changes came in 1948-1949 with the addition of the portico and bell-tower, and the existing sawn work circle and arrow motifs featured on the original front were continued onto these additions. The one-room addition on the southwest elevation was also added at this time. A one-story brick-veneered Sunday school and fellowship hall addition was constructed on the northwest elevation of the church in 1966.

<sup>11</sup> J.D. Lewis, "North Carolina Railroads, Atlantic and North Carolina Railroad," [https://www.carolana.com/NC/Transportation/railroads/nc\\_rrs\\_atlantic\\_nc.html](https://www.carolana.com/NC/Transportation/railroads/nc_rrs_atlantic_nc.html).

<sup>12</sup> CV1385 (Croatan Presbyterian Church) Survey site file, State Historic Preservation Office, 1981.



**Figure 61:** Croatan Presbyterian Church, early 1940s before additions.

In the spring of 2011 a tornado, and then in the fall of 2011 a hurricane, heavily damaged the church. The tornado damaged its foundation and structure, and cracks within the walls of the fellowship hall are still present. Dr. Richard C. Boyd, pastor, noted that foundation repair is ongoing but is not complete.<sup>13</sup> Much of the roofing was torn off during the hurricane. This resulted in the collapse of the sanctuary ceiling and interior water damage. Almost all the interior of the sanctuary was replaced at this time. When the new pews were installed, the old pews were purchased by church members as mementos. A new handicapped bathroom and back porch were added in 2015.<sup>14</sup>

<sup>13</sup> Dr. Richard C. Boyd, Interview with Kate Husband, March 4, 2020.

<sup>14</sup> Boyd, 7.

An early-20<sup>th</sup> century two-room frame schoolhouse once stood adjacent to the church, which remained active until it was demolished 1975. Some of its former students are still members of the church.<sup>15</sup> In the 1970s and -80s a mobile home was located on the property for the church's student ministers.

The building has been moved twice due to highway projects but remains within 100 yards of its original location. There is no formal cemetery associated with the church, presumably due to the abundance of family cemeteries in the area. The Croatan Community Cemetery is currently used by members of the church. When surveyed in 1981, one family cemetery was being used as the community cemetery.<sup>16</sup>

### **Architectural Context**

The Croatan Presbyterian Church retains a low to moderate level of integrity. Although road projects have led to its relocation twice, it remains in its general original location. The overall form and style of the church and its historic additions remain, it therefore retains integrity of location, setting, and association. Integrity of workmanship and materials is diminished due to hurricane damage of 2011 with the replacement of the roof and most of the interior, and the addition of aluminum siding. A portion of the aluminum siding was examined, and it appears that the original weatherboard siding is no longer extant underneath. With the addition of the brick veneered Sunday school and fellowship hall, and the creation of the opening between the two buildings in what was originally a continuation of the window band, the church has lost integrity of design and feeling.

There are rural Gothic Revival churches in Craven county, however most rural churches in Craven County were built of brick or received brick facades in a simpler more reserved style. Highly decorative wood frame Gothic Revival churches are rare in eastern and southeastern North Carolina as a whole. Croatan Presbyterian Church's use of Gothic Revival is unique for the region and therefore comparable churches are mostly located outside of Craven county.

In the town of Linden in Cumberland County, the Parker's Grove Methodist Church (CD0840) (now Poplar Grove Methodist Church) is a similar Gothic Revival church that began as a simple gable-fronted frame church in 1876. Located at 4459 Linden Road, the building gained a decorative front entrance tower some years later, with decorative sawn work panels, gables, brackets, and door pairings.<sup>17</sup> The building also gained an addition on the rear that is sympathetic to the building. The interior appears to have undergone changes in materials similar to Croatan Presbyterian Church, however this church retains its weatherboard siding. Parker's Grove Methodist Church still retains a moderate degree of integrity and is an intact representation of the type.

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<sup>15</sup> Boyd, 4.

<sup>16</sup> CV1385 (Croatan Presbyterian Church) Survey site file, State Historic Preservation Office, 1981.

<sup>17</sup> Bishir and Southern, 405.





**Figure 62:** Parker's Grove Methodist Church (CD0840).



**Figure 63:** Parker's Grove Methodist Church (CD0840) interior, taken from <http://www.franklinjohnsoncommercial.com/wp-content/uploads/2017/02/4487-Linden-Road-flyer.pdf>

St. John's Episcopal Church (PT0069), located in St. Johns at 2000 Cannon Price Road, Pitt County, was constructed 1893-1895 in a more reserved Gothic Revival style. The one-story frame church clad in weatherboards served the rural community of St. Johns, and is remarkably intact. It retains all its interior woodwork including the barrel-vaulted tongue and groove ceiling. Its arched triangular windows and door retain its Gothic Revival feel. It was listed in the National Register of Historic Places in 1986 as an example of a rural nineteenth century gothic Revival church that served and continues to serve its community.<sup>18</sup>



**Figure 64:** St. John's Episcopal Church (PT0069).



**Figure 65:** St. John's Episcopal Church (PT0069) interior, 2017, taken from church community Facebook page.

<sup>18</sup> St. John's Episcopal Church (PT0069) National Register Nomination, August 28, 1986.

Jasper Bethany Christian Church (CV1089), located at 3475 NC 55, New Bern, is similar to St. John's Episcopal Church and retains its triangular arched windows and entryway. The modest church retains a moderate level of integrity; the interior of the church is relatively intact after a storm damaged the roof, but it is now used for storage and services take place in the newer structure attached by a walkway.



**Figure 66:** Jasper Bethany Christian Church (CV1089).

Another example in Eastern North Carolina is the Grove Presbyterian Church in Duplin County (DP0013), located at 611 South Main Street, Kenansville, constructed 1855. Although the pedimented front reads as Greek Revival, the frame church clad in weatherboard features triangular windows lending it a Gothic Revival feel. The church is also one of the oldest Presbyterian congregations in the state.<sup>19</sup> The church is a contributing resource to the National Register listed Kenansville Historic District.<sup>20</sup>

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<sup>19</sup> Ibid.

<sup>20</sup> Kenansville Historic District (DP0002) National Register Nomination, November 26, 1974, 8.c.



**Figure 67:** Grove Presbyterian Church (DP0013).

### **National Register Evaluation**

For National Register significance, the Croatan Presbyterian Church is **not eligible** under Criterion A. To merit eligibility under Criterion A, *a district or property* must retain integrity and must be associated with a specific event marking an important moment in American history, or a pattern of events or historic trend that made a significant contribution to social history.<sup>21</sup> The Croatan Presbyterian Church is not associated with a specific event or pattern events that contribute to history. In addition, the church has lost integrity necessary for eligibility.

The Croatan Presbyterian Church is **not eligible** under Criterion B, a category for individuals whose specific contributions to history can be identified and documented. No individuals significant in local, state, or national history are known to have been active with this property.

The Croatan Presbyterian Church is **not eligible** under Criterion C for Design and Construction. To be eligible under Criterion C, a property must meet one of the following requirements:

- Embody distinctive characteristics of a type, period, or method of construction;
- Represent the work of a master;
- Possess high artistic value;

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<sup>21</sup> *National Register Bulletin 15, 12.*

-Represent a significant and distinguishable entity whose components may lack individual distinction.<sup>22</sup>

Croatan Presbyterian Church is notable as a rural Gothic Revival frame church, and the woodwork featured on the building is remarkable. However, the church does not retain sufficient integrity for listing in the National Register of Historic Places, and representative and intact examples that retain integrity exist in eastern and southeastern North Carolina.

Finally, under the scope given for this report, which specifically addresses above-ground resources, the Croatan Presbyterian Church is **not eligible** for the National Register under Criterion D. For properties to be eligible under Criterion D they must, first, have or have had information contributing to our understanding of human history or prehistory. Second, this information must be considered important.<sup>23</sup> No additional above ground information specific to Criterion D was discovered during fieldwork or research.

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<sup>22</sup> *National Register Bulletin 15*, 17-20.

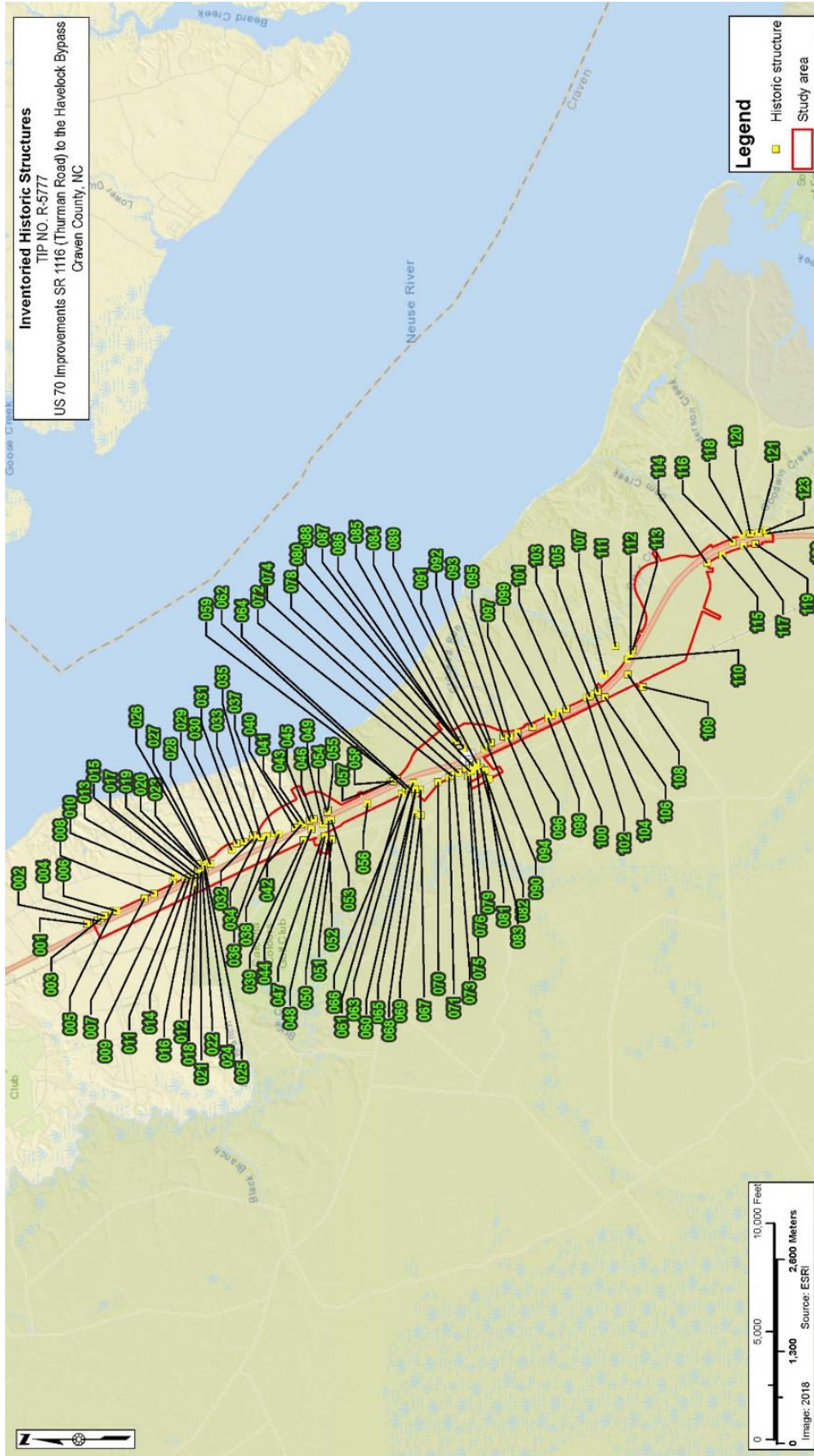
<sup>23</sup> *National Register Bulletin 15*, 15.

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## **APPENDIX**

Properties that do not warrant further evaluation based on internal review







**Inventory #1**



**Address: 3998 E. US 70 Hwy**  
**Date: 1969**  
**Parcel: 7-034-009**



**Inventory #2**



**Address: 4006 E. US 70 Hwy**  
**Date: 1968**  
**Parcel: 7-034-015-C**



**Inventory #3**



**Address: 4008 E. US 70 Hwy  
Date: 1962  
Parcel: 7-034-015-B**



**Inventory #4**



**Address: 4012 E. US 70 Hwy  
Date: 1969  
Parcel: 7-034-015-E**





**Inventory #5**



Address: 4018 E. US 70 Hwy  
Date: 1969  
Parcel: 7-034-016



**Inventory #6**



Address: 4020 E. US 70 Hwy  
Date: 1960  
Parcel: 7-035-001

**Inventory #7**



**Address: 4300 E. US 70 Hwy  
Date: 1968  
Parcel: 7-037-003**

**Inventory #8**



**Address: 4312 E. US 70 Hwy  
Date: 1941, 1955, 1995  
Parcel: 7-037-011**

**Inventory #9**

**Address: 4323A Old Cherry Point Road  
Date: 1968  
Parcel: 7-040-017**



**Inventory #10**

**Address: 4329 Old Cherry Point Road  
Date: 1957  
Parcel: 7-040-24000**



**Inventory #11**



Address: 4404 E. US 70 Hwy  
Date: 1965  
Parcel: 7-042-002-N

**Inventory #12**



Address: 4401-4405 E. US 70 Hwy  
Date: 1966, 1979, 1979  
Parcel: 7-042-021

**Inventory #13**

Address: 4406 E. US 70 Hwy  
Date: 1965  
Parcel: 7-042-002-O



**Inventory #14**

Address: 4408 E. US 70 Hwy  
Date: 1965  
Parcel: 7-042-002-P



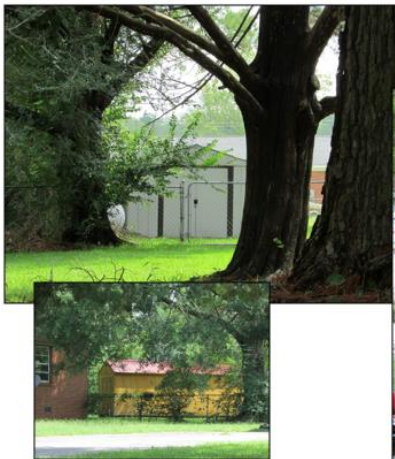
**Inventory #15**



**Address: 4410 E. US 70 Hwy  
Date: 1967  
Parcel: 7-042-002-Q**



**Inventory #16**



**Address: 4412 E. US 70 Hwy  
Date: 1964  
Parcel: 7-042-002-R**





**Inventory #17**



Address: 4414 E. US 70 Hwy  
Date: 1965  
Parcel: 7-042-002-S

**Inventory #18**



Address: 4416 E. US 70 Hwy  
Date: 1965  
Parcel: 7-042-002-T

**Inventory #19**



**Address: 4415 Old Cherry Point Road  
Date: 1968  
Parcel: 7-042-014**

**Inventory #20**



**Address: 4418 Old Cherry Point Road  
Date: 1972  
Parcel: 7-042-007-A**

**Inventory #21**



**Address: 4418 E. US 70 Hwy  
Date: 1965  
Parcel: 7-042-002-U**

**Inventory #22**



**Address: 4420 E. US 70 Hwy  
Date: 1965  
Parcel: 7-042-002-V**

**Inventory #23**



**Address: 4417 Old Cherry Point Road  
Date: 1969  
Parcel: 7-042-015**

**Inventory #24**



**Address: 4422 E. US 70 Hwy  
Date: 1965  
Parcel: 7-042-002-W**

**Inventory #25**



**Address: 4419 Old Cherry Point Road  
Date: 1969  
Parcel: 7-042-016**



**Inventory #26**



**Address: 4422 Old Cherry Point Road  
Date: 1920  
Parcel: 7-042-12000**



**Inventory #27**

**Name:** Boyd Cemetery  
**Address:** Old Cherry Point Road  
**Date:** ca. 1912  
**Parcel:** 7-042-005



**Inventory #28**

**Address:** 4425 Old Cherry Point Road  
**Date:** 1940  
**Parcel:** 7-042-003





**Inventory #29**



**Address: 4519 Old Cherry Point Road  
Date: 1944  
Parcel: 7-044-003**



**Inventory #30**



**Address: 4526 Old Cherry Point Road  
Date: 1955  
Parcel: 7-044-022**



**Inventory #31**

**Address: 4600 Old Cherry Point Road  
Date: 1940  
Parcel: 7-044-016**



**Inventory #32**

**Address: 4610 Old Cherry Point Road  
Date: 1953  
Parcel: 7-042-023**



**Inventory #33**



**Address: 4612 Old Cherry Point Road  
Date: 1944  
Parcel: 7-044-007**

**Inventory #34**



**Address: 4616 Old Cherry Point Road  
Date: 1950  
Parcel: 7-044-008**

**Inventory #35**



**Address: 4618 Old Cherry Point Road  
Date: 1951  
Parcel: 7-044-009**

**Inventory #36**



**Address: 4624 Old Cherry Point Road  
Date: 1950  
Parcel: 7-044-024**



**Inventory #37**



**Address: 4634 Old Cherry Point Road  
Date: 1945  
Parcel: 7-046-006**

**Inventory #38**



**Address: 4702 Old Cherry Point Road  
Date: ca.1915  
Parcel: 7-046-007**

**Inventory #39**



**Address: 4757 E. US 70 Hwy  
Date: 1943  
Parcel: 7-046-004**

**Inventory #40**



**Address: 4714 Old Cherry Point Road  
Date: ca. 1957  
Parcel: 7-046-009**

**Inventory #41**



Address: 4722 Old Cherry Point Road  
Date: 1940  
Parcel: 7-046-011-A

**Inventory #42**



Address: 4722A Old Cherry Point Road  
Date: 1968  
Parcel: 7-042-014

**Inventory #43**



Address: 4726 Old Cherry Point Road  
Date: ca.1920  
Parcel: 7-046-012

**Inventory #44**



Address: 4781 E. US 70 Hwy  
Date: 1968  
Parcel: 7-048-013

**Inventory #45**



**Address: 4736 Old Cherry Point Road/  
301 E. Camp Kiro Road  
Date: 1940  
Parcel: 7-048-009**

**Inventory #46**



**Address: 327 E. Camp Kiro Road  
Date: 1940  
Parcel: 7-048-010**



**Inventory #47**

**Address: 4816 Wilcox Road  
Date: 1955  
Parcel: 7-110-014**



**Inventory #48**

**Address: 4820 Wilcox Road  
Date: 1942  
Parcel: 7-110-042**







**Inventory #49**



**Address: 4845 E. US 70 Hwy  
Date: 1960  
Parcel: 7-048-006**



**Inventory #50**



**Address: 4827 Wilcox Road  
Date: 1948  
Parcel: 7-110-015**



**Inventory #51**



**Address: 4835 Wilcox Road  
Date: 1950  
Parcel: 7-110-015**



**Inventory #52**



**Address: 4861 E. US 70 Hwy  
Date: 1950  
Parcel: 7-048-018**



**Inventory #53**

Address: 4865 E. US 70 Hwy  
Date: 1950  
Parcel: 7-048-007



**Inventory #54**

Address: 4854 E. US 70 Hwy  
Date: 1960  
Parcel: 7-048-012



**Inventory #55**



**Address: 4860 E. US 70 Hwy**  
**Date: 1960**  
**Parcel: 7-048-9000**

**Inventory #56**



**Address: 5031 E. US 70 Hwy**  
**Date: 1955**  
**Parcel: 7-050-003**

**Inventory #57**



Address: 5150 E. US 70 Hwy  
Date: 1955  
Parcel: 7-052-017-H

**Inventory #58**



Address: 5184 E. US 70 Hwy  
Date: 1954  
Parcel: 7-052-026



**Inventory #59**



Address: 5200 E. US 70 Hwy  
Date: 1960  
Parcel: 7-052-018

**Inventory #60**



Name: Riverdale Multiple Structures  
(CV1160)  
Date: ca.1870  
Parcel: various



**Inventory #60**



**Name: Riverdale Multiple Structures (CV1160)**  
**Date: ca.1870**  
**Parcel: various**

**Inventory #61**



**Name: Wood House**  
**Address: 170 Woods Circle (CV1158)**  
**Date: ca.1882**  
**Parcel: 7-050-004**

**Inventory #62**



**Name: Riverdale United Methodist Church**  
**Address: 5195 E. US 70 Hwy**  
**Date: 1964**  
**Parcel: 7-052-010**

**Inventory #63**



**Name: McDaniels House**  
**Address: 130 Woods Circle (CV1157)**  
**Date: 1930**  
**Parcel: 7-052-012**



**Inventory #63**



**Name:** McDaniels House  
**Address:** 130 Woods Circle (CV1157)  
**Date:** 1930  
**Parcel:** 7-052-012

**Inventory #64**



**Name:** Ebron House  
**Address:** 120 Woods Circle (CV1156)  
**Date:** 1870  
**Parcel:** 7-052-013

**Inventory #65**



**Address: 125 Woods Circle  
Date: 1938  
Parcel: 7-052-007**

**Inventory #66**



**Address: 110 Green Avenue  
Date: 1948  
Parcel: 7-052-025**

**Inventory #67**



**Address: 215 Riverdale Road  
Date: 1905  
Parcel: 7-053-002**

**Inventory #68**



**Name: Clifford Simpson House  
Address: 5100-5200 Wilcox Road (CV1171)  
Date: ca. 1870  
Parcel: 7-052-001**

**Inventory #68**



**Name:** Clifford Simpson House  
**Address:** 5100-5200 Wilcox Road (CV1171)  
**Date:** ca. 1870  
**Parcel:** 7-052-001

**Inventory #69**



**Name:** Simpson Cemetery  
**Address:** 5100-5200 Wilcox Road  
**Date:** ca. 1870  
**Parcel:** 7-052-001

**Inventory #70**



**Address: 230 Green Avenue  
Date: 1969  
Parcel: 7-053-010**



**Address: 260 Green Avenue  
Date: 1960  
Parcel: 7-054-025**

**Inventory #71**





**Inventory #72**

**Address: 280 Green Avenue  
Date: 1960  
Parcel: 7-054-027**



**Inventory #73**

**Address: 300 Green Avenue  
Date: 1965  
Parcel: 7-054-028**



**Inventory #74**



**Address: 304 Green Avenue  
Date: 1959  
Parcel: 7-054-030**

**Inventory #75**



**Address: 168 W. Fisher Avenue  
Date: 1939  
Parcel: 7-054-017**



**Inventory #76**



**Address: 168A W. Fisher Avenue  
Date: 1961  
Parcel: 7-054-018**



**Inventory #77**



**Address: 124 W. Fisher Avenue  
Date: 1950  
Parcel: 7-054-033**





**Inventory #78**



**Address: 170 W. Fisher Avenue**  
**Date: ca. 1955**  
**Parcel: 7-054-039**



**Inventory #79**



**Address: 160 W. Fisher Avenue**  
**Date: ca. 1953**  
**Parcel: 7-054-024**



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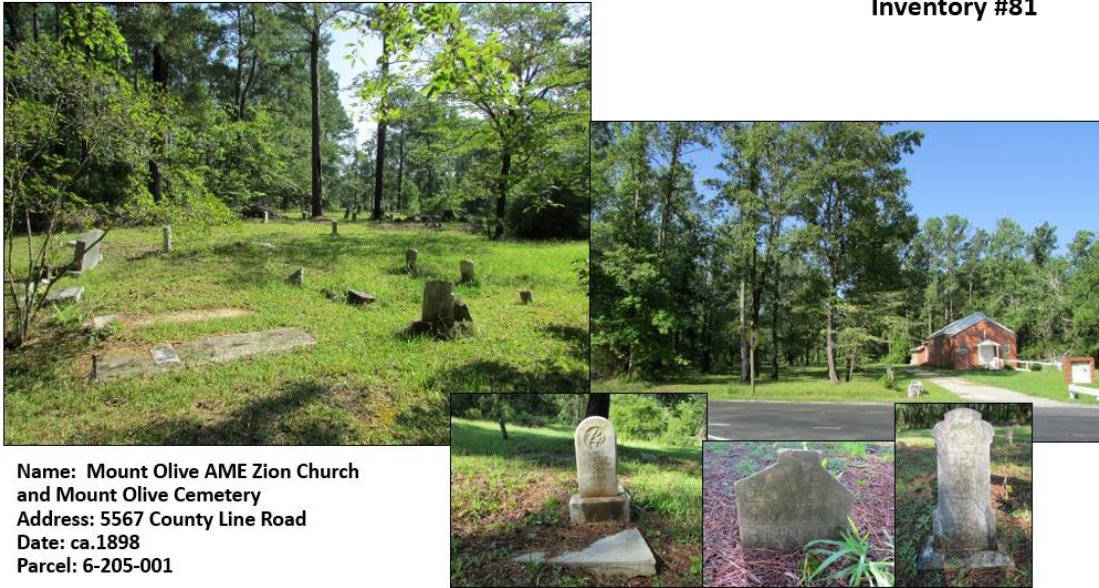
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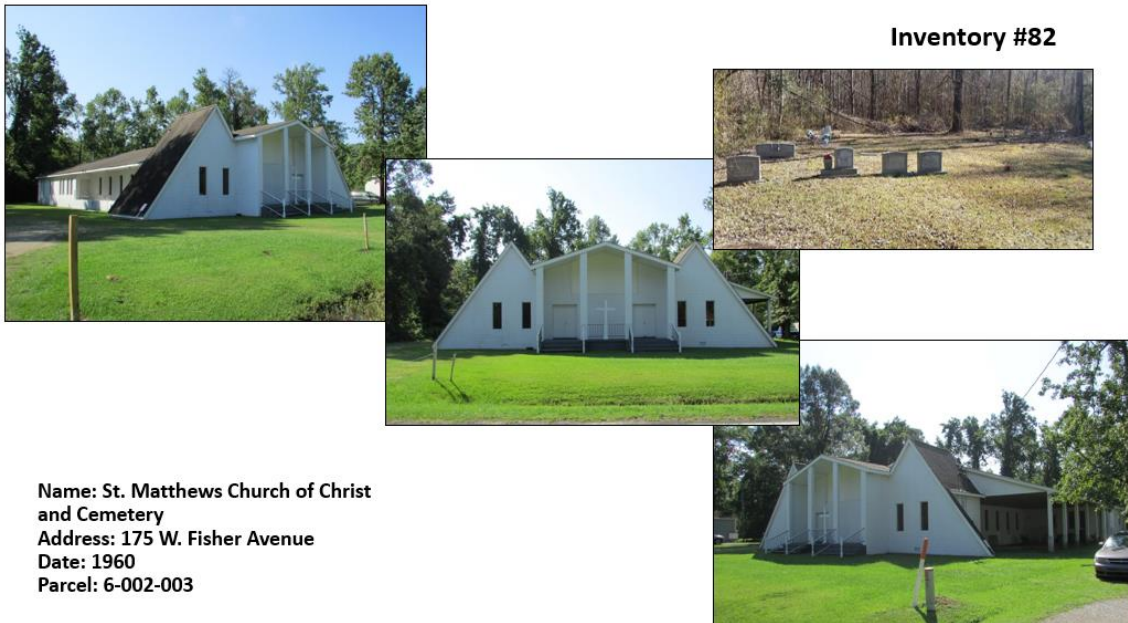
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and Mount Olive Cemetery  
Address: 5567 County Line Road  
Date: 1927  
Parcel: 6-203-1-011**

**Inventory #81**



**Name:** Mount Olive AME Zion Church  
and Mount Olive Cemetery  
**Address:** 5567 County Line Road  
**Date:** ca.1898  
**Parcel:** 6-205-001

**Inventory #82**



**Name:** St. Matthews Church of Christ  
and Cemetery  
**Address:** 175 W. Fisher Avenue  
**Date:** 1960  
**Parcel:** 6-002-003

**Inventory #83**



**Address: 155 W. Fisher Avenue  
Date: ca. 1953  
Parcel: 6-001-001-A**

**Inventory #84**



**Address: 125 W. Fisher Avenue  
Date: 1955  
Parcel: 6-001-004**



**Inventory #85**

**Address: 150 E. Fisher Avenue  
Date: 1940  
Parcel: 7-054-1-007-B**



**Inventory #86**



**Address: 180 E. Fisher Avenue  
Date: 1960  
Parcel: 7-054-1-008**



**Inventory #87**



**Address: 190 E. Fisher Avenue  
Date: 1963  
Parcel: 7-054-1-008-A**

**Inventory #88**



**Address: 194 E. Fisher Avenue  
Date: 1954  
Parcel: 7-054-1-7000**



Address: 5640 E. US 70 Hwy  
Date: 1953  
Parcel: 7-054-1-018

**Inventory #89**



**Inventory #90**



Address: 5650 E. US 70 Hwy  
Date: 1950  
Parcel: 7-054-1-016

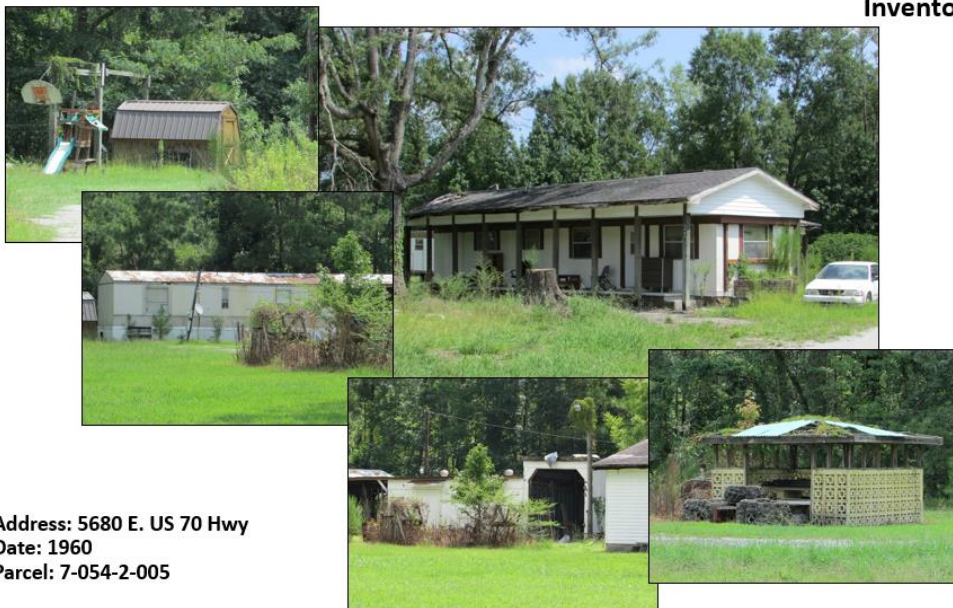


**Inventory #91**



**Address: 5780 E. US 70 Hwy  
Date: 1965  
Parcel: 7-054-2-021**

**Inventory #92**



**Address: 5680 E. US 70 Hwy  
Date: 1960  
Parcel: 7-054-2-005**



**Inventory #93**



Address: 5730 E. US 70 Hwy  
Date: 1958  
Parcel: 7-054-2-008

**Inventory #94**



Address: 5740 E. US 70 Hwy  
Date: 1960  
Parcel: 7-054-2-009

**Inventory #95**



Address: 5758 E. US 70 Hwy  
Date: 1957  
Parcel: 7-054-2-015

**Inventory #96**



Address: 5780 E. US 70 Hwy  
Date: 1946  
Parcel: 7-054-2-14000



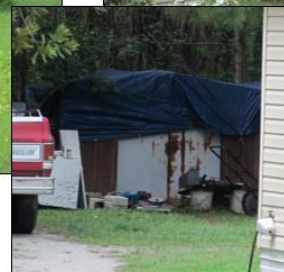
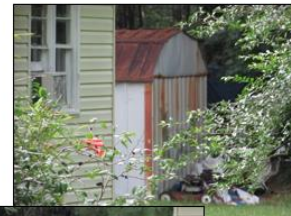
**Inventory #97**



**Address: 5870 E. US 70 Hwy**  
**Date: 1950**  
**Parcel: 7-054-3-002**



**Inventory #98**



**Address: 5920 E. US 70 Hwy**  
**Date: 1955**  
**Parcel: 7-054-3-005**



**Inventory #99**



**Address: 5960 E. US 70 Hwy  
Date: ca. 1969  
Parcel: 7-054-3-005**



**Inventory #100**



**Address: 5990 E. US 70 Hwy  
Date: 1950  
Parcel: 7-054-4-007**



**Inventory #101**



**Address: 6060 E. US 70 Hwy**  
**Date: 1950**  
**Parcel: 7-054-4-005**



**Inventory #102**



**Address: 6160 E. US 70 Hwy**  
**Date: 1952**  
**Parcel: 7-054-5-007**



**Inventory #103**



Address: 6180 E. US 70 Hwy  
Date: 1960  
Parcel: 7-054-6-001



**Inventory #104**



Address: 6220 E. US 70 Hwy  
Date: 1945  
Parcel: 7-054-6-005

**Inventory #105**



**Address: 6230 E. US 70 Hwy**  
**Date: 1965**  
**Parcel: 7-054-6-002**

**Inventory #107**



**Name: Croatan Community Cemetery**  
**Address: 6241 E. US 70 Hwy**  
**Date: ca. 1892**  
**Parcel: 7-054-6-006**

**Inventory #109**



**Address: 214 Catfish Lake Road  
Date: 1955  
Parcel: 6-207-031**

**Inventory #110**



**Address: 6380 E. US 70 Hwy  
Date: 1940  
Parcel: 6-011-006**





**Inventory #111**



**Address: 6400 E. US 70 Hwy**  
**Date: 1950**  
**Parcel: 6-011-007**



**Inventory #112**



**Address: 6410 E. US 70 Hwy**  
**Date: 1940**  
**Parcel: 6-011-015**

**Inventory #113**



**Address: 6430 E. US 70 Hwy  
Date: 1933  
Parcel: 6-011-010**

**Inventory #114**



**Address: 6955 E. US 70 Hwy  
Date: ca. 1969  
Parcel: 6-016-001**

**Inventory #115**



Address: 7015 E. US 70 Hwy  
Date: 1950  
Parcel: 6-019-001-A

**Inventory #116**



Name: Pittman-Rowe Cemetery  
Address: 6241 E. US 70 Hwy  
Date: 1895  
Parcel: 6-019-002



**Inventory #117**



**Address: 7115 E. US 70 Hwy  
Date: 1965  
Parcel: 6-022-016**



**Inventory #118**



**Address: 7120 E. US 70 Hwy  
Date: 1960  
Parcel: 6-019-010**

**Inventory #119**



**Address: 7155 E. US 70 Hwy  
Date: 1955  
Parcel: 6-022-002-A**

**Inventory #120**



**Address: 7140 E. US 70 Hwy  
Date: 1955  
Parcel: 6-022-8001**

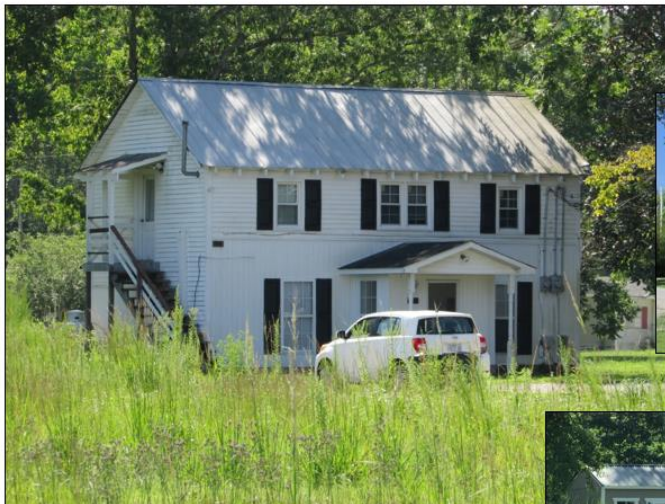


**Inventory #121**



Address: 7154 E. US 70 Hwy  
Date: 1969  
Parcel: 6-022-010

**Inventory #122**



Address: 7160 E. US 70 Hwy  
Date: 1944  
Parcel: 6-022-003

**Inventory #123**



**Address: 111 Victory Circle  
Date: 1946  
Parcel: 6-022-003**