

United States Department of the Interior  
National Park Service**National Register of Historic Places Registration Form**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

**1. Name of Property**Historic name: Craggy Historic DistrictOther names/site number: N/A

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

**2. Location**Street & number: 8, 10, 18, and 22 Old Leicester HighwayCity or town: Woodfin State: NC County: BuncombeNot For Publication: N/A Vicinity: N/A**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination    request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets    does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

   national    statewide X local

Applicable National Register Criteria:

X A    B X C    D\_\_\_\_\_  
Signature of certifying official/Title:\_\_\_\_\_  
Date\_\_\_\_\_  
State or Federal agency/bureau or Tribal Government

Craggy Historic District  
Name of Property

Buncombe County, NC  
County and State

In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau  
or Tribal Government

#### 4. National Park Service Certification

I hereby certify that this property is:

- \_\_\_ entered in the National Register  
\_\_\_ determined eligible for the National Register  
\_\_\_ determined not eligible for the National Register  
\_\_\_ removed from the National Register  
\_\_\_ other (explain:) \_\_\_\_\_

Signature of the Keeper

Date of Action

#### 5. Classification

##### Ownership of Property

(Check as many boxes as apply.)

Private:

☒

Public – Local

☐

Public – State

☐

Public – Federal

☐

##### Category of Property

(Check only **one** box.)

Building(s)

☐

District

☒

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

Site

☐

Structure

☐

Object

☐

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing

4

Noncontributing

1

buildings

0

0

sites

2

0

structures

0

0

objects

6

1

Total

Number of contributing resources previously listed in the National Register N/A

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

TRANSPORTATION/rail-related

DOMESTIC/multiple dwelling

COMMERCE/department store

SOCIAL/meeting hall

INDUSTRY/manufacturing facility

**Current Functions**

(Enter categories from instructions.)

TRANSPORTATION/rail-related

DOMESTIC/single dwelling

COMMERCE/professional

WORK IN PROGRESS



Craggy Historic District

Name of Property

Buncombe County, NC

County and State

## Narrative Description

Situated on the west bank of the French Broad River approximately six miles to the north and west of downtown Asheville, the Craggy Historic District encompasses a small group of industrial, commercial, and residential buildings that developed around the Southern Railway Company train stop at Craggy. The small hamlet grew up around the Craggy depot, which was built in 1904 when the A&CM completed its Craggy Line.<sup>1</sup> Bounded by Old Leicester Highway to the north and the French Broad River to the east, the dense collection of buildings at Craggy stands apart from the largely rural community that surrounds it. In contrast to the historic core of Craggy, the community surrounding the compact district is heavily wooded and contains a mixture of light industrial and residential development thinly distributed over the mountainous landscape.

Although the bridge that approaches Craggy today is not the historic one, it was two earlier bridges that determined the location of Craggy on the riverbank. The first incarnation, Gorman's Bridge, was a pedestrian and vehicular bridge that reportedly burned during the Civil War but had been rebuilt by 1904.<sup>2</sup> In 1904 the Asheville & Craggy Mountain (A&CM) Railway built a train trestle across the French Broad River just north of Gorman's Bridge in order to connect its North Asheville leisure and freight lines to the Southern Railway lines that ran along the west bank of the river.<sup>3</sup> Following a flood in 1916 that destroyed the A&CM bridge as well as Gorman's Bridge, Southern Railway and Buncombe County collaboratively built a replacement structure, this one a concrete vehicular bridge with a span of arches, in 1917.<sup>4</sup> The two-lane concrete and steel bridge that crosses the French Broad at Craggy today, Bridge No. 649, opened in 1955.<sup>5</sup>

The curve of Old Leicester Highway continues the grade of the bridge that crosses the river at Craggy; all of the buildings and structures within the district are situated on a rather steep slope that descends east from the highway to the banks of the French Broad River. Two arteries subdivide the Craggy Historic District: the railway line and the main road of Craggy. The twin tracks of the former Southern Railway Company run north and south along the French Broad River, and separate the Craggy Depot platform and the George Mayo House on the east side of the tracks from the industrial and commercial buildings on the west. These remaining buildings line the unnamed main road of Craggy, which runs east down the hill from Old Leicester Highway to the site of the former Craggy depot, which was demolished sometime after 1963.

The inventory of the historic district begins with the first building encountered as one enters the district from the west and moves progressively east toward the French Broad River. Street addresses for the buildings are derived from Buncombe County GIS except in the case of Red Men's Hall and Craggy Milling Company, which GIS lists as sharing the same street address as the warehouse across the street. In those two cases, addresses were derived through correspondence with the property owner.<sup>6</sup>

<sup>1</sup> Cary Franklin Poole, *A History of Railroading in Western North Carolina* (Johnson City, TN: The Overmountain Press, 1995), 52-54.

<sup>2</sup> "J. R. Cauble, 74, Dies at Home in Craggy Section," *Asheville Citizen-Times*, April 22, 1937, 8; "Map of the City of Asheville, North Carolina, for the Howland Imp. Co.," 1905, Buncombe County Special Collections, Asheville, NC.

<sup>3</sup> David C. Bailey, Joseph M. Canfield, and Harold E. Cox, *Trolleys in the Land of the Sky: Street Railways of Asheville, N.C. and Vicinity* (Forty Fort, PA: Harold E. Cox, 2000), 50.

<sup>4</sup> "Voice of the People: As to Bridges," *Asheville Citizen-Times*, August 14, 1916.

<sup>5</sup> "New Craggy Bridge Opened," *Asheville Citizen-Times*, May 12, 1955.

<sup>6</sup> Paul Sires, email correspondence with Josi Ward, December 9, 2022.

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

The first building encountered upon turning off Old Leicester Highway into the Craggy Historic District is the commercial building known as Johnson's Store (BN6406). The one-story concrete-block building dates to ca. 1940 and has served as a grocery store, gas station, auto repair shop, and general store. Down the hill to the southeast of Johnson's Store stands the Red Men's Hall (BN0611), a distinctive two-story fraternal lodge with a stepped parapet false front that was constructed in 1912. The landmark of the district and most visible building from the bridge is the Craggy Milling Company (BN0345). Constructed in 1915, the two-story gable-end mill building stands immediately across the railroad tracks from the site of the former depot. As a rare surviving roller mill from the early twentieth century that retains the distinctive characteristics of its building type, the Craggy Milling Company mill building was determined eligible under Criterion A in the area of commerce and under Criterion C in the area of architecture in 2019.<sup>7</sup> Across the railroad tracks and a bit south from the mill, the Mayo House is a two-story, hipped-roof residence that stands between the tracks and the river. The house faces north, toward the former depot, and dates to ca. 1917. The contributing structures in the Craggy Historic District include the former Southern Railway right-of-way and the still extant concrete platform that stood in front of the former depot. Although the depot has since been demolished or destroyed, the platform and steps remain as a visual and spatial marker of the depot's former presence in the district.

The district contains six contributing resources (four buildings and two structures) and one non-contributing building. The six contributing resources include all of the historic buildings in the district; the non-contributing building is a block and frame garage constructed in 2010. All of the historic buildings remain intact on their original sites. Interior descriptions of the contributing buildings are provided where access was granted. Buildings were determined contributing if they retained their overall form, massing, and primarily buildings materials. Structures were still considered contributing to the district if fenestration materials had been altered, or if additions had been constructed that did not obscure the original form of the building. Each of the contributing buildings and structures add to the historic associations and historic architectural qualities for which the district is significant. Contributing resources all add to the district's significance because they were present during the period of significance, relate to its documented historical significance, and possess historic integrity. The non-contributing resource does not add to the property's significance because it was not present during the period of significance and does not relate to its documented historic significance.

**1. Johnson's Store (BN6406)**

22 Old Leicester Highway  
ca. 1940

**Contributing Building**

The one-story-on-basement painted concrete block building faces north toward Old Leicester Highway. A concrete slab in front of the building runs the length of the façade and is enclosed by a tall perimeter fence. Constructed of rectangular rockface concrete block, the building is capped by a flat parapet roof that steps down toward the rear on the side elevations. Three entrances on the façade contain single-leaf doors of varying types; the central door is a recent

<sup>7</sup> Jennifer F. Martin, "Historic Structures Survey Report: Replace Bridge No. 649 on Old Leicester Road (SR 1004) over French Broad River and Southern Railroad, Buncombe County, North Carolina," North Carolina Department of Transportation, Raleigh, NC, 2019, 20.

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

replacement while those on either side are wooden doors composed of five horizontal panels. A garage bay on the east end of the façade was infilled with plywood paneling at an unknown date. Five irregularly spaced window openings between the front doors contain replacement three-over-one vinyl sashes. Window openings throughout feature projecting concrete sills and all openings are capped with flat concrete lintels.

The remnants of an asphalt drive approach the west side elevation, where a glazed-and-paneled, non-historic overhead door opens into the ground level. The west elevation also contains a fixed single-pane window sash with projecting concrete sill. Three windows pierce the east side elevation: two four-over-one vinyl sash windows and a fixed single-pane window sash. A non-historic, single-leaf wood door and four replacement vinyl windows of varying styles open into the basement level of the south elevation.

The interior was remodeled in 2019-2020 to serve as an artist's studio space.<sup>8</sup> These renovations removed all interior divisions from the ground floor space and replaced original windows. Chamfered wooden posts of unknown origin support the ceiling and the open room contains concrete floors, drywall walls and ceilings, and a modern half bath. Replacement wooden stairs descend from the ground floor into the unfinished basement, which features exposed ceiling joists and block walls.

## **2. Red Men's Hall (BN0611)**

10 Old Leicester Highway  
ca. 1912

## **Contributing Building**

Red Men's Hall faces south onto Craggy's unnamed main road that connects Old Leicester Highway with the site of the former depot. The two-story, front-gabled building with a stepped parapet false front stands on a stone foundation and is capped by a standing-seam metal roof. Three types of painted concrete block appear on the main elevations: panel blocks with recessed centers on the ground level; panel blocks with projecting centers on the upper level; and rockface block quoins. A shallow concrete belt course wraps around the entirety of the building, separating the two floors.

The symmetrical façade features a full-height central doorway flanked by tall window openings on the ground floor and three window openings above. The current owner installed a refurbished 1890s storefront with a central glazed-and-panel wooden door and leaded glass sidelights and transom into the existing masonry opening in 2021.<sup>9</sup> Tall wood-framed sash windows with vertical panes of colored glass were custom built for the two side openings to complement the storefront. Three upper-level windows on the façade all contain replacement one-over-one vinyl sashes. Windows throughout are finished with projecting concrete sills and flat concrete lintels. A concrete porch projects from the building façade in front of the main entrance.

The side elevations of the hall are similar to one another. Four evenly spaced replacement one-over-one vinyl sash windows light the upper levels of both the east and west elevations. The ground floor on both elevations lacks fenestration. The west elevation contains a modern glazed-and-paneled overhead door and a non-historic single-panel door on its ground level. The north

<sup>8</sup> Paul Sires, interview with Josi Ward, December 12, 2019.

<sup>9</sup> The owner intends to install a plaque indicating that the storefront is not original to the building. Paul Sires, email correspondence with Josi Ward, June 26, 2021.

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

elevation is finished with cedar shake in the gable end, three one-over-one vinyl sash windows, a fourth wooden casement window on the ground level, and an historic single-panel nine-light door on the upper level that is accessed by an attached wooden porch and exterior stairs that appear to be recent additions.

The interior of the building was extensively remodeled by the current owners in 2017. The ground-floor interior is an unfinished artist's studio space while the upper level serves as a private residence.

### **3. Craggy Milling Company (BN0345)**

8 Old Leicester Highway  
1915

### **Contributing Building**

The Craggy Milling Company stands on the west side of the French Broad River directly across the railroad tracks from the former site of the Craggy Depot. The two-story gable-front wood frame building faces south onto the main road of Craggy, while its long east elevation faces the railroad tracks and the river beyond. In 2020 the current owners wrapped the building in Tyvek house wrap to prevent further deterioration. The owner confirms that no materials were removed or altered prior to wrapping the building.<sup>10</sup>

The main block of the mill is a two-story gable-front wooden structure constructed on stone piers that are infilled with concrete blocks. Sheet-metal panels pressed with brick patterning cover all four elevations of the main building, which has a standing-seam metal roof. The wooden siding visible beneath the metal (and from the interior) is laid in a diagonal chevron pattern on all elevations. Hand-painted lettering reading "Duckett's Corn Meal / Tuxedo Feeds" crosses the top of the east elevation, advertising the mill to rail passengers as well as any crossing the bridge. Pairs of double-leaf, five-panel wooden doors are centered on the façade and east elevation; both sets are elevated well above ground level. According to a long-time resident of Craggy, a wooden loading dock formerly stood in front of the façade doors.<sup>11</sup> It is unknown when the loading dock was removed.

The fenestration of the mill building consists of regularly spaced openings on all elevations. No original windows remain in place and several are boarded over with plywood. Two ground-floor window openings on either side of the central door, a central upper-floor opening, and small central attic opening pierce the façade. Four window openings on the east elevation are evenly spaced, two above and two below. Seven small openings with top-hinged wooden doors open between the upper windows on the east elevation to accommodate exterior grain chutes. Two upper-level openings on the west elevation reflect those on the east. The rear elevation contains a central window opening on each level, as well as a single-leaf wooden door on the west side of the ground floor.

A one-story shed-roof addition to the west elevation of the building covers the full depth of the mill. Its construction date is unknown. The addition stands on stone piers and is finished with pressed metal siding and a standing-seam metal roof. An original two-over-two wooden sash window with interior metal grate opens to the left of the single-panel wooden door on the addition's front elevation. The west elevation of the shed-roof block contains a pair of vertical paneled

<sup>10</sup> Paul Sires, email correspondence with Josi Ward, July 2, 2021.

<sup>11</sup> Keith Clemmons, interview with Josi Ward, June 30, 2021.



Craggy Historic District

Buncombe County, NC

Name of Property

County and State

wooden barn doors that run along an overhead metal railing and are accessed by a concrete ramp. These doors are flanked by single window openings, covered with plywood.

The interior of the main block of the mill remains largely undisturbed and features exposed wooden framing and timbers throughout. Components of the mill apparatus remain intact but in disrepair and include an upper-level loft with grain chutes, the large power transfer wheel, an auger, a metal shaker box, and an electric motor. The interior of the shed-roof addition is finished with horizontal beadboard, hanging wooden shelves, and hanging ceiling panels.

**4. Former Southern Railway Right-of-Way (BN6496)      Contributing Structure**  
1881, 1958

Two sets of tracks run north to south at the eastern edge of Craggy. Following the completion of the Western North Carolina Railroad (WNCRR) across the Blue Ridge to Asheville in 1880, private interests completed the route running north along the French Broad River in 1881. The line was consolidated into the Southern Railway Company holdings in 1894.<sup>12</sup> According to historic photographs, there were at least three sets of tracks at Craggy in the 1930s.<sup>13</sup> The tracks closer to the mill were replaced by Southern Railway Company in 1958.<sup>14</sup> Following the merger of Norfolk and Western Railway and Southern Railway in 1982, the tracks became part of Norfolk Southern Railway.<sup>15</sup> Asphalt fills both sets of tracks at the intersection with the main road of Craggy. A concrete and block culvert with two channels runs beneath the tracks on the north side of the Mayo House.

**5. George Mayo House (BN6405)      Contributing Building**  
18 Old Leicester Highway  
ca. 1917

The George Mayo House stands between the railroad tracks and the French Broad River and faces north, toward the site of the former Craggy Depot. The two-story hipped-roof dwelling is constructed of painted rockface concrete block on a block foundation. An attached hipped-roof porch carried on square stucco-covered posts shades the concrete stoop and was added at an unknown date. The main roof and porch roofs are covered in standing-seam metal. Pairs of banded four-over-four wooden sash windows on the façade flank a single-leaf wooden entry door with nine lights. All upper-level window openings—two on the façade and rear elevation, and three on the west elevation—contain one-over-one vinyl sashes. Ground floor window openings contain a variety of window types; all are replacements. Window openings throughout are finished with projecting concrete sills.

On the east side elevation, an exterior wooden stair rises to an upper-level porch carried on brick piers. The shed roof of the porch is continuous with the line of the main roof and supported

<sup>12</sup> Poole, *Railroading*, 19-20; Catherine W. Bishir, Michael T. Southern, and Jennifer F. Martin, *A Guide to the Historic Architecture of Western North Carolina* (Chapel Hill, NC: University of North Carolina Press, 1999), 33.

<sup>13</sup> "Bridge at the French Broad River, Junction of Southern and Craggy Station," Photo courtesy of Mrs. Jean Bridges, [craggymountainline.com/history/2012/historical-images](http://craggymountainline.com/history/2012/historical-images).

<sup>14</sup> "Southern Lays New Rails in Craggy Area," *Asheville Citizen-Times*, December 3, 1958.

<sup>15</sup> "The Norfolk Southern Story," <http://www.nscorp.com/content/nscorp/en/the-norfolk-southern-story.html>.

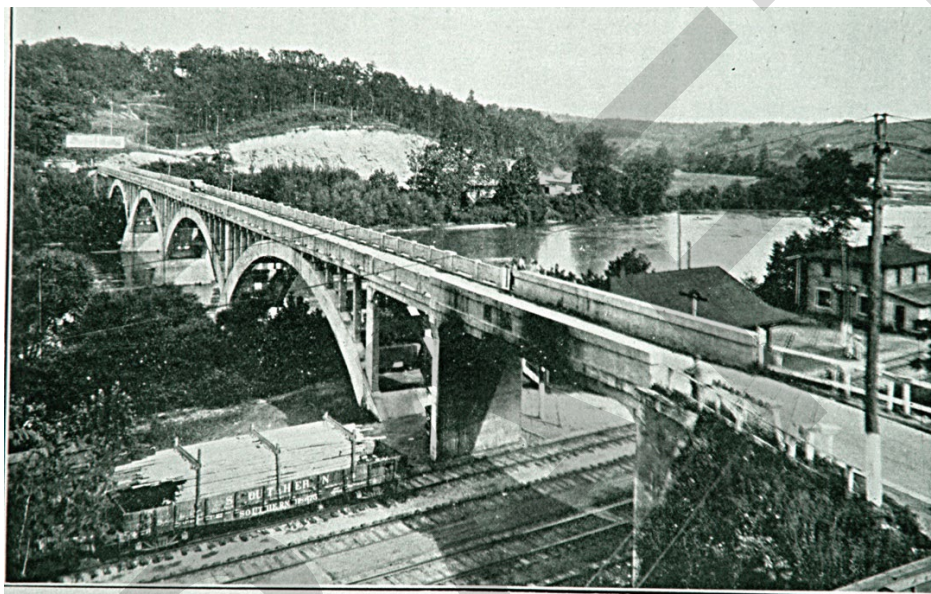
Craggy Historic District

Name of Property

Buncombe County, NC

County and State

by wooden posts. Although it has been reconstructed over the years, this side entry porch was in place in the 1930s, as the building was constructed as a two-level duplex. A one-story shed-roof addition to the west side elevation of the building contains a recessed front porch with wooden posts and railing, two six-over-six vinyl sash windows on the side elevation, and a single-leaf wooden door at the south end. The addition is sheathed in corrugated metal siding and plywood. It is unknown when the modern addition was constructed, but it stands on the footprint of an original block of the house with similar massing.<sup>16</sup>



*Courtesy Buncombe County Commissioners*  
CRAGGY BRIDGE  
Enticing Waterways, Rail and Motor Roads Beckon as They Wind Through Wood-fringed Valleys.

“View of Craggy Bridge over the French Broad River,” from “Azure Lure,” N965-S.  
Courtesy of Buncombe County Special Collections, Pack Memorial Library, Asheville, NC.

Longtime owner of the house, Keith Clemmons, recalls that when his family purchased the building in 1978, there was a full bath and kitchen on each level, and no interior stairway. Brick fireplaces and mantles formerly stood in both the upper and lower apartments; the interior chimneys have since been removed and the brick used to reconstruct the piers of the side porch. The Clemmons family remodeled the house shortly after their purchase in 1978 to reconfigure it as a single-family residence; Clemmons reports that he undertook a second remodel in 2002.<sup>17</sup>

**Garage**  
2010

**Non-Contributing Building**

<sup>16</sup> “View of Craggy Bridge over the French Broad River,” from “Azure Lure,” Courtesy of Buncombe County Special Collections, Pack Memorial Library, Asheville, NC.

<sup>17</sup> Keith Clemmons, interview with Josi Ward, June 30, 2021.

Craggy Historic District

Buncombe County, NC

Name of Property

County and State

A modern concrete block and paneled garage with gable roof shares a lot with the George Mayo House and the former depot and faces west, toward the railroad.<sup>18</sup> The building is sheathed in weatherboard above the waterline and capped by a standing-seam metal roof. It has a metal overhead door and single-leaf wooden door on its west elevation, as well as shed-roof overhangs projecting from its east and south elevations.

**6. Craggy Depot Platform (BN6495)**  
1904

**Contributing Structure**

The depot platform is all that remains of the former Craggy Depot, constructed in 1904. The depot was destroyed in the flood of 1916, rebuilt soon thereafter, and ultimately demolished sometime after 1963.<sup>19</sup> The platform is constructed of randomly sized uncoursed stone and capped with a concrete slab. Stacks of concrete blocks support the slab on its east face, where it once abutted the former depot. Concrete steps access the platform from its northern end.

*Integrity Statement*

The compact collection of buildings and structures that comprise Craggy Historic District retain a sufficient level of integrity to convey its significance as an early Buncombe County railroad hamlet. The district retains integrity of location, with no resources moved from their original foundations, and the setting within the district boundaries remains uncompromised due to a lack of modern intrusions. The absence of the depot is a major loss that is assuaged somewhat by the continued presence of the platform, which provides evidence of the depot's placement, its visibility from the river and the bridge, and its crucial relationship to the mill. The buildings in the district retain enough integrity to convey their significance, despite the loss of historic windows and doors that have compromised their integrity of design, materials, and workmanship. Major structural changes to the district buildings are few. A modern addition to the side elevation of the George Mayo House stands on the foundation of an original block of the house. The recent installation of a wooden storefront on the façade of the Red Man's Hall did not alter the original masonry openings of the building. The current owners wrapped the Craggy Milling Company building in Tyvek in 2020 to stabilize the building against further deterioration. The feeling of the district has been altered by the closing of the mill, which has substantially reduced the daily business of Craggy, and the absence of the depot. Yet the district retains the feeling of a railroad hub thanks to the preservation of its densely built main street and its sustained relationship to the bridge that overlooks the district; the highway that surrounds it; and the railroad that runs through it.

*Statement of Archaeological Potential*

While the west bank of the French Broad River was significantly impacted by the flood of 1916, which resulted in the displacement of many older cultural features and the deposition of meters of alluvium in some places, there is potential for archaeology to provide additional

<sup>18</sup> Construction date of the garage was determined through aerial images of the district taken by Google in 2009 and 2010. Google Earth Pro 7.3.6.0285 (October 2009 and October 2010), Craggy, NC, <https://earth.google.com> (accessed November 15, 2022).

<sup>19</sup> The depot is visible in aerial photographs taken in February 1963. Aerial view of Woodfin, North Carolina, NCDOT Historical Aerial Imagery Index, February 21, 1963.

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

information related to the history of this railroad hamlet. Archaeological deposits, such as structural remains of the Craggy Depot, as well as artifacts accumulated from activities related to the milling company, general store, and contemporaneous residential structures may provide information valuable to our understanding and interpretation of the buildings and daily life at this location during the period of historical significance. Remnant landscape features, trash pits, wells, and cisterns often provide additional information on social life and mobility, industrial development, and commerce beyond that available in the archival record. To date, no archaeological investigation has been carried out to discover these material remains at Craggy, but it is possible that they exist (especially for the period 1917–40, post-dating the 1916 flood), and this should be considered in any development of the property.

Craggy Historic District  
Name of Property

Buncombe County, NC  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B. Property is associated with the lives of persons significant in our past.
- ☒ C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- ☐ A. Owned by a religious institution or used for religious purposes
- ☐ B. Removed from its original location
- ☐ C. A birthplace or grave
- ☐ D. A cemetery
- ☐ E. A reconstructed building, object, or structure
- ☐ F. A commemorative property
- ☐ G. Less than 50 years old or achieving significance within the past 50 years

Craggy Historic District  
Name of Property

Buncombe County, NC  
County and State

**Areas of Significance**

(Enter categories from instructions.)

Community Planning & Development

Architecture

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1904-ca. 1940

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1904

1912

1915

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Unknown

\_\_\_\_\_  
\_\_\_\_\_

Craggy Historic District  
Name of Property

Buncombe County, NC  
County and State

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Craggy Historic District is a locally significant collection of residential, commercial, and industrial buildings and structures that were built following the construction of the Craggy Depot in 1904. The social and commercial centerpieces of the district—the Red Men’s Hall and Craggy Milling Company—were constructed in 1912 and 1915 respectively. The Craggy Historic District developed informally and incrementally as a result of the expansion of transportation routes and industrial development along the French Broad River in the first decades of the twentieth century. Although it was one of several communities in the county that developed in this manner and scale, its contemporary significance is heightened as it is the only such district in the county that remains intact. The period of significance for the district is 1904 to c. 1940, a period that captures the development of Craggy from the construction of its original depot and platform in 1904 to the construction of the final historic building in ca. 1940. Despite the absence of the historic depot and common material changes to individual buildings, the district as a whole retains a high level of architectural integrity. The historic buildings are well preserved on the exterior, and the spatial relationships of the district remain intact thanks to a lack of infill development. The Craggy Historic District is unique within the county as an intact and compact example of a regional transportation hub.

The district is significant under Criterion A in the area of community planning and development as a rare surviving example of a railway hamlet that developed in the rural outskirts of Asheville. Craggy is the most intact example in Buncombe County of a rural commercial and transportation hub that developed as major railway lines such as the Western North Carolina Railroad and Southern Railway connected the mountain communities of western North Carolina to interstate commerce and tourism. The district is also significant under Criterion C for architecture as an intact assemblage of early-20th-century concrete block buildings related to the railway depot. The hamlet is architecturally significant for its unusually high concentration of decorative concrete block buildings constructed to serve a variety of purposes: residential, social, and commercial.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

### **Community Planning & Development**

The small community of Craggy grew as the result of multiple transformations to Asheville following the Civil War: the development of railroad transportation that connected western North Carolina with the rest of the state; the industrialization of the city’s outskirts that was enabled by the railroad infrastructure; and the growth of a regional tourism industry in the first decades of the twentieth century. During the period of Craggy’s growth, the expansion of railways through Asheville and beyond was beginning to connect previously discrete regions of the western North Carolina mountains. Prior to these railway connections, mountain topography provided an ongoing

Craggy Historic District

Buncombe County, NC

Name of Property

County and State

challenge to residents and visitors seeking to travel between western North Carolina's larger communities such as Asheville and Black Mountain. The distance and difficulty of travel meant that semi-rural hubs in which mountain residents concentrated became informal centers of rural life. Whether evolving around railroad depots—as in Craggy's case—or churches, mills, or general stores, these compact downtowns contained a diversity of functions capable of serving the dispersed population of rural residents that surrounded them.

The completion of the Western North Carolina Railroad (WNCRR) across the Blue Ridge in 1880 connected Asheville with the eastern part of the state, and immediately opened the region to commercial and tourist development.<sup>20</sup> Chartered by the State in 1855 and constructed with government funds, the line connecting Salisbury with Asheville was a desperately needed means to connect the woodlands and farmlands of the mountainous west to the trade and resources of the rest of the state. The Civil War halted construction in 1861, and the completion of the railroad through the mountains following the war was a treacherous and deadly pursuit that took the lives of many convict laborers.<sup>21</sup> Financial struggles also followed the line, which historian Steven E. Nash described as “[lurching] forward on the backs of taxpayers and a predominantly black convict labor force.”<sup>22</sup> Once the tracks of the WNCRR crossed the Appalachian Mountains and reached Asheville, funds again dried up. William J. Best, an Irish immigrant with ties to venture capitalists in New York, worked to fund the completion of the railroad to Asheville and promised to extend the line north to Paint Rock and eventually connect to the markets in Knoxville, Tennessee. Best's financiers balked at the requirement to connect the WNCRR with East Tennessee and Georgia. Finally, Alexander Boyd Andrews, the superintendent and vice president of the Richmond and Danville Railroad (R&D), convinced his backers to support Best's plan.<sup>23</sup>

The northbound railroad line closely followed the banks of the French Broad River, passing through the towns of Marshall and Hot Springs on its way north into Tennessee.<sup>24</sup> The northward line was completed in 1881, and the R&D bought control of the WNCRR in 1882. The company scrambled to continue expansion and maintenance, and completed construction of the rest of the WNCRR line to the west toward Murphy, the Murphy Branch, in 1891.<sup>25</sup> The R&D collapsed in 1892. In 1894, the Southern Railway Company was formed with initial holdings that included the R&D lines.<sup>26</sup>

<sup>20</sup> Bishir et al., *Western North Carolina*, 261-262.

<sup>21</sup> Steven E. Nash, *Reconstruction's Ragged Edge: The Politics of Postwar Life in the Southern Mountains* (Chapel Hill, NC: The University of North Carolina Press, 2016), 151-158.

<sup>22</sup> Nash, *Reconstruction's Ragged Edge*, 176.

<sup>23</sup> Nash, *Reconstruction's Ragged Edge*, 176-177.

<sup>24</sup> Poole, *Railroading*, 19-20; Bishir et al., *Western North Carolina*, 33.

<sup>25</sup> Herbert G. Monroe, “Murphy Branch,” *Railroad Magazine* (June 1949): 33-34.

<sup>26</sup> Monroe, “Murphy Branch,” 42-52; Albert S. Eggerton, Jr., “Out of the Past and Into the Future: The Bicentennial Story of the Southern Railway,” booklet, undated, Buncombe County Special Collections, Asheville, NC, 16-17; Bishir, et al., *Western North Carolina*, 33-35.



Craggy Historic District

Name of Property

Buncombe County, NC

County and State



Detail: Howland Improvement Co. "Map of the City of Asheville, North Carolina." 1905.  
Courtesy of Buncombe County Special Collections, Pack Memorial Library, Asheville, NC.

When the northward railway lines were laid along the banks of the French Broad River, the community where Craggy now stands was known as Gorman's Bridge. The community took its name from the bridge that had spanned the French Broad River and connected north Asheville to the town of Leicester. Gorman's Bridge was reportedly burned by Union Army forces at the close of the Civil War.<sup>27</sup> Turn-of-the-century maps of Asheville document that a replacement pedestrian and vehicular bridge at Gorman's had been constructed by 1904.<sup>28</sup> In October 1904, the Asheville & Craggy Mountain Railway (A&CM) built a railway bridge just north of Gorman's Bridge that connected its streetcar and freight lines in downtown Asheville to the community of Craggy across the river. The A&CM bridge carried a single rail line and aimed to establish Craggy as a commercial and tourist destination between Asheville and Leicester. Although Craggy did not have a downtown at the time, industrial development along the river north of Asheville made the site an appealing destination for the streetcar line. The *Asheville Citizen-Times* described the A&CM trestle bridge as "one of the strongest and best built to be found anywhere."<sup>29</sup>

Richard Smith Howland is primarily credited with the vision to expand the A&CM westward with the Craggy Line. The newspaperman and entrepreneur had arrived in Asheville in the late 19<sup>th</sup> century and invested in the A&CM in 1900. Howland's initial ventures in local railway lines catered to tourists visiting Sunset Mountain on the north side of Asheville—which Howland also invested in as a developer.<sup>30</sup> The excursion cars were typically wood paneled and open air, giving tourists an opportunity to experience their surroundings with all their senses.<sup>31</sup> Although the streetcar lines also carried freight cars for development purposes, their primary function was as passenger lines. When his Sunset Mountain line proved unprofitable, Howland shifted his attention to the French Broad River and announced construction of a new line from Grove Park along Beaverdam Creek, crossing the French Broad River and connecting with the Southern

<sup>27</sup> "J. R. Cauble, 74, Dies at Home in Craggy Section," *Asheville Citizen-Times*, April 22, 1937, 8.

<sup>28</sup> "Map of the City of Asheville, North Carolina, for the Howland Imp. Co.," 1905, Buncombe County Special Collections, Asheville, NC; "Asheville & Craggy Mountain Railway," 1904, available online: <https://craggymountainline.com/history/2012/railway-map-1904/>.

<sup>29</sup> Although it was destroyed by a flood in 1916, the concrete piers of this bridge remain visible in the river to this day. "A&CM Bridge," *Asheville Citizen-Times*, July 13, 1905, 4.

<sup>30</sup> Bailey et al., *Trolleys*, 43-45.

<sup>31</sup> Kenneth Riddle, ed., *The Cy Crumley Collection: His Ninety-Years Photo Collection of the East Tennessee and Western North Carolina RR* (Townsend, TN: Little River Locomotive Company, 2001).

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

Railway at Craggy. The Asheville City Charter permitted the A&CM to construct and use its single-track railway for general passenger use as well as freight transport.<sup>32</sup> Howland actively promoted both uses of the Craggy Line.



Asheville and Craggy Mountain Railway Bridge, c. 1904. D079-4.

Courtesy of Buncombe County Special Collections, Pack Memorial Library, Asheville, NC.

The riverfront north of Asheville developed through simultaneous and mutually beneficial construction of factories and railway lines. Industrial development began on the eastern shore of the river with the establishment of the Weaver Power Plant in March 1904. William Trotter Weaver (1858-1916) had formed the Asheville Electric Company in 1897 to support the city's first electric street railways. When it was first established, the Asheville Electric Company relied on electricity produced at two small hydroelectric plants in Asheville, but Weaver saw an opportunity to meet much greater demands for electricity.<sup>33</sup> He founded Weaver Power Company in 1901 and deeded 210 acres of land on the French Broad River just north of Asheville for the construction of a new power plant. The electrical engineer for the plant was Charles E. Waddell, an Asheville native who had also served as the electrical engineer for the Biltmore Estate. The power company actively encouraged manufacturers to locate their industry along the French Broad River by promising special inducements to any enterprise that required 50 horsepower or more. Early contracts included those with the Asheville Street Railway Company and George W. Vanderbilt.<sup>34</sup> In 1905 the *Asheville Gazette* predicted that, "the section [around] the power plant is destined at no distant day to be thickly settled by employees of the various factories and mills that are to be erected in the neighborhood."<sup>35</sup> Explaining why Asheville was so well suited to industrial development, the

<sup>32</sup> "City Charter of the Asheville and Craggy Mountain Railway Company," 1890, Buncombe County Special Collections, Pack Memorial Library, Asheville, NC.

<sup>33</sup> "Weaver, William Trotter," *Dictionary of North Carolina Biography, Volume 6*, ed. William S. Powell (Durham, NC: University of North Carolina Press, 1979), reprinted online: <https://www.ncpedia.org/biography/weaver-william-trotter>.

<sup>34</sup> "Weaver Power Plant Means Much to the City," *Asheville Citizen-Times*, March 6, 1904, 7.

<sup>35</sup> "The Craggy Mountain Railway," *Asheville Gazette*, February 5, 1905.

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

newspaper cited its “over-supply of cheap white labor, abundance of many useful raw materials, and mild, healthful all the year round climate.” Furthermore, the proximity to inexpensive electricity being produced at the Weaver Power Plant was a strong draw for industrial development in the Craggy vicinity.<sup>36</sup>

The growth of an industrial area north of town was intricately tied to the construction of the A&CM’s Craggy Line, given that “most people [had] not seen the wonderful sights at the power plant.”<sup>37</sup> The same year as the A&CM track to the Weaver Power plant opened, the Elk Mountain Cotton Mill Company completed a large cotton mill designed to run exclusively on electricity produced at the power plant, rather than steam. At the opening of the state-of-the-art new cotton mill in 1904, *The Asheville Weekly Citizen* eagerly reported that cars full of machinery for the new cotton mill were delivered thanks to the A&CM line.<sup>38</sup> While the factories were using the railway to complete their construction, the railway was advertising scenic visits to the factories as a key component of its service.

In concert with the construction of the Craggy Line, the Howland Improvement Company funded the construction of a railway depot at Craggy. The Howland Company purchased the parcel between the Southern Railway line and the French Broad River at Gorman’s Bridge in April 1904 from Julius R. Cauble (1863-1937), who originally owned most of the land that was to become Craggy.<sup>39</sup> Julius R. Cauble and his wife Fannie E. Cranford (1863-1943) married in 1883 and purchased their 10-acre homestead on the west side of the river in 1896. By 1903, the Caubles had built a house just west of present-day Craggy, on the west side of Old Leicester Highway (BN0306, no longer extant). They appear to have lived at that home for the rest of their lives.<sup>40</sup> When she passed in 1943, Fannie Cauble was fondly remembered as “Aunt Fannie” in the Craggy community.<sup>41</sup>

Cauble had spent his life working on western North Carolina railroads. His career began in 1880 when he managed the construction of the railroad line between Asheville and Paint Rock, the route that passed directly through Craggy. He then worked for the roadway department of the Southern Railway Company for decades, until he entered private railway construction work in 1904—the same year he sold the Craggy parcel to the Howland Improvement Company. Cauble supervised the construction of the A&CM railroad as an independent contractor for Howland until he retired in 1918.<sup>42</sup> Between 1904 and 1914, the Caubles sold all their holdings along the unnamed road that ran from the Old Leicester Highway to the depot to private interests. An informal Main Street thus developed through the center of the growing community. The Caubles were also

<sup>36</sup> “Howland Improvement Co’s Road to River Nears Completion,” March 4, 1904, Vertical File: Streetcars, Buncombe County Special Collections, Pack Memorial Library, Asheville, NC.

<sup>37</sup> “Rails of Howland Road Reach French Broad River,” March 15, 1904, Vertical File: Streetcars, Buncombe County Special Collections, Pack Memorial Library, Asheville, NC.

<sup>38</sup> “Electric Power to Replace Steam,” *The Asheville Weekly Citizen*, August 2, 1904; “New Cotton Mill Machinery is Here,” *The Asheville Weekly Citizen*, December 30, 1904.

<sup>39</sup> Deed book 142, page 200; Deed book 98, page 22, Buncombe County Register of Deeds, Asheville, NC; “J. R. Cauble, 74, Dies at Home in Craggy Section,” *Asheville Citizen-Times*, April 22, 1937, 8.

<sup>40</sup> Map 501, “Map of Asheville,” 1903, Buncombe County Special Collections, Pack Memorial Library, Asheville, NC.

<sup>41</sup> “Mrs. Fannie E. Cauble,” obituary, *Asheville Citizen-Times*, December 16, 1943, 9.

<sup>42</sup> “J. R. Cauble, 74, Dies at Home in Craggy Section,” *Asheville Citizen-Times*, April 22, 1937, 8; United States census, 1900, 1910, and 1920.

Craggy Historic District

Buncombe County, NC

Name of Property

County and State

instrumental in the establishment of the Craggy Milling Company grist mill that became the industrial heart of their community.

After the construction of the depot, the Craggy district briefly came to be called “Craggy Station.” Early documents of Craggy Station portray a small and close community in which the depot was a central gathering space. In a tragic report of the death of local resident James Tate in 1908, the journalist noted that Tate “was in the habit of standing around the depot, where a crowd generally gathered after working hours every evening.”<sup>43</sup> In its early years, the Craggy depot was a singular public space amidst thinly developed farmland. Its neighbors already formed a community, but did not yet have central meeting spaces.<sup>44</sup>

When the A&CM’s Craggy Line opened in 1904, the Weaver Power Plant and Elk Mountain Cotton Mill were the only destinations in the vicinity of Craggy. Early investors in the enterprise worried that those two industrial sites would hardly afford the building of a five-mile line from Asheville to the riverbanks north of town.<sup>45</sup> But Howland advertised the industrial district and Lake Tahkeestee, which had been produced by the Weaver Power dam, extensively in newspapers and his own publications. Promotions of the “Loop Line” that connected Pack Square to Craggy emphasized the industrial sites, describing the “largest dynamo in seventeen states” at the Weaver Power House, and the “most modern cotton hashery in the South” at the Elk Mountain Cotton Mill.<sup>46</sup> At the end of the line was Craggy Station, whose “bustling life and restless activity,” Howland was hoping would be a draw to Asheville locals and seasonal tourists. Craggy was the only stop on the Loop Line that was promoted for its lively community; all other sites were either sylvan or industrial.<sup>47</sup>

Unfortunately, Howland overestimated the public’s interest in the industrial district, and the freight business was also slow to develop. The company’s 1905 deficit ran to \$24,883 (a staggeringly high loss considering the operating budget was \$29,105). Despite the “financial catastrophe” that was the A&CM railroad, the connection it established between Asheville’s streetcars and the Southern Railway at Craggy was a boon to the small hamlet.<sup>48</sup>

Southern Railway Company assumed control of the Loop Line after the collapse of Howland’s enterprise, a move that promised to increase the efficiency of freight transit in and out of Craggy. Whereas the A&CM lines had been equipped with trolley wire, this new line was to be operated by steam power. The change was significant—“a most important development for Asheville and the surrounding country”—as it allowed for shipments of lumber, tan bark, and brick to greatly increase along the line.<sup>49</sup> Southern Railway also announced plans to connect its lines on the west bank of the river to its freight depot at Riverside Drive on the east side of the river via the

<sup>43</sup> “James Tate Killed by Freight Train,” *Asheville Citizen-Times*, August 6, 1908, 2.

<sup>44</sup> “One of Yeggmen Captured after Desperate Fight,” *Asheville Citizen-Times*, April 6, 1909, 1; “Yeggman Boasts that He Can Get Out Buncombe Jail Also,” *Asheville Citizen-Times*, April 7, 1909, 7; “Negro Desperado Leads Posse on an All Night Chase,” *Asheville Citizen-Times*, August 3, 1909, 1.

<sup>45</sup> “Asheville’s Long Expected Railroad Seems Assured,” *Asheville Citizen-Times*, January 5, 1904, 8.

<sup>46</sup> “The Craggy Mountain Railway,” *Asheville Gazette*, February 5, 1905; “Champagne Cocktails Made of Air,” *Asheville Citizen-Times*, August 19, 1907, 4.

<sup>47</sup> Loop Line Railway Co., “Schedule,” July 1906, Vertical File MS028.010H, Buncombe County Special Collections, Pack Memorial Library, Asheville, NC.

<sup>48</sup> Bailey et al., *Trolleys*, 50.

<sup>49</sup> “Southern RY. Assumes Control of the Craggy Mountain Railway,” *Asheville Citizen-Times*, September 30, 1906, 1.



Craggy Historic District

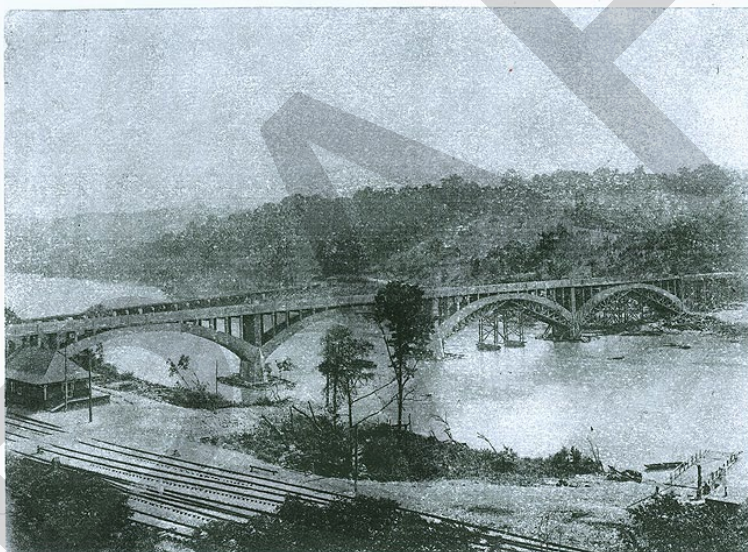
Name of Property

Buncombe County, NC

County and State

bridge at Craggy.<sup>50</sup> Instead, the railroad ultimately built a state-of-the-art reinforced concrete bridge at Murphy Junction, south of Craggy, in 1910. The new bridge was strong enough to accommodate a double track, and so completed the Southern Railway's beltline around the city.<sup>51</sup> The move increased the efficiency of Southern's freight lines through Asheville, and also permanently displaced Craggy from the center of Asheville's industrial transit.

In 1916, a massive flood destroyed the Craggy Depot, the train trestle and vehicular bridges at Craggy, as well as a bridge at Alexander. Both the depot and the bridge were replaced quickly, although a railway crossing was never re-established at this point in the river. The new Gorman Bridge was a 600-foot, one-lane concrete vehicular bridge modeled after the concrete bridge at Murphy Junction, which was unharmed by the 1916 flood.<sup>52</sup> The new bridge opened in 1917 and stood approximately 10 feet upstream from the present bridge.<sup>53</sup> Craggy depot was also rebuilt immediately.<sup>54</sup> A photo taken after the flood shows a single-story hipped-roof structure with an attached porch that wrapped around at least three of the building elevations.<sup>55</sup> The replacement Craggy Depot stood until at least 1963; it is unknown when it was torn down or destroyed.<sup>56</sup>



Bridge at the French Broad River, ca. 1916, Junction of Southern and Craggy Station.  
Photo courtesy of Mrs. Jean Bridges, craggymountainline.com

In the decades following the establishment of Craggy Station and the construction of the depot, the rural railroad stop developed into a bustling hub of activity center and gathering place for the residents of its rural surrounds. First came a community meeting space, referred to as Red

<sup>50</sup> "Southern and Howland Road Fight for Railway by River," *Asheville Citizen-Times*, December 17, 1906, 5-6.

<sup>51</sup> "Southern's Great Bridge Across French Broad," *Asheville Citizen-Times*, December 20, 1909, 1.

<sup>52</sup> "Southern's Great Bridge Across French Broad," *Asheville Citizen-Times*, December 20, 1909, 1; "Emergency Work on County Roads Well Under Way," *Asheville Citizen-Times*, July 19, 1916, 1-2; "Bridge Question is Presented to County," *Asheville Citizen-Times*, July 28, 1916.

<sup>53</sup> "Voice of the People: As to Bridges," *Asheville Citizen-Times*, August 14, 1916.

<sup>54</sup> Martin, "Historic Structures Survey Report," 7.

<sup>55</sup> "Bridge at the French Broad River, junction of Southern and Craggy Station," Photo courtesy of Mrs. Jean Bridges, craggymountainline.com/history/2012/historical-images.

<sup>56</sup> The depot is visible in aerial photographs taken in February 1963. Aerial view of Woodfin, North Carolina, NCDOT Historical Aerial Imagery Index, February 21, 1963.

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

Men's Hall, which was constructed in 1912 by the fraternal order of The Improved Order of Red Men to house the Oswego Tribe of Red Men No. 57. Three years later, Julius R. and Fannie Cauble with their son Julius Mitchell Cauble (1889-1973) constructed a frame roller mill as a speculative endeavor. The mill immediately replaced the depot as the hub of activity in Craggy and remained in operation until 1976.

Following the flood of 1916, residential and commercial development continued at Craggy. Local resident George Mayo built a duplex on the eastern side of the railroad tracks out of concrete block, which he likely chose as a sturdier material for the volatile riverbank than frame construction. An additional residence was built on the south side of Craggy's main road around 1920. The house at 24 Old Leicester Road still stands, but its condition and material integrity are severely diminished. By 1923 a school had been established outside of the depot district and a community "Church of Christ," was proposed for near Craggy Station, although never built.<sup>57</sup> In 1925, the *Asheville Citizen-Times* characterized Craggy Station as one that "has recently felt the march of progress, which threatens to invade entire Western North Carolina," and cited the "quickenning of the industrial life and the increase in population of the village," as arguments for establishing a post office in the town. Congressman Zebulon Weaver was reportedly in full support of the campaign.<sup>58</sup> The final addition to the compact hamlet of Craggy was the grocery store built facing the highway. When it arrived, the core of Craggy was complete and well-rounded, having become a regional hub for transportation, industry, commerce, and community.

After the construction of Johnson's store, Craggy entered a period of stability in which the mill operations were the centerpiece of the district's social and financial life. Tourist traffic through the district had ended with the collapse of the A&CM railway bridge in 1916, but freight transport along the Southern Railway lines remained central to mill operations. The owner of Leicester Roller Mills, Oscar Duckett, purchased Craggy Milling Company in 1931 and under his management the mill thrived. The company purchased the Red Men's Hall in 1963 for use as a storage facility.<sup>59</sup> The mill permanently closed after its owner James Orr Duckett, Oscar Duckett's son, passed in 1976.<sup>60</sup> After the mill's closure, the district became the quiet hamlet that it remains today, in which individual owners used the buildings as residences, as well as for storage and light industry. The current owners, Jonathan Paul Sires and Ruth Ava Lyons, purchased the Craggy Milling Company buildings (including Red Men's Hall) in 2015, as well as Johnson's Store in 2017.<sup>61</sup> They are committed to preserving the small district's historic fabric while also finding a way to draw surrounding residents back to the hamlet. They have converted the store into artist studio spaces and the Red Men's Hall into a residence but have not finalized plans for the mill building beyond stabilization of the structure.

<sup>57</sup> The former location of the school is unconfirmed; it does not appear to be extant. "Community Church May be Organized at Craggy, *Asheville Citizen-Times*, September 12, 1923, 20.

<sup>58</sup> "Postoffice Wanted at Craggy Station," *Asheville Citizen-Times*, June 7, 1925, 43.

<sup>59</sup> Deed book 442, page 555, Buncombe County Register of Deeds, Asheville, NC; Deed book 882, page 50, Buncombe County Register of Deeds, Asheville, NC.

<sup>60</sup> Deed book 442, page 555, Buncombe County Register of Deeds, Asheville, NC; "James Orr Duckett, Sr.," Medical Examiner's Certificate of Death, Asheville, NC, July 23, 1976, <https://www.familysearch.org/ark:/61903/1:1:FG7G-S9W>.

<sup>61</sup> Deed book 5386, page 1246, Buncombe County Register of Deeds, Asheville, NC; Deed book 2731, page 662; Deed book 3423, page 697; Deed book 4668, page 1347; Deed book 5569, page 1697; Buncombe County Register of Deeds, Asheville, NC.

Craggy Historic District

Name of Property

*Railroad Hamlets in Western North Carolina*

Buncombe County, NC

County and State

Small communities such as Craggy served as important hubs of rural life at the turn of the twentieth century in Buncombe County. Whether centered around depots, mills, churches, or stores, these hamlets were vital components of rural life in western North Carolina. Like Craggy, most of these small communities contained a combination of residential, commercial, and civic structures. Also like Craggy, these hamlets developed incrementally and informally, and were most often the product of a community of enterprising residents developing the villages over time.

Turn-of-the-century maps of Asheville provide a window into the rural hamlets that had developed along the county's railways by the time Craggy Depot was constructed in 1904. Moving from north to south along the Southern Railway Line, one finds evidence of settlements named Bailey Station, Alexander, Olivette, Owenby, Emma, Buena Vista, Busbee, and Skyland. Following the WNCRR from west to east, depots were located at Turnpike, Luther, Candler, Hominy Creek, Acton, Carriers Springs, Rest Haven, Azalea, Glen Inglis, Swannanoa, Black Mountain, and Terrell.<sup>62</sup> By 1903, only three of those stations—Swannanoa Station, east of town, Hominy, west of town, and Alexander, north of town—already had train depots.<sup>63</sup> By the time the 1936 USGS quadrangle maps of the region were published, hamlets still existed in only a few of those turn-of-the-century sites: Alexander, Emma, Luther (now named Luthers), Candler, Hominy Creek (now named Hominy), Carrier's Springs (now named Sulphur Springs), and Acton.<sup>64</sup>

Many of the county's early railroad hamlets had begun as tourist hubs along the region's stagecoach routes; early railway stops were located at the sites of well-established inns. Just west of Luthers at the border with Haywood County stood the Turnpike Hotel, a grand frame hotel built in 1866 that was "once the noonday stagecoach stop between Asheville and Waynesville."<sup>65</sup> On the other end of the county in Swannanoa, the Alexander Inn was a log structure built by George C. Alexander in 1820 along a stagecoach route. The owners expanded the inn and converted it into a boarding house following the arrival of the WNCRR.<sup>66</sup> North of Asheville, the Alexander Hotel, established by James Mitchell Alexander, opened in 1828 along the stagecoach road between Asheville and Tennessee. When the Southern Railway line arrived, the Inn expanded and its village came to be known as Alexander Station.<sup>67</sup>

Other hamlets that had not yet been established when the railroad arrived became manufacturing hubs with the arrival of the railroad, as was the case in Craggy. Smaller-scale grist mills such as the Craggy Milling Company were common although few remain. The financial growth of the region in the 1920s brought many larger manufacturing operations to the county, producing industrial villages of a significantly larger scale than the small hub at Craggy. The

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<sup>62</sup> Henry C. Brown, *Railroad Map of North Carolina* (Raleigh, NC: Rand McNally, 1900), available online: <https://dc.lib.unc.edu/cdm/ref/collection/ncmaps/id/506>; US Geological Survey, *North Carolina: Asheville Quadrangle*, 1901.

<sup>63</sup> Map 501, "Map of Asheville," 1903, Buncombe County Special Collections, Pack Memorial Library, Asheville, NC.

<sup>64</sup> US Geological Survey, *North Carolina: Asheville Quadrangle*, 1936; US Geological Survey, *North Carolina: Enka Quadrangle*, 1936; US Geological Survey, *North Carolina: Weaverville Quadrangle*, 1936.

<sup>65</sup> Federal Writers' Project, *North Carolina: A Guide to the Old North State* (Chapel Hill, NC: The University of North Carolina Press, 1939), 440.

<sup>66</sup> Elizabeth Deal, "Alexander Inn, Swannanoa, NC," National Register of Historic Places nomination, North Carolina State Historic Preservation Office, Raleigh, NC, 1984.

<sup>67</sup> "Know Your Community," *Asheville Citizen-Times*, September 25, 1932; "Valuable Hotel Property for Sale," *The Asheville Weekly Citizen*, May 10, 1916, 2.

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

Beacon Manufacturing Company of Massachusetts established the Beacon Mills, a blanket manufacturing plant, beside the railroad in Swannanoa in 1925.<sup>68</sup> Perhaps the largest plant to be built along the railroad line in the county was the American Enka Rayon Plant built in 1928 in the Enka-Candler region. The plant was established by a Dutch company that chose western North Carolina to build the largest rayon mill in the world at the time.<sup>69</sup> Industrial development along the county's railroad lines continued into the mid-twentieth century. At Azalea, the Boling Chair Company opened a manufacturing plant in 1950 that produced semi-finished wood to be shipped directly to Siler City for assembly.<sup>70</sup>

None of these former railway stops contain the concentration of architectural remnants that is found at Craggy. Nothing historic remains at the sites of Bailey Station, Owenby, Carriers Springs, Acton, Luther, Rest Haven, Azalea, or Glen Inglis. All that remains at Alexander on the east bank of the French Broad is a chimney from the no-longer-extant Alexander Hotel. In old Candler, a few historic houses and a one-story rock commercial building are all that remain, with no evidence of where the depot stood. In Hominy Creek a corner store and wooden barn that appear to be historic still stand, but little else. At Swannanoa a slab remains from a freight depot but no other buildings from the relevant time period. Nowhere else in the county does a collection of historic buildings connected to a railway depot such as those found in Craggy still stand.

Two railroad hubs in Buncombe County were determined eligible for the National Register in 2018: the Busbee Rural Historic District (BN6318) and Biltmore Village (BN6358), which was also listed as a local historic district in 1989.<sup>71</sup> The Busbee Rural Historic District in southern Buncombe County grew around a railway stop on the Asheville and Spartanburg Railway, later Southern Railway. The hamlet contains exclusively residential buildings dating from 1867 to 1962, making it an inapt comparison to Craggy's diversity of building types. As a historic district, Craggy also stands apart from the best-known and largest railroad settlement in the county: the large, architect-designed, and meticulously maintained Biltmore Village. Originally known as Best (named for William J. Best, an owner of the WNCRR) or Asheville Junction, the small hub was transformed into a model village by the planning and design team assembled by George Vanderbilt in the 1880s. The original village was constructed between 1889 and 1910, and contained a church and supporting structures, railway depot, estate office, post office, hospital, shops, and dwellings. Richard Morris Hunt and Richard Sharp Smith created a coherent architectural style in the village with pebbledash walls, red brick, and half-timbering that evoked both Tudor and Colonial traditions, and Frederick Law Olmsted drafted the village plan.<sup>72</sup> Considered in comparison to Craggy, neither of these villages shares the compact scale and diversity of functions that was typical of rural transportation hubs.

Considered in relation to contemporary rural railway hubs in Buncombe County, Craggy stands out as worthy of historic designation for the integrity and extent of its historic resources. The buildings in the compact district retain their integrity of location, and the setting remains uncompromised due to a lack of modern intrusions. The building exteriors retain integrity of materials, workmanship, and design integrity. The association of the district buildings have been

<sup>68</sup> "Plant to Manufacture Blankets to be Erected Immediately by Northern Concern at Swannanoa," *Asheville Citizen-Times*, April 20, 1924, 1; "History of Beacon Plant," *Asheville Citizen-Times*, February 13, 2002, 6.

<sup>69</sup> "American Enka Locates Great Rayon Plant Here," *Asheville Citizen-Times*, September 23, 1928, 1.

<sup>70</sup> "Furniture Industry Does \$60 Million Annual Business," *Asheville Citizen-Times*, January 31, 1960, 44.

<sup>71</sup> Martin, "Historic Structures Survey Report," 35-36.

<sup>72</sup> Bishir et al., *Western North Carolina*, 292-293.



Craggy Historic District

Buncombe County, NC

Name of Property

County and State

compromised by the loss of the railway depot as well as the closing of the grist mill. However, the feeling of the district remains intact, thanks to the preservation of its relationship to the river, the bridge, the old highway, and the railroad.

### Architecture Context

The most character-defining architectural material used in Craggy is decorative concrete block, as seen in the Red Men's Hall, the George Mayo House, and Johnson's Store. Although this material became quite popular nationally as well as locally during the first decades of the twentieth century, Craggy stands out among local examples as a small hamlet that utilized decorative concrete block as the primary building material for its new buildings. Because there remain so few comparable railroad hamlets in the county, it is difficult to determine whether this material was similarly utilized in other early-20th century transportation hubs. It is clear, however, that Craggy stands out in the county for the density of block buildings and variety of decorative block types and uses.

From the turn of the twentieth century to the 1930s, concrete block was a ubiquitous building material across the country, used for all types of buildings: residential, commercial, civic, and religious. The inherently twentieth-century material resulted from the production of Portland cement, a product of the Industrial Revolution in England, for the American mass market. Initially the blocks were produced individually using a cast-iron machine such as the one patented by Harmon S. Palmer in 1900. The machines sold for \$200 when Palmer first obtained his patent; by 1908 Sears sold their version of the press for \$42.50, making the machine accessible to amateur builders as well as professionals. An owner of a block press would pour a mixture of Portland cement, water, sand, and aggregate into the mold, tamp it down to remove air bubbles, release the block with a lever mechanism, and dry the pressed block on a pallet for several weeks. Promoters of the material estimated that two men could make up to 100 blocks in a day. The resulting blocks were valued for being fireproof and maintenance-free.<sup>73</sup>

By 1910, companies across the country began manufacturing concrete block on a larger scale. Rockface concrete block of the kind found at Craggy was the first type to be mass-produced; the quarried-stone texture of the block was essential to its initial allure. Pressed blocks were more expensive than wood, but significantly cheaper than the stone that they imitated. Their ability to mimic a prized material, while saving building owners significantly on long-term maintenance, made blocks a prudent choice for financially conservative builders. Block construction also required less labor than brick construction. Early-twentieth-century lumber shortages that increased the price of wood also made concrete block relatively affordable. As the market for block expanded, companies diversified their wares by offering a variety of block faces such as flat-panel, decorative, tooled, or beveled. The blocks were also manufactured in a variety of color finishes. When the size of blocks was standardized in 1924, concrete block matured into the predictable and consistent product it is known as today.<sup>74</sup>

Decorative concrete block reached peak popularity just as architecture culture was turning away from the imitative and decorative materials that characterized late-Victorian architecture. Like linoleum, asphalt shingles, and ceramic tiles, concrete block fell out of favor with the arrival

<sup>73</sup> Pamela H. Simpson, *Cheap, Quick & Easy: Imitative Architectural Materials, 1870-1930* (Knoxville: The University of Tennessee Press, 1999), 10-14.

<sup>74</sup> Simpson, *Cheap, Quick, and Easy*, 15-23.

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

of Modernism and its preference for material honesty.<sup>75</sup> Some critics worried that the illusion was not complete enough, that rockface block was ugly “not because it [was] an imitation, but because it [failed] to imitate.”<sup>76</sup> In the years since its heyday, the material has faced harsh and frequently elitist criticism. Ada Louise Huxtable notably wrote in 1960 that concrete construction epitomized American “willingness to do what had never been done before with the tastelessness of a new middle-class society that accepted substitute gimcrackery for traditional materials and ideas.”<sup>77</sup>

Architectural historian Pamela H. Simpson posited that it was not just the imitative quality of blocks that so bothered architectural elitists, but also, simply, that they were cheap. She wrote, “Questions of texture are questions of taste. The values attached to ‘real’ things derived from the fact that they cost more and one’s sophisticated elite status is reinforced by owning them.”<sup>78</sup> Yet it was the cheapness of concrete materials that underpinned the most moralistic of defenses: that the blocks were a democratizing force in architecture that made the texture and refinement previously reserved only for those who could afford stone buildings available to the American masses.<sup>79</sup> Even Gustav Stickley, renowned editor of *Craftsman* magazine, published designs for concrete-block houses in his magazine, recognizing the potential for the material to create simple and honest buildings of the kind he was devoted to promoting.<sup>80</sup>

Concrete block played a significant role in the expansion of Asheville during the early twentieth century and enabled the population and construction boom of the 1920s. Chicago architect Henry Wittekind advertised a design for a concrete house in the *Asheville Citizen-Times* with the promise that “hollow concrete block construction insures a warm, dry house and costs less than brick.” The architect’s rendering of the two-story house with gambrel roof and attached porch was listed in 1906 for the cost of \$2,000.<sup>81</sup> Local real estate listings from the following decade confirm the construction and sale of concrete houses in Asheville: a five-room concrete house sold for \$1,650 in 1917; a seven-room concrete house sold for \$1,800 in 1920.<sup>82</sup>

Local businesses participated in the manufacture of the material. In 1903 Knoxville resident C. H. Miller purchased a Palmer machine to manufacture blocks, and became registered as the sole selling agent for the State of Tennessee.<sup>83</sup> R. M. Ramsey founded the Asheville Concrete and Pipe Company in early 1911 just north of the city.<sup>84</sup> His business became Asheville Concrete Company, and sold all manner of concrete materials including pipes, tomb stones, curbing, decorative blocks, and trimmings for houses.<sup>85</sup> Also in 1911, the West Asheville firm of Wells & Swain, whose firm manufactured concrete blocks, tiles, and sewer pipe, were granted a patent for a machine that would cure the blocks in eight hours using steam pressure, a significant

<sup>75</sup> J. Randall Cotton, “Ornamental Concrete Block Houses,” *Old-House Journal* 12.8 (October 1984): 180.

<sup>76</sup> Harvey Whipple, quoted in Simpson, *Cheap, Quick, and Easy*, 25.

<sup>77</sup> Ada Louise Huxtable, quoted in Simpson, *Cheap, Quick, and Easy*, 1.

<sup>78</sup> Pamela H. Simpson, “‘Cheap, Quick, and Easy’: The Early History of Rockfaced Concrete Block Building,” *Perspectives in Vernacular Architecture* 3 (1989): 117.

<sup>79</sup> Pamela H. Simpson, *Cheap, Quick & Easy*, 25-26.

<sup>80</sup> Pamela H. Simpson, *Cheap, Quick & Easy*, 148-149.

<sup>81</sup> “Concrete Block Residence,” *Asheville Citizen-Times*, December 12, 1906, 3.

<sup>82</sup> “Homes for Sale,” *Asheville Citizen-Times*, August 26, 1917; “William Coleman Real Estate,” advertisement, *Asheville Citizen-Times*, May 5, 1920, 15.

<sup>83</sup> “To Manufacture Concrete Blocks,” *The Asheville Weekly Citizen*, March 17, 1903, 4.

<sup>84</sup> “Asheville Concrete Pipe and Block Co.,” *Asheville Citizen-Times*, September 29, 1912.

<sup>85</sup> “Asheville Concrete Company,” advertisement, *Asheville Citizen-Times*, February 12, 1916, 8.

Craggy Historic District

Buncombe County, NC

Name of Property

County and State

improvement on the previous system which took three weeks to dry the blocks.<sup>86</sup> By 1922, Curry Concrete Company in Biltmore specialized in “imitation granite” and decorative elements that were used in numerous downtown buildings including the National Bank of Commerce (BN1925; 11 Church Street), Stephens Lee High School (no longer extant), and Claxton Elementary School (BN0322; 241 Merrimon Avenue).<sup>87</sup> Outside of the private sector, the county enlisted convicts in the manufacture of concrete block for use in county buildings, including county prisons.<sup>88</sup> The warehouse building in Craggy was reportedly built in such a manner, using the dust from the county quarry and the labor of county convicts.<sup>89</sup>

Several rockface concrete buildings constructed in the early twentieth century still remain in the immediate vicinity of Craggy. Three commercial buildings constructed of rockface concrete block stand beside one another at 140 Old Leicester Highway, just a half-mile to the west of Craggy. County records date all three buildings to 1927.<sup>90</sup> The largest and westernmost building is constructed entirely of rockface block and features a stepped parapet roof and a large central opening with a pair of wooden doors flanked by two large window openings. Beside the commercial structure stands a rockface block garage building with a stepped, false-front façade constructed of brick. A third small gable-front garage with rockface concrete walls stands to the east of the two larger structures.

Examples of decorative concrete block appear throughout Asheville in both residential and commercial buildings. Two Colonial Revival houses on Haywood Road in West Asheville illustrate the use of the material in a high-style residential context. The house at 577 Haywood Road is a two-story block house with a hipped roof, projecting front and side gables, and attached wraparound porch. The house dates to 1912 and is constructed of rockface concrete block with brick quoin details and decorative concrete porch posts. Two doors down at 565 Haywood Road stands a 1925 house also constructed of rockface block. This two-story hipped roof residence features an attached hipped-roof front porch, hipped front dormer, and two interior chimneys. On this house, rockface block is used for the corner quoins as well as those surrounding all window and door openings.

West Asheville also contains several prominent commercial buildings constructed of decorative concrete block. A two-story, rockface block building at 505 Haywood Road dates to 1917 (BN2220).<sup>91</sup> The former Friendly Grocery Store features an elaborately detailed façade with a flat parapet, four full-height pilasters, and a denticulated cornice. Eight second-story windows capped with flat arch concrete lintels are currently boarded shut. Constructed in 1910, the commercial building at 10 Burton Street is capped with a flat concrete parapet that extends to the side elevations and steps down toward the rear elevation. Beyond the examples of buildings whose façades featured prominent use of rockface block, the material was also commonly used only on the side elevations of commercial buildings whose façades were faced with brick, wood, or stucco.

<sup>86</sup> “West Asheville Man is Granted Patent,” *The Asheville Weekly Citizen*, November 15, 1911, 6.

<sup>87</sup> “Great Commercial Activity in Biltmore is Becoming More Marked as Weeks Pass,” *Asheville Citizen-Times*, August 6, 1922, 16.

<sup>88</sup> “County to Build Concrete Garage,” *The Asheville Citizen*, July 31, 1919, 3.

<sup>89</sup> “County will Erect Big \$7,000 Warehouse,” *Asheville Citizen-Times*, September 22, 1919, 3.

<sup>90</sup> 140 Old Leicester Highway (PIN 972081073200000), Property Card, Buncombe County Assessment Property Record Search, <https://prc-buncombe.spatialest.com/#/property/972081073200000>.

<sup>91</sup> County records date the building to 1905; the date of 1917 originates from the DOE for the (former) Friendly Grocery Store (BN 2220), 2006, accessed via HPOWEB 2.0.

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

Examples of this use are too numerous to catalog, but are characterized by buildings such as 610 Haywood Road—a modest 1928 commercial building with a stuccoed façade, flat parapet roof, and side elevations of rusticated block.

Given the ubiquity of concrete manufacture in Buncombe County by 1910, and the enthusiastic embrace of the material as an affordable means to construct durable buildings, it was an ideal choice for Craggy's main buildings. The individuals who invested in Craggy's development were neither wealthy nor extravagant, yet their choice of concrete block indicates a desire to establish Craggy's center as a permanent fixture in the region. Furthermore, following the flood of 1916 that destroyed two bridges and the frame train depot, the choice of concrete block for housing was a practical as well as an aesthetic choice. In Craggy one finds all of concrete block's benefits expressed. Red Men's Hall took advantage of its decorative and imitative potential. The George Mayo House harnessed its affordability relative to comparably flood-proof materials such as stone. And Johnson's Store epitomizes its eventual status as the ideal material for simple commercial construction.

Although rockface concrete block remains common in Buncombe County, the variety and density found in Craggy is unusual. The use of multiple types of decorative concrete blocks on the Red Men's Hall is rare in Buncombe County. A two-story commercial building dating to 1940 stands at 140 Roberts Street in the industrial River Arts District. The building features raised-panel concrete blocks such as those found on the Red Men's Hall; the upper level of the building is constructed of raised-panel concrete blocks, while the ground level has been covered in stucco. However, the structure does not feature the decorative combination of blocks that makes the Red Men's Hall so distinctive. Most strikingly, the close juxtaposition of different building types that use the material—residential, commercial, and recreational—is difficult to find outside of Craggy. In the surrounding region, single concrete block buildings are typically interspersed with buildings of other materials and eras, whereas in Craggy concrete block is the character-defining material of the district.

### **Historical Background**

Craggy developed incrementally over time in the years following the establishment of the Craggy Station train stop in 1904. This development pattern is typical of small transportation-related hamlets. Because Craggy's eventual form was determined by individual citizens whose work cumulatively formed the district, what follows is a detailed background on each of the individual resources that contribute to the historic significance of Craggy.

#### *Red Men's Hall*

The first building to be erected after the depot was Craggy's first formal meeting space. The Improved Order of Red Men, a fraternal order that already had several lodges in western North Carolina, constructed the Red Men's Hall around 1912 to house the Oswego Tribe of Red Men No. 57. The Improved Order of Red Men was one of the oldest American orders. At its founding, the Order traced its roots to the Iroquois Confederation of Indians and attributed its understanding of Iroquois government principles to the writings of Benjamin Franklin. Its modern formation came in 1765 with the inception of three societies: the Order of Red Men, the Sons of Liberty, and the St. Tammina Society. The former two orders consolidated in 1834 under the name Improved

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

Order of Red Men, while the Tammina Society evolved to become the Tammany Hall organization in New York City.<sup>92</sup>

Although less well-known today than the Masonic lodges, non-Masonic fraternal lodges such as the Improved Order of Red Men thrived in America at the turn of the twentieth century. Like the Masons, these orders emphasized mutuality, benefit functions, and male camaraderie; unlike the Masons, the non-Masonic orders historically drew a significantly higher rate of working-class participants.<sup>93</sup> In an early meeting of the Order at Craggy, J. P. Ford described the membership as “farmers from the field, mechanics from the shop, merchants from the store, teachers from the desk, lawyers from the bar, physicians from the sick room, and preachers from the pulpit.”<sup>94</sup> The Order’s appropriation of Native American ritual to celebrate human brotherhood was common at the time, and the precedent of “playing Indian” that the Order established trickled down into longer-lasting fraternal and social organizations, most prominently the Boy Scouts of America.<sup>95</sup>

The Oswego Tribe of Redmen No. 57 was originally located in Elk Mountain, just across the river from Craggy in Woodfin. In 1908, Asheville hosted a 400-delegate Great Council of the Improved Order of Red Men, which included the Red Men of the following Asheville Tribes: Junalaska, No. 88; Tahkeestee Tribe (West Asheville), No. 51; and Oswego (Elk Mountain), No. 57.<sup>96</sup> The convention was the eighteenth annual session of the Great Council of North Carolina. Their credo, reprinted in the *Asheville Citizen-Times* the weekend of the convention, was to “recognize the fact that we are upon the earth striving to attain a common end. There is nothing more beautiful in life than the brotherhood of man.”<sup>97</sup>

To build their permanent lodge, the Trustees of the Oswego Tribe No. 57 purchased two adjacent parcels along the unnamed main road in Craggy from Julius R. and Fannie E. Cauble in 1909 and 1912.<sup>98</sup> A store house originally stood on the first of the purchased parcels, but was demolished to make room for the Red Men’s Hall.<sup>99</sup> The lodge building was built soon after the second lot purchase in 1912, but the Tribe had already begun to host its events in Craggy even before the building was completed. A Fourth of July celebration hosted by the Oswego Tribe of Red Men in 1911 was covered in detail by the *Asheville Citizen-Times*, which noted that the crowd of more than 1,000 people “assembled in the shaded grove across the river opposite Craggy Station,” and gathered in the evening at the Presbyterian school.<sup>100</sup> The event was clearly an opportunity to announce and celebrate the arrival of the Order in Craggy.

<sup>92</sup> “More than 500 in City for Red Men’s Meeting,” *Asheville Citizen-Times*, September 12, 1932, 1-2.

<sup>93</sup> Mary Ann Clawson, *Constructing Brotherhood: Class, Gender, and Fraternalism* (Princeton: Princeton University Press, 1989), 95-97.

<sup>94</sup> “Thousand People at Craggy Event,” *Asheville Citizen-Times*, July 5, 1911, 8.

<sup>95</sup> Abigail A. Van Slyck, *A Manufactured Wilderness* (Minneapolis: University of Minnesota Press, 2006), 169-173; Philip J. Deloria, *Playing Indian* (New Haven: Yale University Press, 1998).

<sup>96</sup> “Tribes of Red Men Coming Today for Great Council,” *Asheville Citizen-Times*, June 16, 1908, 5.

<sup>97</sup> “North Carolina Red Men Open Convention with Big Meeting,” *Asheville Citizen-Times*, June 21, 1916, 16.

<sup>98</sup> Deed book 168, page 122; Deed book 179, page 62, Buncombe County Register of Deeds, Asheville, NC.

<sup>99</sup> In 1911, the Caubles purchased a small portion of the original parcel back from the Improved Order of Red Men. The deed made no mention of the store house, which had been mentioned in the 1909 deed, suggesting that the building had been demolished in the interim. Deed book 179, page 14, Buncombe County Register of Deeds, Asheville, NC.

<sup>100</sup> “Thousand People at Craggy Event,” *Asheville Citizen-Times*, July 5, 1911, 8.

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

The Red Men's Hall was built at a high point for the organization, whose membership began to wane in the 1920s.<sup>101</sup> In 1915, the Trustees sold the reconfigured property to former Trustee Thomas Melmouth Knight (1855-1948) and a widow of a former Trustee, Elizabeth Austin; Austin deeded her half-share to Knight in 1928.<sup>102</sup> Knight, his wife Charlotte Anne Brookshire (1858-1938), and their young daughter Vesta all lived in Craggy in 1920, most likely in the upper level of the Red Men's Hall.<sup>103</sup> Charlotte passed in 1938; it is unclear whether Knight retained ownership after his passing in 1948. The property came to be owned by Joseph Thurlow and Lillian Johnson, who sold it to Craggy Milling Company in 1963.<sup>104</sup> A local resident remembers that when his family moved to Craggy in 1978, the ground floor of the building was being used for mill storage while the upper level served as a private residence. In the years following the mill closure, the building primarily served as storage, and briefly as a Church of God in the 1980s.<sup>105</sup>

*Craggy Milling Company*

The next building to arrive in Craggy, following the transportation hub of the depot and the community hub of the Red Men's Hall, was the industrial centerpiece of the developing hamlet. After his career-changing sale of the railroad depot site to the Howland Improvement Company, Julius R. Cauble began a second venture to establish a grain mill at the heart of the community he had been so instrumental in establishing. The construction of the mill was a speculative endeavor; Cauble deeded a half share of the mill property to his son Julius Mitchell Cauble (1889-1973) in February 1915 while he and his wife retained the other half.<sup>106</sup> By June of that year the *Asheville Citizen-Times* reported on the completion of the up-to-date flour mill with a capacity of 50 flour barrels and 700 cornmeal bushels, and anticipated that the mill would "be put into operation within a short time by the Craggy Milling Company." The *Times* went on to comment on its location: "Although the plant is located at Craggy, it will prove a valuable asset to Asheville."<sup>107</sup>

While the mill was in operation, it was the bustling center of Craggy. Local resident Keith Clemmons, who moved to Craggy in 1978 and spent his childhood in the vicinity, recalls the busyness of the train cars arriving, unloading, and reloading in a perpetual stream. Cars full of unprocessed meal pulled up on a spur line at the front of the mill and were unloaded by hand into the building. Emptied cars were then wheeled to a second line that ran alongside the east side of the building and were directly loaded from wooden chutes projecting from the upper level of the mill. Amidst all this rail-based business, Clemmons also recalls watching farmers bring their own cornmeal to the mill on horse and buggy.<sup>108</sup>

The property changed hands multiple times after the mill's completion, including short-lived ownership by Cauble's eldest son Avery Lee Cauble and R. E. Currence, before its shares were amalgamated by three individuals between 1916 and 1918: Charles Floyd Sumner, Frederick

<sup>101</sup> Clawson, *Constructing Brotherhood*, 96.

<sup>102</sup> Deed book 203, page 81; Deed book 394, page 366, Buncombe County Register of Deeds, Asheville, NC.

<sup>103</sup> United States Census, 1920.

<sup>104</sup> Deed book 882, page 50, Buncombe County Register of Deeds, Asheville, NC.

<sup>105</sup> Keith Clemmons, interview with Josi Ward, June 30, 2021.

<sup>106</sup> Deed book 201, page 54, Buncombe County Register of Deeds, Asheville, NC.

<sup>107</sup> "New Mill," *Asheville Citizen-Times*, June 29, 1915, 9.

<sup>108</sup> Keith Clemmons, interview with Josi Ward, June 30, 2021.

Craggy Historic District

Buncombe County, NC

Name of Property

County and State

Erastus Gillespie, and J. M. Shook.<sup>109</sup> The partners officially incorporated their business under the name Craggy Milling Company in 1918 with a reported capital of \$50,000.<sup>110</sup> When it was incorporated, the Asheville-Craggy Mills, Inc. planned to deal in grains, cereals, and flours.

Fredrick Erastus Gillespie (1881-1968) was born and raised in Leicester, and served as the President of Craggy Milling Company.<sup>111</sup> Unlike his partners, Gillespie had a background in milling, having worked at a flour mill with Oscar Duckett, a future owner of the Craggy Milling Company, in 1910.<sup>112</sup> (The two men were married to sisters Rosa Eunice Rogers and Julia Alice Rogers.<sup>113</sup>) By 1920, Gillespie had shifted to work as an auto mechanic, and went on to become a salesman for Ford.<sup>114</sup> He raised his four children in Leicester until relocating to Tazewell, Virginia, with his wife Julia Alice Rogers in the early 1930s.<sup>115</sup> Charles Floyd Sumner (1873-1932) spent his whole life in Buncombe County, and served as a postmaster in Arden as well as a magistrate in Asheville. In addition to his association with the Craggy Milling Company, he also worked as a telegraph operator and dispatcher for Southern Railway Company, as well as for Southern State Bank. His obituary recalls that he also participated in mercantile businesses in Arden and Biltmore and was active in the Masonic lodge.<sup>116</sup> Little is known of James M. Shook (b. 1882), who worked as a mail carrier in Leicester in 1910, and eventually moved to Asheville to raise three children with his wife Celia.<sup>117</sup>

In 1920, Buncombe County erected a large, one-story concrete warehouse immediately across Craggy's main road from the mill. The building reportedly cost \$7,000 and was used to store county road maintenance equipment such as road rollers, sprinklers, and raw materials. The building was constructed by county convicts who were presumably imprisoned across the river at the Craggy Convict Camp, and with concrete blocks that were "made from the dust at the county quarry at Craggy."<sup>118</sup> Simultaneous reports also suggest that the warehouse was built in cooperation with the Farmers Federation, who also used the building for storage.<sup>119</sup> The original warehouse burned to the ground in 1967; the warehouse that currently stands was built on the

<sup>109</sup> Deed book 210, page 186; Deed book 218, page 52; Deed book 215, page 575; Deed book 111, page 95; Deed book 218, page 261; Deed book 218, page 265, Buncombe County Register of Deeds, Asheville, NC.

<sup>110</sup> Deed book 218, page 265; Deed book 244, page 261, Buncombe County Register of Deeds, Asheville, NC; "Milling Notes," *The National Coopers' Journal* 34 (May 1918-April 1919): 21; "Asheville-Craggy Mills, Inc., New Business Project," *Asheville Citizen-Times*, August 23, 1922, 8.

<sup>111</sup> "Good Year," advertisement, *Asheville Citizen-Times*, September 14, 1919, 18.

<sup>112</sup> United States Census, 1910.

<sup>113</sup> "Mrs. Alfred N. Rogers," obituary, *Asheville Citizen-Times*, April 17, 1935.

<sup>114</sup> United States Census, 1910, 1920, and 1930; "Making Extraordinary Mileage a Certainty," advertisement, *Asheville Citizen-Times*, October 4, 1921, 11; "Ford," advertisement, *Asheville Citizen-Times*, November 10, 1926, 25.

<sup>115</sup> "Pair Begin 51st Year in Old Home Built in Fifties," *Asheville Citizen-Times*, January 3, 1930, 10; "Conrad C. Gillespie," obituary, *Asheville Citizen-Times*, August 7, 1938, 2.

<sup>116</sup> "C. F. Sumner is Taken By Death," *Asheville Citizen-Times*, December 23, 1932, 1; "The Marcus L. and Louise Ledbetter Sumner Family," *The Heritage of Old Buncombe County Volume I* (Asheville, NC: The Old Buncombe County Genealogical Society, 1981), 346; United States Census, 1910, 1920, and 1930.

<sup>117</sup> United States Census, 1910, 1920, and 1930.

<sup>118</sup> "County will Erect Big \$7,000 Warehouse," *Asheville Citizen-Times*, September 22, 1919, 3.

<sup>119</sup> "Asheville-Craggy Mills, Inc., New Business Project," *Asheville Citizen-Times*, August 23, 1922, 8.

Craggy Historic District

Buncombe County, NC

Name of Property

County and State

footprint of the former structure.<sup>120</sup> The lot remained owned by the same owners as the mill until J. Alexis Batista purchased the building in 2021.<sup>121</sup>

Craggy Milling Company did not thrive initially, and the three owners took out a loan of \$10,750 from American National Bank of Asheville in 1922 to sustain the business. They defaulted on the loan by 1924.<sup>122</sup> Seeing an opportunity to expand his business, Leicester resident Oscar W. Duckett (1879-1951) purchased Craggy Milling Company in receivership in 1931.<sup>123</sup> Oscar Duckett already owned Leicester Roller Mills, known locally as simply the Leicester Mill, having purchased the business from Gay Felmet in 1915. The Leicester mill was demolished when the Old Leicester Highway was widened in 1956, leaving only the Craggy mill to sustain the family business.<sup>124</sup>

Duckett and his wife Rosa E. Rogers (1879-1963) raised 6 children together in Asheville, and were married for 51 years.<sup>125</sup> Following Duckett's passing in 1951, the Craggy mill passed to his wife and children, who together deeded it to Duckett's daughter Argyle Duckett (1911-1996) and son James Orr Duckett (1920-1976) in 1956 with the agreement that the siblings would cover all remaining taxes on Rosa's home in Asheville until her passing.<sup>126</sup> Argyle's husband Hillard P. Brookshire (1907-1991) and James Orr Duckett managed and ran the mill for nearly four decades until the Brookshires sold their ½ interest in the mill to James and his wife Hilda Moore Duckett in 1971.<sup>127</sup> James died at his own hand in 1976.<sup>128</sup> The mill ceased operation soon thereafter.

In 1979, three years after her husband's death, Hilda Moore Duckett sold all of her Craggy holdings, which by that point included the lodge, the mill, and the warehouse. The new owner, Ralph L. Coates, purchased the properties under the business name Automatic Machining Company.<sup>129</sup> Coates expanded his holdings in 1985 by purchasing the lot just north of the mill.<sup>130</sup> During his ownership, Coates rebuilt the old warehouse on the footprint of the original building.<sup>131</sup> He and his wife Faye N. Coates sold their holdings to Robert G. and Mary Anne Hyatt in 1997; the Hyatts sold to Fred Eggerton the following year.<sup>132</sup> Eggerton owned the compound until he sold it to the current owners, Jonathan Paul Sires and Ruth Ava Lyons, in 2015.<sup>133</sup>

*George Mayo House*

Just after the construction of the mill in 1915 and the 1916 flood that destroyed Gorman's Bridge, local resident George Mayo (1855-1932) built a two-flat residence on the banks of the

<sup>120</sup> "Fire Razes Building on Marshall Highway," *Asheville Citizen-Times*, December 23, 1967, 18.

<sup>121</sup> Deed book 6078, page 33; Plat book 215, page 195, Buncombe County Register of Deeds, Asheville, NC.

<sup>122</sup> Deed book 154, page 551; Deed book 284, page 317, Buncombe County Register of Deeds, Asheville, NC.

<sup>123</sup> Deed book 442, page 555, Buncombe County Register of Deeds, Asheville, NC.

<sup>124</sup> Greg Brookshire, *Leicester, Buncombe County, North Carolina: The History of a Mountain Place* (Buncombe County, NC: Greg Brookshire, 2016).

<sup>125</sup> "Mr. and Mrs. Oscar Duckett," *Asheville Citizen-Times*, July 23, 1950, 37; "Oscar Duckett Dies in City at Age of 71," *Asheville Citizen-Times*, April 26, 1951, 22.

<sup>126</sup> Deed book 777, page 249, Buncombe County Register of Deeds, Asheville, NC.

<sup>127</sup> Deed book 1037, page 229, Buncombe County Register of Deeds, Asheville, NC.

<sup>128</sup> "James Orr Duckett, Sr.," Medical Examiner's Certificate of Death, Asheville, NC, July 23, 1976, <https://www.familysearch.org/ark:/61903/1:1:FG7G-S9W>.

<sup>129</sup> Deed book 1219, page 643, Buncombe County Register of Deeds, Asheville, NC.

<sup>130</sup> Deed book 1386, page 167, Buncombe County Register of Deeds, Asheville, NC.

<sup>131</sup> Keith Clemmons, interview with Josi Ward, June 30, 2021.

<sup>132</sup> Deed book 1965, page 729; Deed book 2642, page 205, Buncombe County Register of Deeds, Asheville, NC.

<sup>133</sup> Deed book 5386, page 1246, Buncombe County Register of Deeds, Asheville, NC.



Craggy Historic District

Buncombe County, NC

Name of Property

County and State

French Broad River just south of the depot. George had purchased the parcel between the railroad and the river in 1909 from Mark W. and Leonora J. Brown for \$250.<sup>134</sup> The Mayo parcel was part of a larger 2.7-acre plot in Craggy that the Caubles sold to William S. Thompson in 1904; it changed hands and was incrementally subdivided several times before Mayo purchased his parcel.<sup>135</sup>

Born in Vermont, George Mayo (1855-1932) married Mary Mollie Wild (1861-1909), a native of North Carolina, in 1878. The couple lived in Buncombe County throughout their marriage and had seven children: Ferdinand, Eunice, Willie G., Gabriel, Edgar, Blanche, and Fannie.<sup>136</sup> George worked as a grocer and is listed in local newspapers as the Craggy distributor for Union Grains.<sup>137</sup> His wife Mollie passed away in 1909, the same year George purchased the property on the French Broad in Craggy.<sup>138</sup>

George built the house on the riverbank sometime after the 1916 flood; historic photographs show that the house was not yet built when the replacement bridge was completed.<sup>139</sup> The house was originally built as a duplex, with separate apartments on the ground and upper level. Mayo may have intended to board travelers and visitors to Craggy, however, census records suggest that the building served as a family compound in which multiple generations of the Mayo family lived over the years. In 1920 George was living in the Craggy house with his granddaughter Mary, while his son Ferdinand Mayo lived nearby.<sup>140</sup> It is possible that the son, who supported his wife and four children by working at the Elk Mountain Cotton Mill just up the river, lived in Mayo's second apartment. In 1930, George deeded the house to his daughter Eunice Mayo Laster, yet she and her husband John Laster deeded the property back to Mayo the following year.<sup>141</sup> During this time of these property transfers, it is likely that the Lasters and Mayo lived in two apartments of the house, as the 1930 census lists George as living in a rented apartment with his daughter Blanche and her husband Robert R. Wilson, while John and Eunice Laster and their four children were listed as the Wilson's neighbors living in a home they owned.<sup>142</sup> George Mayo died at the age of 73 in July 1932, yet the house stayed in his family until Mayo's son-in-law Willie G. Powers sold the house to Estele and Mary Clemmons in 1978.<sup>143</sup> Descendants of the Clemmonses still own the property.

*Johnson's Store*

The property on which the store building at Craggy now stands changed hands several times after initially being sold as part of a 2.7-acre plot—the same land that contained the Mayo's

<sup>134</sup> Deed book 168, page 154, Buncombe County Register of Deeds, Asheville, NC.

<sup>135</sup> Deed book 131, page 467; Deed book 139, page 520; Deed book 146, page 52, Buncombe County Register of Deeds, Asheville, NC.

<sup>136</sup> United States Census, 1900 and 1910; Gabriel C. Mayo," obituary, *Asheville Citizen-Times*, May 23, 1959, 2.

<sup>137</sup> "Union Grains," advertisement, *Asheville Citizen-Times*, July 17, 1923.

<sup>138</sup> Deed book 168, page 154, Buncombe County Register of Deeds, Asheville, NC.

<sup>139</sup> "Bridge at the French Broad River, Junction of Southern and Craggy Station," Photo courtesy of Mrs. Jean Bridges, [craggymountainline.com/history/2012/historical-images](http://craggymountainline.com/history/2012/historical-images).

<sup>140</sup> United States Census, 1920.

<sup>141</sup> Deed book 418, page 479; Deed book 436, page 163, Buncombe County Register of Deeds, Asheville, NC.

<sup>142</sup> United States Census, 1900, 1920, 1930.

<sup>143</sup> George Mayo, Standard Certificate of Death, Asheville, NC July 15, 1932,

<https://www.familysearch.org/ark:/61903/1:1:FPDG-1JQ>; Deed book 1185, page 265, Buncombe County Register of Deeds, Asheville, NC.

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

parcel on the riverbank—by the Caubles in 1904.<sup>144</sup> In 1906, real estate investor Mark W. Brown purchased the lot for \$600.<sup>145</sup> Brown began to subdivide the property shortly after, selling a parcel along the river to George W. Mayo in 1909, and a portion on the west side of the train tracks to S. V. Sechrist in 1910.<sup>146</sup> The Sechrist purchase contained the store lot and was bounded by the Old Leicester Highway to the north and west, the railroad tracks to the east, and the parcels that would eventually contain the lodge and the mill to the south. Sechrist and his wife were residents of Craggy, having lived there since roughly 1902. When his wife died in 1914 in her home at Craggy Station, she was discovered by neighbors O. M. Rogers and J. M. Cauble on a routine visit to help her in her waning years.<sup>147</sup>

Julius R. and Fannie Cauble once again became the owners of the store parcel after Sechrist's death and maintained ownership until Fannie Cauble's death in 1943. It was most likely the Caubles who built the store building, although it is unclear when. County records date the structure to 1940.<sup>148</sup> After Fanny Cauble's death, her descendants sold the inherited parcel to the Caubles' youngest daughter Lillian F. Cauble (1901-1987) and her husband Joseph Thurlow Johnson (1901-1965) in 1944 for \$1200.<sup>149</sup> The Johnsons appear to have initially operated the store as a grocery. When Joseph Johnson died in 1965, he was remembered as a retired merchant who had operated a grocery store at Craggy for 30 years.<sup>150</sup> According to local residents, gas pumps were added in the 1970s and the store served as a hardware and general store.<sup>151</sup> The Johnsons sold the lot in 1982 to Bernard Scott Taylor, who retained ownership until his death in the late 1990s.<sup>152</sup> The lot and store building were then owned by Phillip Hagan, who reportedly used it as a junkyard, until he sold it to the current owners in 2017.<sup>153</sup>

<sup>144</sup> Deed book 131, page 467, Buncombe County Register of Deeds, Asheville, NC.

<sup>145</sup> Deed book 139, page 520; Deed book 146, page 52, Buncombe County Register of Deeds, Asheville, NC.

<sup>146</sup> Deed book 168, page 154; Deed book 168, page 432, Buncombe County Register of Deeds, Asheville, NC.

<sup>147</sup> "Mrs. S. B. [sic] Sechrist Found Dead in Chair," *Asheville Citizen-Times*, November 29, 1914, 7.

<sup>148</sup> 22 Old Leicester Highway (PIN 972093319000000), Property Card, Buncombe County Assessment Property Record Search, <https://prc-buncombe.spatialest.com/#/property/972093319000000>.

<sup>149</sup> Deed book 564, page 58, Buncombe County Register of Deeds, Asheville, NC.

<sup>150</sup> "J. T. Johnson," obituary, *Asheville Citizen-Times*, October 23, 1965, 14.

<sup>151</sup> Keith Clemmons, interview with Josi Ward, June 30, 2021.

<sup>152</sup> Deed book 1309, page 92, Buncombe County Register of Deeds, Asheville, NC; Keith Clemmons, interview with Josi Ward, June 30, 2021.

<sup>153</sup> Deed book 2731, page 662; Deed book 3423, page 697; Deed book 4668, page 1347; Deed book 5569, page 1697; Buncombe County Register of Deeds, Asheville, NC.

Craggy Historic District  
Name of Property

Buncombe County, NC  
County and State

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

### *Primary Sources*

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Buncombe County Register of Deeds, Asheville, NC  
Buncombe County Special Collections, Pack Memorial Library, Asheville, NC  
HPOWEB 2.0, North Carolina State Historic Preservation Office GIS Web Service, Raleigh, NC  
Newspapers:  
    *The Asheville Citizen*  
    *Asheville Citizen-Times*  
    *Asheville Gazette*  
    *The Asheville Weekly Citizen*  
United States Census  
United States Topo and Historical Topographic Map Collection

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Craggy Historic District

Name of Property

Buncombe County, NC

County and State

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**Previous documentation on file (NPS):**

☐ preliminary determination of individual listing (36 CFR 67) has been requested  
☐ previously listed in the National Register  
☐ previously determined eligible by the National Register  
☐ designated a National Historic Landmark  
☐ recorded by Historic American Buildings Survey # \_\_\_\_\_  
☐ recorded by Historic American Engineering Record # \_\_\_\_\_  
☐ recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

☒ State Historic Preservation Office  
☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☒ Other

Name of repository: Buncombe County Special Collections, Pack Memorial Library,  
Asheville, NC

**Historic Resources Survey Number (if assigned):** BN6404

Craggy Historic District  
Name of Property

Buncombe County, NC  
County and State

## 10. Geographical Data

**Acreeage of Property** 1.36

Use either the UTM system or latitude/longitude coordinates

### Latitude/Longitude Coordinates

Datum if other than WGS84: \_\_\_\_\_  
(enter coordinates to 6 decimal places)

- |                        |                      |
|------------------------|----------------------|
| 1. Latitude: 35.628198 | Longitude: -82.60313 |
| 2. Latitude:           | Longitude:           |
| 3. Latitude:           | Longitude:           |
| 4. Latitude:           | Longitude:           |

**Or**

### UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

- |          |           |           |
|----------|-----------|-----------|
| 1. Zone: | Easting:  | Northing: |
| 2. Zone: | Easting:  | Northing: |
| 3. Zone: | Easting:  | Northing: |
| 4. Zone: | Easting : | Northing: |

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

**Verbal Boundary Description** (Describe the boundaries of the property.)

Starting at the northwest corner of the tax parcel containing the George Mayo House (PIN 9720-92-5878-00000) and moving east, the eligible boundary runs along the northern edge of the parcel and extends in a straight line east of the tax parcel to the western bank of the French Broad River. Given the changing location of the riverbank, the boundary is set 50 feet to the east of the northeast corner of the George Mayo House garage, a line that accords with the riverbanks as captured in the 2020 Esri aerial imagery available on HPOWeb and Buncombe County GIS. The district boundary continues south along the riverbank to the southern boundary line, which is located 30 feet south of the George Mayo House, and continues west to the western boundary of the George Mayo House parcel (PIN 9720-92-5878-00000). The placement of the southern boundary 30 feet from the house captures the immediate surroundings of the building but excludes the unbuilt southern portion of the tax parcel. The boundary follows the western edge of the Mayo House tax parcel north along the west side of the George Mayo House parcel for 86 feet before turning west at the intersection of the main road of Craggy and the railroad tracks. The boundary then crosses the tracks and follows the midline of the main road of Craggy to meet with the property line of Johnson's Store (PIN 9720-93-3190-00000). The boundary then continues east along the northern perimeter of the Johnson's Store parcel and crosses the Norfolk Southern railway tracks to meet the starting point at the northwest corner of the George Mayo House parcel.

**Boundary Justification** (Explain why the boundaries were selected.)

The eligible boundary for the Craggy Historic District encompasses the concentration of historic resources and structures that contribute to the district's significance in the areas of community planning and development and architecture. The district includes portions of parcel 9720-93-3190-00000 containing Johnson's Store (BN6406); portions of parcel 9720-93-4041-00000 containing Red Men's Hall (BN0611) and Craggy Milling Company (BN0345); and the northern portion of parcel 9720-92-5878-00000 containing the Mayo House and garage and the Craggy Depot platform. Also included in the boundary is the right-of-way of Norfolk Southern Railway. The northern edge of the eligible boundary follows the pre-existing barrier of Old Leicester Highway, which historically delimited the district, as did the French Broad River to the east. Buildings to the south and west of the district boundary including two structures on parcel 9720-92-3937-00000 and the former Craggy Milling Company warehouse have been excluded due to a loss of integrity that fundamentally compromises their ability to communicate the significance of the district. Beyond the excluded buildings, Craggy is surrounded to the north, west, and south by non-historic commercial and residential development that is significantly less dense than the development pattern found within the proposed historic district.

**11. Form Prepared By**

name/title: Josi Ward

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

organization: Foreground Consulting, LLC

street & number: 70 Woodfin Place, Suite 326C

city or town: Asheville state: NC zip code: 28801

e-mail: josiward@gmail.com

telephone: 828-575-6523

date: December 14, 2022

### Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Craggy Historic District

Name of Property

Buncombe County, NC

County and State

### **Photographs**

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### **Photo Log**

Name of Property: Craggy Historic District

City or Vicinity: Woodfin

County: Buncombe

State: NC

Photographer: Josi Ward

Date Photographed: 5/5/20, 7/1/21, 10/6/21

Description of Photograph(s) and number, include description of view indicating direction of camera:

1. Craggy Historic District - View east on main road from Old Leicester Highway (Josi Ward, May 5, 2020)
2. Johnson's Store - View to southwest (Josi Ward, May 5, 2020)
3. Red Men's Hall - View to north with Johnson's Store visible beyond (Josi Ward, July 1, 2021)
4. Craggy Milling Company - View facing northeast prior to application of Tyvek house wrap. (Josi Ward, May 5, 2020)
5. Craggy Milling Company - View to northwest following application of Tyvek house wrap and Red Men's Hall beyond (Josi Ward, July 1, 2021)
6. Craggy Historic District - View west across tracks toward Craggy Milling Company (l) prior to application of Tyvek house wrap and Red Men's Hall (r) (Josi Ward, May 5, 2020)
7. Mayo House - View to southeast from Craggy Milling Company (Josi Ward, May 5, 2020)
8. Mayo House - View to northwest (Josi Ward, May 5, 2020)
9. Craggy Depot Platform and George Mayo House Garage - View to east from Craggy Milling Company (Josi Ward, May 5, 2020)
10. Southern Railway Right-of-Way - View to north (Josi Ward, July 1, 2021)



Craggy Historic District

Name of Property

Buncombe County, NC

County and State

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours  
Tier 2 – 120 hours  
Tier 3 – 230 hours  
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.