

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 of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Seventh Avenue Depot District
other names/site number _____

2. Location

street & number See continuation sheet N/A not for publication
city, town Hendersonville N/A vicinity
state North Carolina code NC county Henderson code 089 zip code 28739

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	<u>27</u>	<u>4</u> buildings
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	_____	_____ sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>1</u>	_____ structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ objects
	<input type="checkbox"/> object	<u>28</u>	<u>4</u> Total

Name of related multiple property listing:
Historic and Architectural Properties in
Hendersonville, N.C.: A Partial Inventory

Number of contributing resources previously
listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. See continuation sheet.

William S. Fin 12-28-88
Signature of certifying official Date
State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register.
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)
See continuation sheet

Current Functions (enter categories from instructions)
See continuation sheet

7. Description

Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

Commercial style

Queen Anne

Craftsman

foundation brick

walls brick

weatherboard

roof asphalt

other wood

Describe present and historic physical appearance.

The Seventh Avenue Depot District, located two blocks northeast of Main Street and separated from the Main Street Historic District by new commercial development, today still portrays a cohesive grouping of commercial, residential, and transportation-related structures typical of the late 19th to early 20th century development of Hendersonville. The thirty-two resources in the district consist of the frame early 20th century depot, a block of original brick street pavement beside it, twenty-seven stores and warehouses, a hotel, and two houses. These buildings represent three of the four property types discussed in the Hendersonville Multiple Properties Form: "commercial buildings," "inns, boarding houses, and hotels," and "residential buildings."

Seventh Avenue East developed as a commercial district during the late 19th and early 20th century around Hendersonville's first depot, established in 1879. The oldest building in the district is apparently the J. W. Bailey House [#1], a Queen Anne cottage built in the late 19th century, and the depot itself [#21], an early 20th century replacement of the first 1879 depot, is apparently the second oldest building. As on Main Street, the majority of the buildings are simple one and two story brick commercial and warehouse structures located on the north and south sides of 7th Avenue.

Only minimal alterations to the commercial buildings in the district have occurred over the years, primarily at the storefront level. As with the Main Street Historic District, very little new construction took place after 1929. The only post 1929 buildings located here, included in the district, are the gas station at Locust Street and 7th Avenue[#7], probably built in the early to mid 1930s, and the ca. 1950s brick building at the SW corner of Barber Street and 7th Avenue[#23]. Both of these break the pattern of most of the remainder of the district in that they are placed alone on a lot, surrounded by parking, rather than placed adjoining an existing row of buildings. The gas station, typical of many built in this time, is historically important to post-Depression Hendersonville, but does fall out of the period of significance of the major development of the district. It is therefore listed as a non-contributing property. The other two non-contributing resources in the district are pre-1929, but have lost integrity through unsympathetic alterations.

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street and number:

(see map included with this submission for exact location)

The Seventh Avenue Depot District includes primarily the historic commercial structures lining the north and south sides of 7th Avenue, clustered around the depot. The north side of the district begins on the east side of Grove Street with the Bailey House, south to 7th Avenue and east to include the Station Hotel and the Star Dray Company building. The south side of the district begins just east of the intersection of 7th Avenue and Grove Street and moves in an eastern direction to include the depot and all historic commercial and warehouse buildings up to just west of Ash Street.

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Historic functions:

COMMERCE/TRADE: Speciality store
" Warehouse
" Department store (general store)
" Business

TRANSPORTATION: Rail-related

DOMESTIC: Single dwelling
" Hotel

Current functions:

COMMERCE/TRADE: Specialty store
" Warehouse
" Business

DOMESTIC: Single dwelling
" Multiple dwelling

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Hendersonville, NC - Seventh Avenue Depot District

The brick street still in existence on south Maple Street by the depot is the only remaining example of the use of this paving material. The brick was apparently laid in the early 20th century, and is believed to be the first paving material in the district. All other streets, while still following their original layout, have been paved over with asphalt.

All of the contributing buildings included here display fine examples of commercial, railroad, residential, and hotel property types. Though often less elaborate in architectural detailing than many of the commercial buildings along Main Street, the simple brick buildings located along Seventh Avenue are typical of a secondary commercial development centered around a depot. The railroad depot itself is an excellent example of a Craftsman-influenced building style of the early 20th century, as is the Station Hotel which is simple and straightforward in its form, built to serve a function of housing the many travelers to Hendersonville as a result of the railroad's arrival. The residential structures included in the district display many of the characteristics of the late 19th century Queen Anne and early 20th century simplification of this style, built to house many of the merchants and other residents associated with the commercial development of the area.

The elimination of passenger rail traffic to Hendersonville has led to a decline in much of the depot area. However, from an architectural standpoint, this has perhaps helped to preserve the district's character intact. There has been, as of yet, little interest in restoration of structures in the Depot District, and it is hoped that listing in the National Register will help to spur efforts forward.

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Seventh Avenue Depot District

Inventory List

C Contributing

NC Non-contributing

Note: Sanborn Fire Insurance Maps were used to
verify estimated dates.

- C 1. 742 N. Grove Street. J.W. Bailey House. Ca. 1898. The Bailey House is a small, but impressive, late 19th century Queen Anne cottage. The most noticeable feature is the prominent circular corner turret with a conical roof, which is bracketed. The one-and-one-half story house has a high hipped roof, with gabled projecting bays. The bays have prominent curved brackets between the roof and the cut-away sides. The roof has a central dormer with a gable roof. Two brick chimneys with corbelled tops protrude from the hipped roof. The Bailey House has a one story, wrap-around porch with a shed roof. The porch has turned posts, and simple, plain balusters. One of a very few Victorian homes left in downtown Hendersonville, the Bailey House has a distinctly Queen Anne style though its ornamentation is relatively modest in nature. The house was built on 7th Avenue East, a block from the depot. The Bailey House is the oldest structure in the Depot District and represents the residential component of life around the railroad and its depot. Like many of the residences along 7th Avenue East, the Bailey House originally served as the residence of a 7th Avenue merchant.

The house was apparently built by J. W. and Jennie Bailey, who in 1898 purchased two lots, #9 and #10, out of the old Seldon property for \$350.00. [Henderson County Deed Book 37, p.249 and p.258]. In 1901 the Bailey's sold the lot for \$3500.00 to Augusta S. Robards, "...Lot Number nine being the lot upon which J. W. Bailey's house now stands." [Deed Book 42, p.286]. Mr. Robards lived in the house until 1918 when he sold it to a Mr. W. P. Lane. [Deed Book 99, p.252]. The Lanes must have tried to operate a boarding house in the building, as the 1922 Sanborn Insurance Map lists an establishment called the "Colorado." The house would have been very convenient for railway travelers.

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The present owner, Thomas Freeman, remembers Ebenezer Blythe to be the builder/architect of his home. He recalls, too, that during the mid-twenties land boom in Hendersonville, the house changed hands rather frequently. The deed record bears him out. On July 29, 1925, Mrs. Irene Staton purchased a large amount of property in the area for \$11,080.00, "also including the house situated on the original lot, purchased for \$200.00 and now occupied by L. E. Thompson." [Deed Book 140, p.251]. This probably refers to the Bailey house, which was moved over half a block north about this time. Property along 7th Avenue became quite inflated and sold by the frontage foot. So the house was moved to a less valuable lot on Grove Street. Thomas Freeman remembers the mover, a Mr. U. M. Orr, as a very skilled operator who had also moved a frame store for his father. Mr. Orr used very heavy ropes, jacks, pulleys, and winches. He owned a good number of round wooden logs which were used to roll a house to a new location. Mr. Freeman thought he relied mostly on manpower, and that Mr. Orr must have owned some kind of a heavy geared wheel to increase the pulling power.

- NC 2. 728 N. Grove Street. Circa 1912. Simplified Queen Anne, 2 story residence. Assymetrical form. Central hipped roof with steeply pitched gables and deep eaves. Small wraparound porch on west and south sides. Brick chimney and foundation. Original porch columns and rail replaced with modern wrought iron. Covered with vinyl siding. This structure is considered NC because of the application of artificial siding coupled with the porch alterations.

North side of 7th Avenue, from west to east.

- C 3. 319 7th Avenue E. Ca. 1912. One story, painted brick building with elaborate brick corbelling at cornice, much like #417 Seventh Avenue [#11]. Stepped left elevation with coping. Storefront modernized. Metal canopy extends out over walk. Sanborn Maps indicate that this was built as a garage. By 1922, it had been expanded as a feed and hay warehouse.
- C 4. 317 7th Avenue E. Ca. 1912. One story, painted brick building with simple brick corbelling at cornice. Storefront altered. Metal canopy extends out over walk. According to Sanborn Maps, this was built as a meat shop. By 1922 it was being used as a garage.

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- C 5. 321 7th Avenue. Ca. 1926. One story, brick building with simple corbelling at cornice. Storefront completely altered with replacement of front doors and vertical wood siding. Metal canopy. This was built as a tin shop.
- C 6. East of 321 7th Avenue (no street address found). Ca. 1926. Two story, brick commercial building painted at the storefront level. 1-over-1 double hung sash windows in pairs. Altered storefront. Metal canopy. One story brick addition to rear with stepped roof.
- NC 7. 7th Avenue E. at Locust Street. Ca. 1930. One and a half story building, originally built as a gas station, and now a snack shop. Brick with asphalt shingle roof. Steeply pitched front and side gables. Projecting front gable forms entry portico which served to cover area for pumping gas. Original wing to west, filled in with brick at what was probably the service garage. Front door and windows original. Small one story wing added to east, and a covered drive-through for the current use added to original west wing. Stylistic elements suggest that this may have been an early Pure Oil Station. Unfortunately, it's construction date is beyond the period of significance for this district.
- C 8. 403 - 405 7th Avenue. Ca. 1912. Two story brick commercial structure. There is modest decorative brickwork at the cornice; the cornice is slightly corbelled, beneath which a pattern is created through bricks set at an angle. Beneath the cornice treatment is a recessed panel. At the second story level, double windows, 3-over-1 lights, are set below relieving arches. The first floor facade consists of an early 20th century storefront with display windows and a recessed central entrance. There is also a doorway set to the right side of the front facade which leads to the second story. The left elevation has a stepped roofline with numerous brick flues. The original pressed metal ceiling on the first floor interior is still intact. One of the most attractive and most intact of the commercial structures in the depot section of Hendersonville. It is possible that portions of this building could have served as a hotel. It is currently vacant.

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- C 9. 407 7th Avenue. Ca. 1905. Simple, moderately altered, two story brick commercial structure with a corbelled cornice and a slightly recessed front facade. There are two rows of double hung windows; the bottom row has 1-over-1 lights and the upper row has been boarded over. Above the non-original display windows there is a metal awning. Between the display windows is a central entrance. 407 Seventh Avenue is the oldest structure on the northwest side, 400 block of Seventh Avenue East. This commercial block, near the depot, developed during the early 20th century as a response to the heavy railroad traffic. 407 is probably the oldest surviving brick structure in the depot section. Sanborn Insurance Maps indicate that the structure was built before 1908. That year it served as a grocery store, and in 1912 as a restaurant. It has a large number of windows on the front facade, listed as photo lighting on the insurance maps. The store served as the Depot Bargain House for several decades, but now appears to be unused.
- C 10. 409 - 411 7th Avenue. Between 1912 and 1922. Two story brick commercial structure broken into two storefronts. The building has a corbelled cornice with a dentil pattern. The six second story windows have been boarded up. The first floor facade has been moderately altered with new store front windows. Each store front has its own entrance, plus there is a central door leading upstairs. Both stores are now the "Depot Salvage Co. No. 1." Typical, moderately altered, early 20th century commercial structure. It is located in the middle of the north side 400 block of Seventh Avenue East., the block most characteristic of the early 20th century development of the depot area.
- C 11. 417 7th Avenue. Between 1908-1912. One story, brick, commercial building which wraps around the corner of 7th Avenue and Maple Street. Elaborate brick cornice, with rows of drip corbelling and rows of dentil pattern below. Modern glass store front. Now used as the Salvation Army Family Thrift Store. 417 7th Avenue is typical of the early 20th century commercial development of the depot area of Hendersonville. The area has declined due to the elimination of passenger rail traffic, but neglect has preserved some of the early 20th century character of this section of town. This structure served as a restaurant and grocery store in its earliest years.
- C 12. 729 Maple Street. Station Hotel. Between 1912-1922. The Station Hotel is a two story brick structure, with a low hipped roof, with small brick flues projecting through the roof. The front has a two tiered, full facade, frame porch, which extends slightly around the north side. The porch has a small center gable on its hipped roof.

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center gable on its hipped roof. The simple round metal porch posts are set in brick piers on the the first floor level, likely replacements of wood posts still in place at the second floor level. A metal railing replaces the wood railing on the first floor porch; it is intact on the second floor. Windows are 1 over 1 double hung, set beneath decorative brick relieving arches. The hotel has a central hall plan, with a kitchen wing to the rear. Relatively plain, early 20th century hotel built near tracks to serve the railroad traffic. Once known as the "Station Hotel," more recently as the Bruster.

- C 13. 421 7th Avenue E. ca. 1923. "Star Dray Co." building. One story red brick building of square configuration with drive-through covered overhang to west side. Ceiling and columns of overhang have been covered with aluminum siding. Small wood frame one story addition to north side. Windows on east and west sides of building are multi-pane double hung. Low pitch hip roof. According to the current owner, Tom Patty, this structure was built in the early 1920s to house the scales used in operating the dray or transfer business, as well as to serve as an office for the business. Originally, the Star Dray Co. was located up near Main Street, where it began operations ca. 1900. It was first owned by a man named Will Turner. The current owner's grandfather worked for Mr. Turner and took over the business from 1927-1954. The owner's father operated it from 1954-1975, when it was then passed on to Tom Patty. The dray business was apparently a very lucrative one through most of the 1950s - 1960s. The freight depot, according to Mr. Patty, was originally located across the tracks from where the existing passenger depot now stands. Star Dray Co. was also involved in some building construction. Mr. Patty has photographs of the excavation work for the Skyland Hotel on Main Street which his company was involved with. The building on Maple and Seventh is now used as an office for Mr. Patty's auto business, but it still houses the freight scales, safe, and roll top desk from when the Star Dray Co. was in full operation.

South side of 7th Avenue, from west to east. Group of buildings at SW corner of Maple Street and 7th Avenue. (Items 14-19).

- C 14. 348 7th Avenue. 1920s. One and a half story ca. 1920s simple red brick building with inset brick panel. Four storefronts, all modified slightly with metal panels and aluminum frame windows and doors. Original transoms above display windows remain.

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- C 15. 358 7th Avenue. 1920s. Simple one and a half story ca. 1920s red brick building with two storefronts that are relatively intact. Doors, transom windows appear to be original.
- C 16. 360 7th Avenue. Ca. 1922. Two story red brick commercial building, with 6 double hung windows at second story. String course of granite forms sills for windows. Storefronts altered.
- C 17. 402 7th Avenue. Ca. 1922. One story painted brick building, with relatively intact storefront. Window aprons have been replaced with ashlar stone. Minimal brick corbelling around sign panel.
- NC 18. Building located between 402 and 408 7th Avenue. Ca. 1922. Severely altered one story commercial building. Rusticated stone can be seen behind false facade. Storefront altered, vertical wood siding above storefront covers facade.
- C 19. 408 7th Avenue. Ca. 1922. One story red brick commercial building with corner entrance. Windows replaced with aluminum frame in original openings. Shake pent roofs over door and windows.
- C 20. 647 Maple Street. Ca. 1922. One and a half story and striated brick commercial building with inset decorative brick panel. Storefront intact except for addition of pent roof, covered transom, and replacement of original aprons with brick. Sanborn maps indicate that original uses included a garage and a restaurant.
- C 21. SE corner of 7th Avenue and Maple Street, Hendersonville Depot. 1902-1904. Handsome frame depot displaying characteristics of the Craftsman style. The structure has a hipped roof with deep splayed eaves. The eaves are supported by prominent curved wood brackets. The north side of the roof ends in a simple gable. Judging by an early 1900s postcard of the station, a covered waiting area was removed from this side of the building. Other changes include removal of dormer windows and a shed roof extension on the east and west sides (splayed roof form now). (From the Banks of the Oklawaha, p. 205) Determined eligible for the Register, 12-7-79.

An attractive passenger and freight station which is an apt symbol of the profound influence of the railroad on Henderson County. The line was opened from Spartanburg, S. C. to Hendersonville in 1879, a year before Asheville was to receive a line from the east. The

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railroad brought large numbers of visitors to Hendersonville, and allowed the county's produce to reach a much wider market. Sanborn Insurance Maps indicate that the station was enlarged between 1912 and 1926. The elimination of passenger service in the mid-century has removed the depot's primary role, threatening its continued existence. It is currently vacant.

C 22. Maple Street, to the west side of depot. Ca.1900. The only remaining brick street in the entire district. It is believed that this was the original paving material used in the depot area.

NC 23. 733 7th Avenue. Ca. 1940-1950. Modern one story brick building.

Group of buildings filling the block between Barker Street and Ash Street.
(Items 24 - 28).

C 24. 504 7th Avenue. Ca. 1920. Two story deep red brick commercial building with relatively intact storefront. Wood panels cover a part of the transom windows and one display window. Four 1-over-1 double hung windows on 2nd story; two have been infilled with metal windows.

C 25. 506 7th Avenue. Ca.1915. Two story light orange-red brick commercial building with intact storefront. Only changes are addition of a metal awning and boarding up of some of the double hung windows on 2nd story.

C 26. 510 7th Avenue. Ca. 1910. One story red brick commercial building. Intact storefront except for painting of glass in transom windows. Brick around storefront has been painted black.

C 27. 518 7th Avenue. Ca. 1910. One story orange-red brick commercial building with relatively intact storefront, corbelled cornice, inset brick sign panel.

C 28. 520 7th Avenue. Ca. 1915. Two story red brick building with intact storefront and window openings. Windows are 1-over-1 double hung, 5 across. Has a single entry door to the upstairs at the SE corner, with transom above. Storefront original, with multi-pane transom; the only change has been the infilling of window aprons. Stepped parapet roofline falls away to rear.

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- C 29. Barker Street, south of alley. Ca. 1922. Facade is a one story simple red brick warehouse with an inset brick panel just below the cornice. A garage door, apparently added later, is on the north end of the building. Brick arch over a second service door. The elevation facing the alley (north) has a stepped back roofline. Four windows here have been boarded up. Brick relieving arches over the windows. This is one of several ca. 1922 warehouses near the depot. Sanborn Maps indicate that originally this was a wagon shop.
- C 30. Barker Street. Ca. 1922. Facade is a simple one story red brick warehouse with a moderate degree of decorative brick at the cornice. Original service doors have been infilled with brick. "H.W.O. Co. Warehouse" still appears faintly in the sign panel. The Pace Street (south) elevation has been covered with sheet metal. Sanborn Maps indicate that this was a grocery warehouse.
- C 31. Building behind Barker Street warehouses. Ca. 1922. Two story brick warehouse building with 6 over 6 double hung windows on the second story. One window on lower level has been filled in. Brick relieving arches over windows (Ash Street - east facade). The alley elevation (north) of this building has brick relieving arches over the service doors, 6-over-6 double hung windows on the second story. Some windows on first floor have been filled in. This has always been a warehouse.
- C 32. No street address found. Ca. 1922. Ash Street (east) facade. One story simple yellow brick building. One window filled in and a service door added. The Pace Street (south) facade has a stepped roofline and small windows. Originally, this was the Southern Supply Co. Warehouse.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Transportation
Commerce
Architecture

Period of Significance

ca. 1898-1929
date of earliest resource

Significant Dates

ca. 1898

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Hendersonville Depot District, featuring the well-preserved ca. 1902-04 frame depot, approximately 27 brick commercial buildings, and the Station Hotel dating from the first quarter of the twentieth century, is one of the best surviving examples of a railroad district in western North Carolina, and is significant in the areas of transportation, commerce, and architecture from the date of its earliest building, the ca. 1898 J. W. Bailey House, to the 1929 Stock Market crash. Although the railroad was perhaps the key to Hendersonville's development as a middle-class resort during these years, the buildings in the district are primarily commercial in function, providing services associated with Henderson's function as a shipping point for cash crops grown on local farms. Two buildings associated with tourism, the ca. 1915 Station Hotel and the ca. 1898 Bailey House, a boarding house in the 1920s, are district landmarks.

Transportation/Commerce Context

Hendersonville's overall transportation and commercial development are discussed in two of the three historic contexts in the Hendersonville Multiple Property Form cover: "Commercial Development, 1850-1929" and "Tourism Development: 1879-1929." When the railroad arrived from Spartanburg, South Carolina in 1879, it transformed Hendersonville from a turnpike town on the Buncombe Turnpike, the toll road built in 1827 which connected Tennessee, Kentucky and North Carolina to South Carolina ports, into one of the major resorts in southwestern North Carolina. In most of the settlements on the Buncombe Turnpike, the turnpike era buildings, of the antebellum period, have completely disappeared. In many of these towns, the railroad era buildings of the late nineteenth and early twentieth centuries are gone as well. Two of the better preserved depot districts in resort towns of the area are in Asheville and Tryon, both on the Buncombe Turnpike and then the Spartanburg Railroad line. The Biltmore Village Historic District in Asheville is an early twentieth century half-timbered medieval revival town built by George Vanderbilt near his Biltmore Estate. The district contains a depot, stores, a church, and cottages designed by noted architects. Closer in appearance and socio-economic reality to Hendersonville is the depot district in Tryon, in adjacent Polk County on the South

See continuation sheet

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Carolina border. A mere crossroads prior to the coming of the railroad in 1877, Tryon became a resort town like Hendersonville in the late nineteenth century. The town of Tryon was laid out in a circle around the depot in 1885. The current depot, the third such building, is a simple late Victorian style frame building built ca. 1914, which has undergone considerable alteration later in the twentieth century. Today a mixture of old and new commercial and residential buildings surround the depot, and the district lacks the significant concentration of historic buildings which characterizes the Hendersonville Depot District.

Architectural Context

The Hendersonville Depot District is architecturally significant not only because of such individually outstanding buildings such as the Depot and the Station Hotel, but also because it is one of the best preserved depot districts in western North Carolina. The integrity of the district is the result of neglect, since passenger rail traffic was eliminated in the mid-twentieth century and businesses in the district have languished.

The present streetscape of the district can be characterized as second phase railroad development. It is likely that the earliest buildings, dating from the late nineteenth century, were primarily of frame construction and loosely scattered, like the development on nearby Main Street as shown on the 1896 Sanborn Map. Certainly the first depot of 1879 is no longer extant. The present early twentieth century depot is a handsome, late Victorian bracketed style frame station. All of the commercial buildings are one and two-story brick buildings with varying degrees of ornamentation, but generally restrained.

Historical Background

The oldest commercial building in the district is 407 Seventh Avenue (#9), a two-story brick building built as a grocery, and by 1912 in use as a restaurant. 417 Seventh Avenue (#11), built by 1912, was also used as a grocery and restaurant during the early years. 408 Seventh Avenue (#19), built by 1912 directly opposite the depot, housed a fruit and candy stand originally. The Star Dray Company Building at the corner of Maple and Seventh (#13), was built about 1923 to house this prominent local trucking business which would have had a close association with the railroad. Four pre-1922 brick warehouses stand close to the railroad, on Barker and Ash streets (#29-32), and originally served as a wagon shop, grocery warehouse, general warehouse, and Southern Supply Company warehouse. A farmer's market was also located here before 1926. The Station Hotel, (#12) at the corner of Maple and Lane streets, is a two-story, plain brick building with a double front frame porch, built between 1912 and 1922. By 1922, the J. W. Bailey

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House, (#1) a picturesque Queen Anne cottage built ca. 1898, originally located one block from the depot on Seventh Avenue, had become the "Colorado," a boarding house, but later in the 1920s the commercial development on Seventh Avenue made its site so valuable that it was moved half a block to its present location, 724 Grove Street.

In the early 1900s, a street car carried passengers from Depot Street (Seventh Avenue) to Main Street, and many fine residences sprang up along Seventh Avenue. Several, such as the still extant J. W. Bailey House, served as the residence of Seventh Avenue merchants. But most of these have been demolished for commercial development.

9. Major Bibliographical References

FitzSimons, Frank. From the Banks of the Oklawaha, Vol. I. (Hendersonville: Golden Glow Publishing Company, 1976).

Ray, Lenoir. Postmarks: A History of Henderson County, North Carolina. (Chicago: Adams Press, 1970).

Sanborn Insurance Maps of Hendersonville, 1896, 1908, 1912, 1922.

See continuation sheet

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 (Hendersonville Depot)
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Western Office, Archives & History
Barber Photo Collection owned by Jody Barber, Hendersonville, N.C.

10. Geographical Data

Acreage of property approx. 10 acres

UTM References

A

1	7
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3	6	7	4	9	0
---	---	---	---	---	---

3	9	0	9	6	6	0
---	---	---	---	---	---	---

Zone Easting Northing

C

1	7
---	---

3	6	7	5	6	0
---	---	---	---	---	---

3	9	0	9	2	7	0
---	---	---	---	---	---	---

B

1	7
---	---

3	6	7	7	3	0
---	---	---	---	---	---

3	9	0	9	6	6	0
---	---	---	---	---	---	---

Zone Easting Northing

D

1	7
---	---

3	6	7	2	8	0
---	---	---	---	---	---

3	9	0	9	4	3	0
---	---	---	---	---	---	---

See continuation sheet

Verbal Boundary Description

See planning sketch map included with this submission.

See continuation sheet

Boundary Justification

The boundary includes those buildings that are significant in the commercial, residential, and transportation development of the district. A few non-contributing buildings are included so that the visual cohesiveness of the district is maintained. The district also portrays a tight clustering of contributing properties, which is not evident in the areas outside the district boundaries.

See continuation sheet

11. Form Prepared By

name/title Sybil Argintar Bowers, consultant; Martha Fullington, staff

organization North Carolina Historic Pres. Office date 1988

street & number Western Office, Oteen Center telephone (704) 298 5024

city or town Asheville state North Carolina zip code 28805

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Historic and Architectural Properties in
Hendersonville, NC - Seventh Avenue Depot District

Section number Photos Page 1

- 1) Name of Property and Address: will vary
CC - 00 are all 7th Avenue Historic District
 - 2) City, State: Hendersonville, North Carolina
 - 3) Photographer: Doug Swaim
 - 4) Date: 1985, except DD, EE, FF, JJ, KK, LL, NN, 00 which are 1987
All 1985 photos have been field checked and reflect current condition
 - 5) Location of Original Negative: Archives and History - Western Office,
Asheville, NC
 - 7) Photograph Number: will vary
-

- CC. 1) J.W. Bailey, 742 N. Grove Street
6) Looking northeast. Note corner turret
7) CC
- DD. 1) 728 N. Grove Street
6) Looking east
7) DD
- EE. 1) North side 7th Avenue, east of intersection of Grove Street and
7th Avenue
6) Looking northeast, up 7th Avenue
7) EE
- FF. 1) NW corner Locust Street and 7th Avenue
6) Looking northeast
7) FF
- GG. 1) 403-405, 407, and 409-411 7th Avenue
6) Looking northeast
7) GG
- HH. 1) 417 7th Avenue
6) Looking northwest. Note brick corbelling
7) HH

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number Photos Page 2 Historic and Architectural Properties in
Hendersonville, NC - Seventh Avenue Depot District

- II. 1) Station Hotel, 729 Maple Street
 - 6) Looking south
 - 7) II

- JJ. 1) 358 7th Avenue
 - 6) Looking south
 - 7) JJ

- KK. 1) Group of buildings at SW corner of Maple Street and 7th Avenue
 - 6) Looking southwest
 - 7) KK

- LL. 1) 408 Seventh Avenue
 - 6) Looking southwest
 - 7) LL

- MM. 1) Depot and Maple Street Brick, SE corner 7th Avenue and Maple Street
 - 6) Looking south
 - 7) MM

- NN. 1) Group of buildings filling block between Barker Street and Ash Street
 - 6) Looking northeast up 7th Avenue
 - 7) NN

- OO. 1) 520 7th Avenue
 - 6) Looking southwest
 - 7) OO

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

MAR 13 1989

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Seventh Avenue Depot District

MULTIPLE NAME: Hendersonville MPS

STATE & COUNTY: NORTH CAROLINA, Henderson

DATE RECEIVED: 1/17/89 DATE OF PENDING LIST: 2/01/89
DATE OF 16TH DAY: 2/17/89 DATE OF 45TH DAY: 3/03/89
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 89000029

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

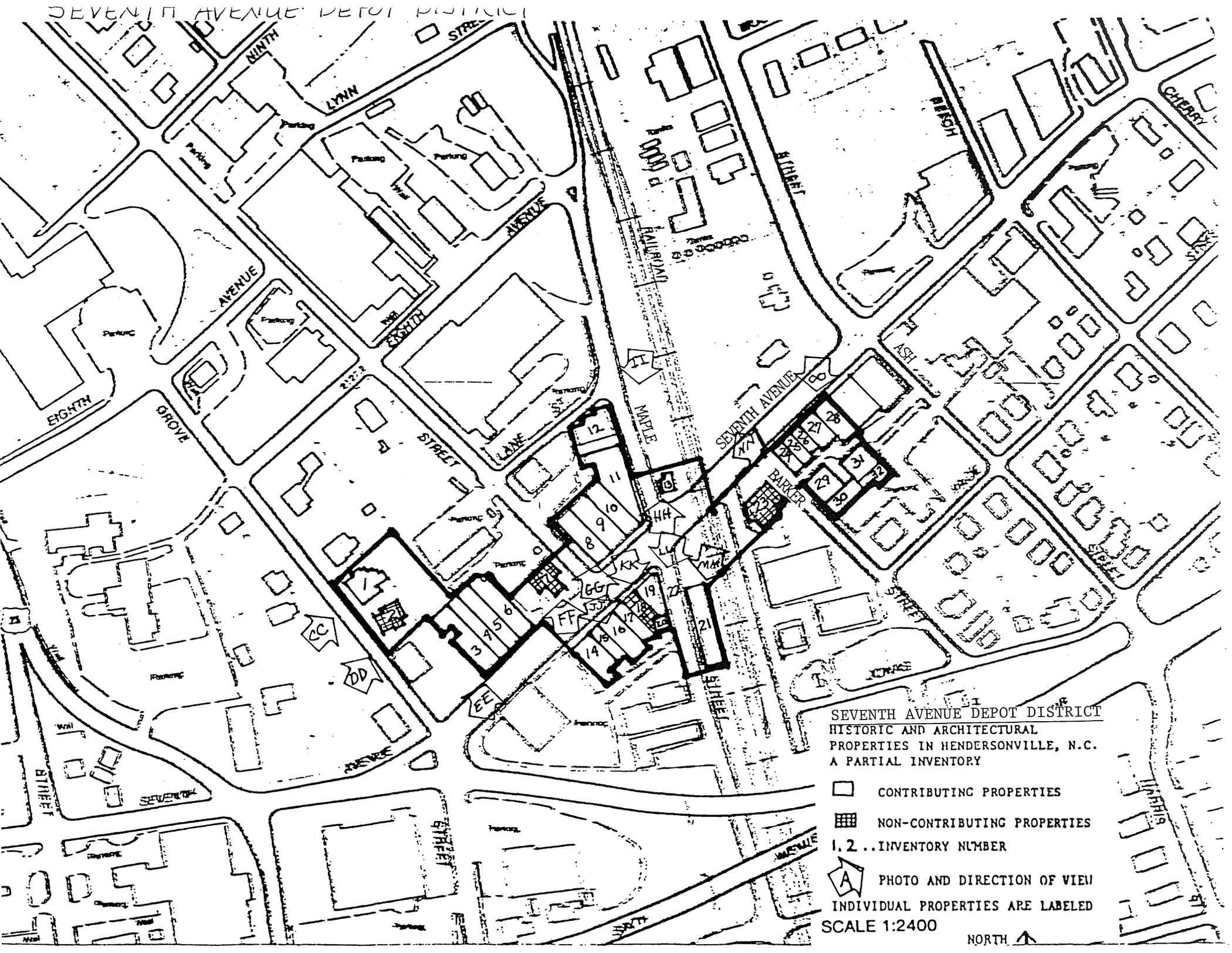
ACCEPT RETURN REJECT 3/2/89 DATE

ABSTRACT/SUMMARY COMMENTS:

Please review map - the scale is of concern since it is substantially ~~smaller~~ ^{smaller} than the 1"-200 feet scale noted in Bulletin 16. Please adjust and provide either the LBD or a map at the larger

RECOM./CRITERIA Return Scale.
REVIEWER Richard
DISCIPLINE Arch. Hist
DATE 3/2/89

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



SEVENTH AVENUE DEPOT DISTRICT
 HISTORIC AND ARCHITECTURAL
 PROPERTIES IN HENDERSONVILLE, N.C.
 A PARTIAL INVENTORY

- CONTRIBUTING PROPERTIES
- ▣ NON-CONTRIBUTING PROPERTIES
- 1, 2... INVENTORY NUMBER
- ⬆ PHOTO AND DIRECTION OF VIEW
- INDIVIDUAL PROPERTIES ARE LABELED
- SCALE 1:2400
- NORTH ↑

