



## North Carolina Department of Cultural Resources

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July 28, 1999

Nicholas L. Graf  
Division Administrator  
Federal Highway Administration  
Department of Transportation  
310 New Bern Avenue  
Raleigh, N.C. 27601-1442

Re: Historical Architectural Resources Report, I-85  
from SR 2110 to US 29-52-70/I-85 Business,  
Federal Aid Project No. NHF-85-3(164)80, State  
Project 8.1631403, TIP I-2304A, Rowan and  
Davidson Counties, ER 00-7077

Dear Mr. Graf:

Thank you for your letter of July 7, 1999, transmitting the survey report by Edward T. Davis, North Carolina Department of Transportation, concerning the above project.

For purposes of compliance with Section 106 of the National Historic Preservation Act, we concur that the following property is eligible for the National Register of Historic Places under the criterion cited:

Bridge No. 46, "Wil Cox Bridge," located on US 29/70, spans the Yadkin River at the Davidson/Rowan County line. Bridge No. 46 is eligible for listing in the National Register of Historic Places under Criterion C as it embodies the distinctive characteristics of an open spandrel concrete bridge. DOE

The following property was determined not eligible for listing in the National Register of Historic Places:

Bridge No. 4, "South Potts Creek Bridge," located on SR 1147 over South Potts Creek, Davidson County.

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



Thank you for your cooperation and consideration. If you have questions concerning the above comment, please contact Renee Gledhill-Earley, environmental review coordinator, at 919/733-4763.

Sincerely,



David Brook  
Deputy State Historic Preservation Officer

DB:slw

cc: William D. Gilmore  
Barbara Church  
Rowan County Historic Properties Commission,  
401 North Main Street, Salisbury, N.C. 28144

bc: ~~File~~  
Brown/Alperin  
County  
RF

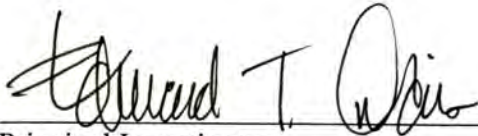
## HISTORIC ARCHITECTURE REPORT

Reconstruct I-85 to accommodate 8 to 10 lanes from north of SR 2110  
(Exit 81) in Rowan County to USS 29-52-70/I-85 Business  
(Exit 87) in Davidson County, and Rowan Counties.

**TIP No. I-2304A**  
**State Project No. 8.1631403**  
**Federal Aid Project No. NHF-85-3(164)80**

North Carolina Department of Transportation  
Report Prepared by Edward T. Davis

April, 1999



Principal Investigator  
North Carolina Department of Transportation

July 2, 1999  
Date



Supervisor, Historic Architectural Resources Section  
North Carolina Department of Transportation

July 2, 1999  
Date

## **II. Management Summary**

The North Carolina Department of Transportation (NCDOT) proposes to expand Interstate 85 to 8-10 lanes from north of SR 1220 (Exit 81) in Rowan County to US 29-52-70/I-85 Business (Exit 87) in Davidson County. As part of this expansion the Wil Cox Bridge, Rowan-Davidson County Bridge No. 673 and the South Potts Creek Bridge, Davidson County Bridge No. 525 will be replaced.

The area of potential effect (APE) for historic architectural resources was delineated by a NCDOT staff architectural historian and reviewed in the field. The APE boundary is shown on the attached map (p. 16A).

The survey methodology consisted of three field surveys and background research on the project area. Two NCDOT staff architectural historians conducted field surveys in November and December, 1998, by car and on foot. Background research was conducted at the North Carolina State Library, the Bridge Maintenance Records at NCDOT, the Planning Department for the City of Salisbury, and the North Carolina Collection at Wilson Library at the University of North Carolina at Chapel Hill and the files and maps at the State Historic Preservation Office.

One structure – the “Wil Cox Bridge”—has been determined eligible for the National Register of Historic Places (pg. 16). Three additional structures, two houses and one bridge, are over fifty years of age, however are not considered eligible for the National Register. These structures are described on page 15 and keyed to a map on page 16B.

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## **V. Purpose of Survey and Report**

This survey was conducted and the report prepared in order to identify historic architectural resources located within the APE as part of the environmental studies conducted by NCDOT and documented by an Environmental Assessment (EA). This report is prepared as a technical addendum to the EA and as part of the documentation of compliance with the National Environmental Policy Act (NEPA) and the National Historic Preservation Act of 1966, as amended, 16 U.S.C. Section 470f requires Federal agencies to take into account the effect of their undertakings on properties included in or eligible for inclusion in the National Register of Historic Places and to afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on such undertakings.

## **VI. Methodology**

This survey was conducted and the report compiled by NCDOT in accordance with the provisions of FHWA Technical Advisory T 6640.8A (Guidance for Preparing and Processing Environmental and Section 4(f) Documents); the Secretary of the Interior's Standards and Guidelines for Archaeological and Historic Preservation (48 FR 44716): 36 CFR Part 800; CFR Part 60; and Phase II (Abridged Survey Procedures for Historic Architectural Resources by NCDOT dated June 15, 1994). This survey report meets the guidelines of NCDOT and the National Park Service.

The survey methodology consisted of a field survey and historical background research of the project area. An initial field survey was conducted by automobile and on foot in November, 1998. Final field surveys were conducted in December, 1998. All structures over fifty years of age were photographed, recorded and evaluated with reference to the criteria for eligibility to the National Register. The survey covers 100% of the APE.

Background research about the project area concentrated on the architectural development and the historical context of Rowan and Davidson Counties. The survey files located at the SHPO were consulted. There are no properties in the APE listed on the National Register or the State Study List.



## VII. Description of Project Area

### *The Early Settlement Period: 1750-1800.*

John Carteret (the Earl Granville) owned one of the eight original shares of Carolina. Carteret's territory, known as the Granville Proprietary, included the subsequent counties located east to the town of Bath and north to Virginia and extending west to an undetermined location. The land office for the Proprietary which promoted the western Piedmont lands, opened in 1745 and attracted settlers from primarily Pennsylvania, Delaware, Maryland and New Jersey. Rowan and Davidson Counties were originally part of Anson County, formed in 1750 and named for George Anson, Lord Anson, a British admiral whose duties included protecting the Carolina coast from pirates. In 1753, a bill was passed which formed Rowan County out of Anson and named for the acting Governor, Mathew Rowan. In 1822, Davidson County was formed out of Rowan, named for General William Lee Davidson (1746-81) who was killed at the Battle of Cowans Ford on the Catawba River during the Revolutionary War.<sup>1</sup>

Native American occupation of this region of North Carolina generally ended by the second quarter of the eighteenth century and was replaced by extensive Euro-American settlement, beginning in the late 1740's and continuing through the post-Revolutionary era. During this period (1740-1820), the area now known as Davidson County was an open frontier ripe for settlement. Large groups of German-American and Scots-Irish settlers, moving south from Pennsylvania, Maryland and New Jersey, began migrating to the fertile Yadkin River valley and began laying claim to lands. This migration was so significant that in 1766, Governor Tryon reported that "this country is being settled faster than any in America...last autumn and spring upwards of 1,000 wagons passed through Salisbury."<sup>2</sup>

From the outset, Rowan and Davidson Counties have been characterized by a society of yeoman farmers who owned between two hundred and one thousand acres of land. Most landowners operated small to medium-sized farms and engaged principally in subsistence farming without slave labor. The German farmers, who comprised large portion of Davidson County's population, were industrious, thrifty and law abiding. The German farmer, unaccustomed to slavery, was inclined to rely on his own labor and gained a reputation as the best farmer in the province.<sup>3</sup>

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<sup>1</sup> Hugh Talmage Lefler and Albert Ray Newsome. The History of a Southern State; North Carolina (Chapel Hill, The University of North Carolina Press, 1973) 712.

<sup>2</sup> James S. Brawley. Rowan County...A Brief History (Raleigh, North Carolina Division of Archives and History, 1974) 5.

<sup>3</sup> The German settlers, while comprised a significant portion of the population in both counties, were particularly populous in northern Davidson County, near the Moravian settlements of Bethabara and Friedberg. The Scots-Irish, however, appear to have settled earlier in Rowan County, as they occupied the richest lands located in the western part of the county. For additional information on the settlement

The earliest dwellings in the backcountry of North Carolina during the mid to late eighteenth century were modest log cabins that supplied shelter until a more substantial house could be raised. Log buildings represent a method of construction, not a style of building. The earliest buildings were probably one or two room log structures with clay chinking and covered with wood shingle, clapboard, or board gabled roofs. Descriptions of these dwellings indicate that these primarily followed the "Quaker" plan, with one large all purpose room and two small rooms.<sup>4</sup> Because these dwellings were intended as temporary residences, very few of them survive. Davyd Foard Hood, in his publication, The Architecture of Rowan County, (1983), does not record any extant log structures from the earliest settlement period of 1750-1800. Paul Baker Touart, in his published architectural survey of Davidson County, does record an early log house -- the Eli Moore log house located near High Point.<sup>5</sup>

The Eli Moore log house, circa 1800, measures 26'-0" x 18'-0". It is a single-story v-notched building with an extended pent eave system that protected the log walls and corner notching. The interior is divided by a single log partition which separates the entrance and stair-hall from the main room. The loft area, which is unheated, was used as sleeping quarters. The original interior finish is preserved in the entrance hall and consists of white washed log walls and exposed beaded floor joists. About twenty years later, a rear kitchen ell was extended to the rear.<sup>6</sup>

Houses in the early settlement period in both counties also followed Germanic plans. The chief differences between Germanic and Anglo-American houses are tied to the arrangement and use of rooms, the exterior appearance and the building practices employed in construction. Houses built in the Germanic style (known in German as "Flurkuchenhaus") or "hall-kitchen" houses, are traditionally built with two to four rooms arranged around a central chimney. They were traditionally one-and-one-half stories or two stories in height. These houses were usually built of hewn logs, coursed or uncoursed stone, or timber frame with asymmetrical exterior fenestration. ***There are no extant early buildings (1750-1800) in the area of potential effect.***

*The Federal and Greek Revival Periods: 1800-1860.*

During the first half of the nineteenth century German-Americans discarded the most visible signs of their Germanic background in an effort to assimilate into the dominant Anglo-American culture that surrounded them. Public use of the German language diminished and German-American landowners built their houses more in line with

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patterns of western Rowan County, see Historic Architectural Resources Report TIP No. R-2911, written in August, 1998, by Edward T. Davis on file at NCDOT.

<sup>4</sup> This plan was endorsed by William Penn, a Quaker and the founder of Philadelphia, in a tract entitled Information and Direction to Such Persons as are inclined to America, more Especially, Those related to the Province of Pennsylvania, which he published in 1684.

<sup>5</sup> Paul Baker Touart. Building the Backcountry (Charlotte, Delmar Company, 1987) 71.

<sup>6</sup> Touart, 71-72.

popular English house forms. One of the better examples of this acculturative pressure exists in the A. N. Sink house located southwest of Lexington in Davidson County. Unlike the earlier log houses, the Sink house is a two-story v-notched log dwelling with a double shouldered exterior brick chimney and a symmetrical front elevation. These features follow a pattern more common in an Anglo-American building tradition.

While the majority of the population continued to live in modest dwellings throughout the early decades of the 19<sup>th</sup> century in both Davidson and Rowan Counties, a number of buildings constructed between 1800 and 1860 exemplified more recent national architectural developments. These buildings were erected by descendants of the earliest settlers who had by now arrived at a position of considerable means. It should be noted that the majority of the stylish houses and churches constructed during this period in Rowan County were built by primarily by the Scotch-Irish families in western Rowan County and by German descendants in Davidson County.

While building plans saw little change from the late 18<sup>th</sup> through the early 20<sup>th</sup> centuries, ornamentation and detail underwent considerable change as a result of architectural pattern books available to builders. Architectural pattern books had been imported from England during the colonial period, however the need for immediate shelter limited their use on the western frontier. Owen Biddle's publication, The Young Carpenter's Assistant, had a pronounced effect on stylish buildings in Rowan County, in particular, in the first half of the 19<sup>th</sup> century. These books provided models for mantels, window and door surrounds, wainscots, stair railings and other architectural motifs. Many of these Federal, neo-classical elements became unfashionable during the later Greek Revival period, however one particular design, a stairway, featured as Plate 31 of Biddle's The Young Carpenter's Assistant, remained popular until the advent of the Civil War. This curving stair can be found in the Utzman-Chambers house, the Osborne Giles Foard House, Oakland Plantation and the Wood-Fleming House.<sup>7</sup>

Davidson County was created out of Rowan by a bill introduced by Joseph Spurgeon, an Abbott's Creek plantation owner and state legislator, on November 22, 1822. The county seat of Lexington was selected by 1824 and William Nichols, an English-born architect who had previously established himself in the eastern part of the state, was selected as the designer of the courthouse. While little has been recorded describing the appearance of the building, it was certainly the new counties most prestigious and high-style structure.<sup>8</sup>

One of the most ambitious houses constructed in Davidson County was the Kinney-Clinard House, circa 1829, which was located on the Old Greensboro Road until it was dismantled in 1982. The house, originally constructed by Dr. William Dobson, Jr. was two-stories high, five-bays wide and two rooms deep. A two-story, three-bay

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<sup>7</sup>Davyd Foard Hood, The Architecture of Rowan County (Raleigh: Glover Printing, 1983) 42.

<sup>8</sup>Touart, 9. C. Foard Peatross, in his publication, William Nichols, Architect (University of Alabama Art Gallery, 1979), includes mention of Nichol's design for the courthouses in Guilford and Davidson Counties, (p. 15).

pedimented porch supported by Doric columns locally interpreted by builder Jonathan Long dominated the front elevation.<sup>9</sup> Three double-shoulder chimneys, two on the north side and one on the south, were laid in elaborate glazed-header brick designs of intersecting diagonals. The interior of the house features six-panel doors, paneled wainscoting and molded door and window surrounds. The craftsman responsible for constructing this house was discovered written on a piece of baseboard when the house was dismantled in 1982. The craftsman, Johnathan Long, apprenticed under John Swicegood and completed his apprenticeship around 1829. Additional outstanding examples of Federal or Greek Revival buildings constructed during the Federal and Antebellum period in Davidson County include “The Homestead,” circa 1834, Haden Place, circa 1940, the Spurgeon house, circa 1845 and “Beallmont,” circa 1800 and reworked in 1849.<sup>10</sup> ***There are no extant buildings located in the area of potential effect constructed during the years 1800-1860.***

*Post-Bellum Development: 1870-1900.*

Davidson County was not in the forefront of military campaigns during the Civil War. The war did have significant destructive long-term effects on the county’s economy and spirit, however. When the century had reached its sixth decade, Davidson County was experiencing the benefits of sustained agricultural, minor industrial and commercial prosperity. While the war greatly reduced the agricultural yield, the county, which had never been dependent upon slave labor, recovered much quickly than the slave-dependent counties in the eastern part of the state.

Together with the postwar recovery in agriculture and the early stages of industrialization was an attendant revolution in the building trades occurring throughout the state. During the first three quarters of the nineteenth century, labor-intensive methods of hewing logs, crafting joints and framing members and hand-splitting wood shingles kept building construction both costly and time consuming. All finish features, (stairs, mantels, doors, and cornice moldings) were hand-made. The Industrial Revolution and sweeping changes in the states transportation system drastically changed all of that. Pre-cut lumber, sash and blind factories, factory-made mantels, doors and decorative trim significantly reduced many of the costs and difficulties of construction.

In 1890, brickmasons, D.K. Cecil and William A. Watson announce the arrival of a brick making machine in Lexington – a phenomenon which would greatly affect the architecture of the region. The Davidson Dispatch reported: *Messrs, Watson and Cecil have moved their brick machine from Concord, N.C. where they have been making brick for some time and will put it up at once in Lexington. It will be placed in the northern part of town, near the cemetery. They will make the brick for a larger block of buildings to be put up soon near where Mr. Leach’s law office now stands.*<sup>11</sup>

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<sup>9</sup> Touart, 59.

<sup>10</sup> Touart, 18.

<sup>11</sup> Davidson Dispatch, March 5, 1890.

The brick machine was popularized in the United States following a marketing and promotional campaign at the 1876 Philadelphia Centennial Exposition. The machine compressed the clay into a more curable brick, and rendered the surfaces smoother and cleaner. Instead of molding clay in wooden forms the brick machine had the capacity of shaping 50 to 80 bricks a minute. The number of brick buildings which were constructed in the last decade of the nineteenth century attest to the brick machine's popularity. An abbreviated list of these in Davidson County include the Lexington Methodist Church, the Grimes house on East 4<sup>th</sup> Street, the Philip Sowers house, and the Riley Everhardt house.

Beginning around 1870, Rowan, Davidson and Iredell Counties began to emerge as leaders in agricultural production in the state. As a consequence of the mechanization of building materials, production and the availability of these products, more houses were economically constructed for the middle-class statewide. And in the Piedmont, the overwhelming majority of these houses were one or two-stories, three bays wide, with gable-end chimneys flanked by windows and with a one-story kitchen ell and shed porch located at the rear. The front elevations are generally covered by a one-story front porch with a modified hip roof. The stanchions supporting the porch were turned or chamfered and sawn brackets frequently ornamented the supports. These brackets, manufactured in Salisbury as early as 1855, were available to builders at reasonable prices and, by the turn of the century, became one of the counties' most popular decorative devices.<sup>12</sup> While traditional floorplans remain, a number of architectural styles appeared throughout both counties. Both the Italianate and Gothic-Revival, which had appeared largely in homes for the wealthy and selected church structures, respectively, during the antebellum period, became more common building styles in the last years of the nineteenth century. As previously discussed, the mechanization of building materials made the components for these styles more affordable, and the expanding railroad, a phenomenon which transformed the economy of the Piedmont, made the materials accessible. ***There are no buildings within the area of potential effect which were constructed between 1870 and 1900.***

#### *The Twentieth Century: 1900-1949.*

In both Davidson and Rowan Counties, one and two-story asymmetrical L and T-plan houses, almost universally three bays across and ornamented with sawnwork details, were the most popular house forms in the first twenty years of the century. The eclectic style popularly known as "Queen Anne" is limited almost exclusively to houses located in or near the cities of Salisbury, Lexington and Thomasville. This style is characterized by varied building materials, textures and colors applied to asymmetrical house forms. These structures often had projecting towers, gables and bays.

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<sup>12</sup> Hood, 69.

A significant national building-type, which appeared throughout North Carolina, was the appearance of the bungalow. The term bungalow originally appeared in 1784 as an anglicized version of the Indian word “bangla”.<sup>13</sup> The style is characterized by one or one-and-one-half-story structures with broad gables, dormer (often shed-dormer) windows, and porches supported by square piers, Tuscan columns or battered porch posts.

The bungalow was the most common form of housing built in North Carolina in the first thirty years of the twentieth century and it was easily and cheaply constructed. Many North Carolina bungalows were purchased as premanufactured kits from Sears, Roebuck and Company, Aladdin Read-Cut houses, and others, and were transported to cities and farms via the railroad. Bungalows appeared in Iredell and Davidson counties primarily in suburban development, however they also became a standard, inexpensive and modern dwelling for farms.

The bungalow is a style associated with the Arts and Crafts movement. In North Carolina the architectural details associated with this movement are generally limited to the exterior. The interiors of the great majority of these houses are often transitional between colonial revival and the arts and crafts movement. Therefore, a bungalow with a significant concentration of details associated with the arts and crafts movement on both the exterior and the interior may be significant. Other distinctions which may render the building eligible for listing in the National Register would be architect-designed bungalows or a significant concentration of bungalows which might constitute a district.

Another architectural movement which became popular during the early years of the twentieth century and continues throughout the century is the development of the colonial revival. The style was inaugurated with the Philadelphia Centennial Exhibition of 1876 where early American building styles were looked upon both sentimentally and with pride. The earliest architects of the colonial revival were educated in Paris at the Ecoles des Beaux-Arts or in America, at schools that reflected Beaux-Arts principles. While their architecture is, academically, labeled “Beaux-Arts”, it included a variety of stylistic categories, including the colonial revival, intended to express a national identity tied to America’s earliest buildings. ***There are two buildings within the area of potential effect constructed in the twentieth century. They are evaluated in Section VIII.***

### *The Development of the Railroad*

Early in the nineteenth century, North Carolina leaders grew increasingly aware of the state’s handicaps regarding adequate transportation modes and the development of major trading centers. Following failed proposals to dredge the rivers of the state to open them

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<sup>13</sup> The Indian word “bangla” was given to lightly constructed dwellings with verandas erected for English officials in Indian cantonments and hill stations. The term was used for similarly light, simple dwellings built as second homes in England and the United States.

for navigation and develop strategic market-centers, the state began to look to the possibility of constructing a railway which would transport goods from across the state to North Carolina ports.<sup>14</sup>

Dr. Joseph Caldwell, then President of the University of North Carolina, stimulated considerable interest in the construction of a railway system in North Carolina, in his 1828 articles entitled, "The Numbers of Carleton". These articles advocated a railway system which would link up the major rivers of the state. Because of the financial risks involved in the construction of a railroad, the backing of the state would prove critical in the realization of any plan. Following the Constitutional Reforms of 1835, and with the rise to power of the progressive Whig leaders of the Piedmont, the State chartered its first railroad, The Raleigh and Gaston Railroad Company, which began operation in 1840.<sup>15</sup>

Among the most important developments of the state in the mid-nineteenth century was the construction of the North Carolina Railroad. In 1848, a compromise between the Whigs and the Democrats, the two dominant political parties, permitted passage of the North Carolina Railroad Bill. The railroad was to run from Goldsboro to Charlotte. The state legislature authorized two million dollars of original stock with the remaining one million dollars sold to private investors. The North Carolina Railroad passed through both Davidson and Rowan Counties, ushering in a period of prosperity and growth which both facilitated the movement of goods and encouraged the development of new towns and markets along the railroad.

The railroad's effect on the city of Salisbury was particularly marked. The population of the city increased 123% between the years of 1850 and 1860 and ushered in a period of new and diversified commerce, with a resulting building boom. While the North Carolina Railroad affected the city, the creation of the Western North Carolina Railroad in 1855, with Salisbury serving as an eastern terminus and the access point for trains to markets north and south, underscored the city's economic ties to the railroad. And while the Civil War temporarily halted construction of the city's building boom, by the summer of 1865 one of the citizen's claimed that the town had "thrown off all appearances of the wear and tear of war. The stores are filled with all kinds of goods and every day the Express and the Rail Road bring new lots of goods to our merchants."<sup>16</sup>

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<sup>14</sup> Archibald D. Murphey, chairman of a Committee on Islands and Navigation, proposed a series of expensive development plans for the Cape Fear, Neuse, Tar, Yadkin and Roanoke Rivers to the State Legislature in 1819. Murphey failed to take into consideration the conservative bent of the legislature, then controlled by an ineffective one-party system dominated by wealthy landowners from the eastern counties, and the measures failed. Murphey, however, proved to be a prophet. In the year of his death (1832) a new political party was born with Murphey's many progressive proposals as its platform. Between the years 1835 and 1860, a series of reforms were inaugurated by visionary leaders of the Piedmont which thrust the state into the national mainstream. For additional information on this seminal period in North Carolina's History, see "The Whig Era", (Chapter 15) in William S. Powell's publication, North Carolina through Four Centuries, (Chapel Hill and London, U.N.C. Press, 1989).

<sup>15</sup> John Gilbert and Grady Jeffreys, Crossties Through Carolina (Raleigh, Helios Press, 1969) 6.

<sup>16</sup> Carrie Elizabeth Albee, Historic Architectural Resources Report; TIP # B-3236. On file with the Historic

The Southern Railway Company, formed in 1894, was created from the bankrupt Richmond & Danville Railroad. A committee of Richmond Terminal stockholders sought the assistance of New York financier J.P. Morgan to reorganize the once prosperous railroad. Morgan agreed to assist the company, appointing former Confederate soldier and proven railroad man, Samuel Spencer as leader of the newly created Southern Railway Company.<sup>17</sup>

Over the next several years Spencer acquired numerous railways which had gone into receivership (he purchased the Western North Carolina Railroad and secured a 99 year lease on the profitable North Carolina Railroad) increasing the size of the new Southern Railroad from 2000 miles of track to 4,392 miles.<sup>18</sup> The speedy acquisition of many formerly independent lines left Southern with a problem. Much of its engines and stock were in need of repair which the company's meager shops could not handle. The most immediate need for another shop complex was on the eastern main line between Washington and Atlanta. In 1896 Spencer began scouting for a middle section of the main line for a site to build a shops facility. Through the efforts of Salisbury businessman and former U.S. Representative, John Steele Henderson, Southern Railways purchased land just outside of Salisbury and built the immense maintenance shops known as Spencer Shops.<sup>19</sup>

Over the next sixty years, Spencer Shops and the town of Spencer would grow to a work force of over 3500 persons, with a combined population of the towns of Spencer and East Spencer of 15,000. Workers at the Shops also lived in adjoining Salisbury (connected by trolley car to the maintenance yard) and just across the Yadkin River in Davidson County. By the 1920's, many workers the automobile was becoming an affordable mode of transportation for the middle class. The Shops were closed in 1974.

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Architecture Section, Project Planning and Environmental Analysis Branch, North Carolina Department of Transportation, 9.

<sup>17</sup> Duane Galloway and Jim Wrinn, Southern Railway's Spencer Shops, 1896-1996, (Lynchburg, TLC Publishers, 1996) 3.

<sup>18</sup> Ibid., 2.

<sup>19</sup> Ibid., 3. The exact facts concerning this transaction are not recorded. It is likely that Henderson entered into some relationship with Southern Railways, whereby he would purchase the land they required for their maintenance facility in exchange for assuring the railroad that the city of Salisbury would not annex the facility (saving the company a large amount in taxes). Interestingly, Henderson purchased not only the land necessary for the shop facility, but over one hundred additional acres surrounding the facility. The future residents of the town of Spencer, with the housing, shopping and worship facilities necessary for the large work force needed to run Spencer Shops, all purchased land from Henderson, who became wealthy from the ensuing real estate transactions.



## VIII. Property Evaluation. (Property Locations on Map A)

### *Structures Not Eligible For the National Register*

**House No. 1.** One and one-half story frame dwelling. Lacks historical or architectural significance. SHPO concurred with NCDOT finding on January 27, 1999.

**House No. 2.** One-story frame bungalow. Lacks historical or architectural significance. SHPO concurred with this finding on January 27, 1999 (See attached

**Bridge No. 4, "South Potts Creek Bridge"**, located on SR 1147 over the South Potts Creek, Davidson County. The bridge is 188 feet long with a maximum span of 38 feet. The South Potts Creek Bridge, constructed in 1921, is a concrete tee beam structure. The deck girders are reinforced concrete. It has a sufficiency rating of 52.3 out of 100. *The bridge is one of 659 concrete tee beam bridges in the state constructed prior to 1956.*

*Context:* The Tee Beam bridge is a common bridge-type in North Carolina. The bridge became popular as the Highway Department was being organized in the 1920's. Unlike the concrete slab bridge-type, the Tee Beam bridge could be widened easily, which enhanced its popularity. This bridge-type is generally only significant if it is associated with a historic site or is part of an organized bridge-building campaign.

*Description of the Setting:* The bridge is located across South Potts Creek on SR 1147 in a rural area of western Davidson County. One structure, evaluated herein as House #2, is visible from the bridge. Woods are located approximately ten feet from SR 1147 along the west side of and within view of the bridge. House #2 is located on the south side of SR 1147 and woods located approximately ten feet from SR 1147, along the north side of the SR 1147, on the east side of the bridge.

*History of the Structure:* Bridge No. 4, located on SR 1147, over the South Potts Creek, was constructed in 1921. The bridge was not part of a county-wide or regional building campaign.

*Analysis:* Bridge No. 4 is one of 659 concrete Tee Beam bridges currently standing in the state constructed before 1956. The bridge is not in or near a building or district listed in the National Register. The bridge was not constructed in response to significant events or community development. The bridge is not a significant example of the work designed by an engineer or manufacturer. *Bridge No. 4 is not, therefore, considered eligible for the National Register.*

### *Structure Eligible for the National Register*

**Bridge No. 46, “Wil Cox Bridge,”** spans the Yadkin River at the Davidson/Rowan County line on US 29/70. The Wil Cox Bridge, constructed in 1922, is a concrete arch bridge, 1299 feet long with a maximum span of 160 feet. There are eleven spans total. The 4 approach spans are reinforced concrete deck girders. The seven main spans are open spandrel reinforced concrete deck arches. The sufficiency rating is 22.4 out of 100. *Context:* There are twenty-nine concrete arch bridges in North Carolina. Of these twenty-nine, five are open spandrels.

*Description of the Setting:* The bridge spans the Yadkin River between Rowan and Davidson County. The west side of the bridge is completely rural. A railroad bridge is located just north of Bridge No. 46 with the Southern Railway running parallel and crossing the Yadkin River to the north. Both the railway and US 70/29 continue south into Spencer and Salisbury.

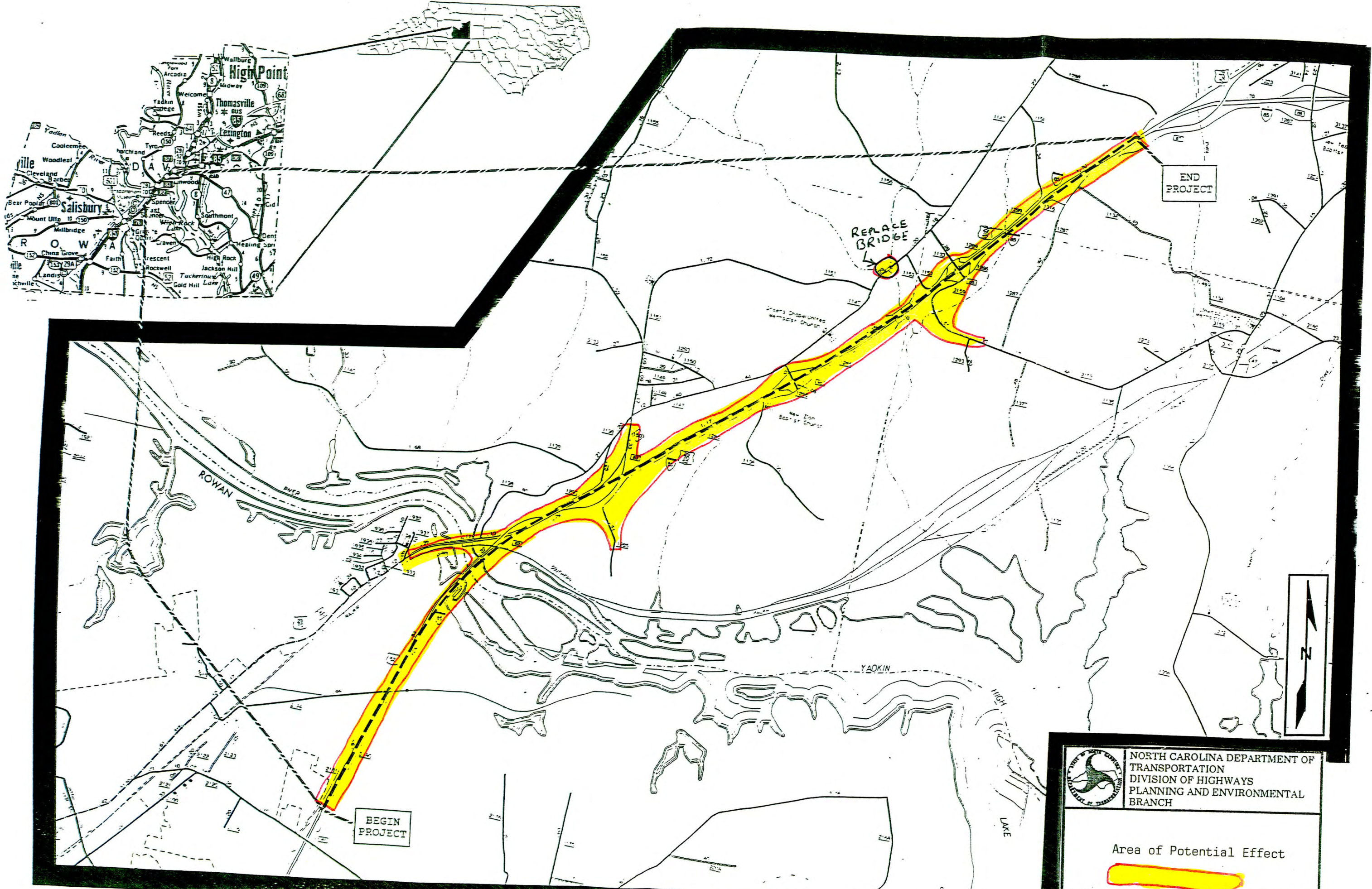
*History of the Structure:* Bridge No. 46, located on US 70/29, was constructed in 1922. The bridge was not part of a county-wide or regional building campaign.


*Analysis:* Bridge No. 46 is not in or near a district or building listed in the National Register of Historic Places. The bridge was not constructed in response to significant events or community development. The bridge is not a known significant example of the work designed by an engineer or manufacturer. According to *National Register Bulletin 15*, a structure may be eligible for the National Register of Historic Places if it meets one of the following requirements: 1) Embodies distinctive characteristics of a type, period, or method of construction, 2) Represents the work of a master, 3) Possess high artistic value, or 4) Represent a significant and distinguishable entity whose components may lack individual distinction.<sup>20</sup> Bridge No. 46 embodies the characteristics of an open spandrel elliptical arch concrete bridge, a rare bridge-type in North Carolina. An open spandrel bridge is an unfilled spandrel where the arch ring receives its loads through interior spandrel walls, posts, columns or transverse walls. Bridge No. 46, embodies the distinctive characteristics of an open spandrel concrete bridge and for that reason *is considered eligible for listing on the National Register.*

*Boundaries:* The boundary of Bridge No. 46 includes the footprint of the bridge only. The roadway approaches on either side of the bridge do not contribute to the significance of the structure.

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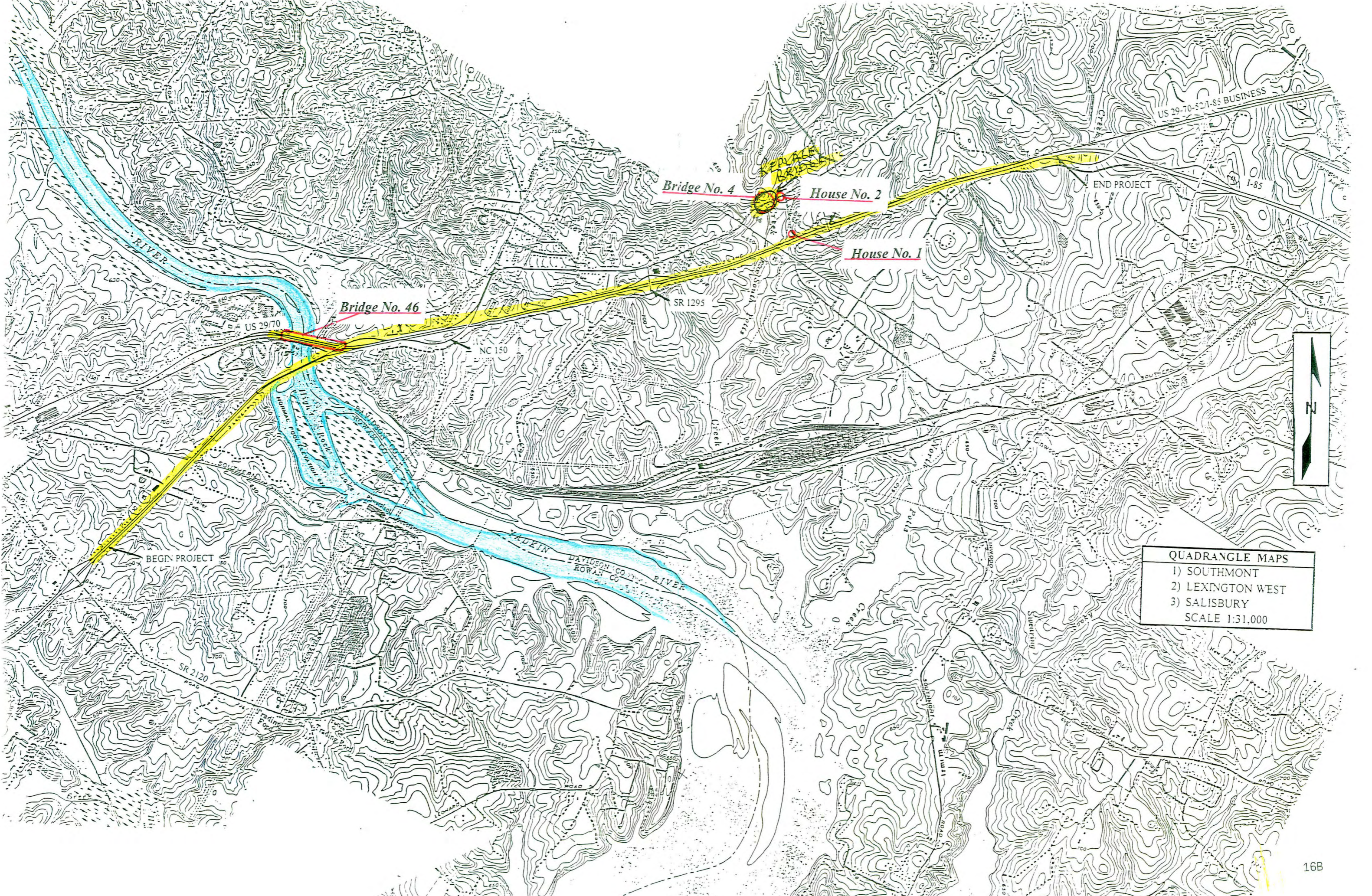
<sup>20</sup> *National Register Bulletin 15* (U.S. Department of the Interior, 1990) 17.




 NORTH CAROLINA DEPARTMENT OF  
 TRANSPORTATION  
 DIVISION OF HIGHWAYS  
 PLANNING AND ENVIRONMENTAL  
 BRANCH

Area of Potential Effect





QUADRANGLE MAPS  
 1) SOUTHMONT  
 2) LEXINGTON WEST  
 3) SALISBURY  
 SCALE 1:31,000





House No. 1



House No. 2



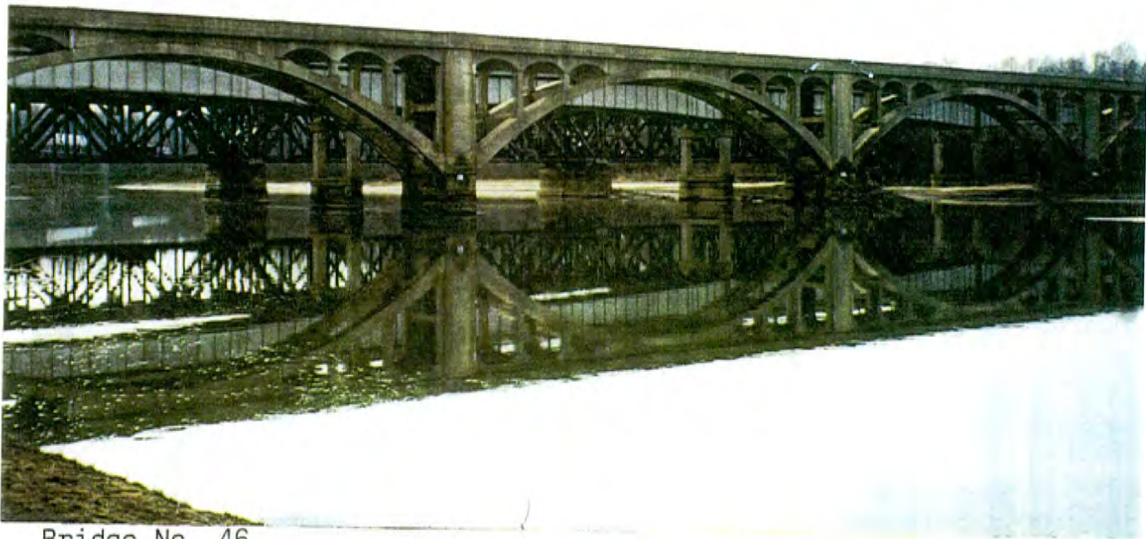
Bridge No. 4



Bridge No. 4



Bridge No. 46



Bridge No. 46



Bridge No. 46



Bridge No. 46



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## APPENDIX

Federal Aid # NHF-85-3(164)80 TIP # 1-2304A County DAVIDSON

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

Brief Project Description RECONSTRUCT I-85 FROM 8 TO 10 LANES

On JAN. 21/1999, representatives of the

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

reviewed the subject project at

- A scoping meeting
- Historic architectural resources photograph review session/consultation
- Other \_\_\_\_\_

All parties present agree:

- there are no properties over fifty years old within the project's area of potential effects.
- there are no properties less than fifty years old which are considered to meet Criterion Consideration G within the project's area of potential effects.
- there are properties over fifty years old (list attached) within the project's area of potential effects, but based on the historical information available and the photographs of each property, properties identified as HOUSE #1, HOUSE #2 are considered not eligible for National Register and no further evaluation of them is necessary.
- there are no National Register-listed properties within the project's area of potential effects.

Signed:

[Signature] \_\_\_\_\_ 1/27/99  
Date  
Representative, NCDOT

[Signature] \_\_\_\_\_ 2/19/99  
Date  
FHWA, for the Division Administrator, or other Federal Agency

[Signature] \_\_\_\_\_ 1/27/99  
Date  
Representative, SHPO

[Signature] \_\_\_\_\_ 2/19/99  
Date  
State Historic Preservation Officer

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